. . 180274TTK

CSX

TRANSPORTATION

JACKSONVILLE SERVICE LANE TIMETABLE No. 1

EFFECTIVE

THURSDAY MAY 1, 1997

AT 0001 HOURS

CSX STANDARD TIME

5511

D.G. Orr
Generai Manager

JACKSONVILLE SERVICE LANE TIMETABLE
TABLE OF CONTENTS

SUBDIVISIONS

JACKSONVILLE SERVICE LANE TERMINAL INSTRUCTIONS

JACKSONVILLE SERVICE LANE SPECIAL INSTRUCTIONS

PHONE NUMBERS

Emergency only:
Jacksonville Service Lane
Chief Dispatcher 1–800–593–6187

Jacksonville Service Lane **Safety Hot Line**
(Company) 8–388–5050

Non–Emergency situations:
Jacksonville Service Lane
Chief Dispatcher (Bell) 1–904–381–4060 or 4061
(Company) 8–388–4060 or 4061

FAX
(Bell) 1–904–381–2614
(Company) 8–388–2614

Printer IQ2

OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators	
E.S. Pack	304–645–4604
G.L. Muneio	941–741–8195
Team Captains	
Fitzgerald, GA.	
D. Lewis	912–423–0466
Jacksonville, FL.	
– Mechanical –	
S. Smith	904–879–5954
– Operations Center –	
T. Starr	904–646–4493
– Road –	
R. Rahn	904–765–2364
– Yard –	
E. Fountain	904–765–2364
Montgomery, AL.	
– Dothan SD –	
B. Cole	205–263–4920
Pensacola, FL.	
J. Holzworth	904–478–9985
	Pager – 904–839–1157
Savannah, GA.	
M. Alcorn	912–897–1199
– Signal Shops –	
K. Lamb	912–756–2606
Sanford, FL.	
M. Tanner	407–365–9055
Tallahassee, FL.	
– Signalmen –	
W. Cocke	904–668–4417
Waycross, GA.	
A. Milton	912–284–9729
– Mechanical –	
G. Ponsell	[illegible]25–5249
Wildwood, FL.	
G. Williams	352–748–1538
	352–748–3279

JACKSONVILLE SERVICE LANE

116 Druid Street
JACKSONVILLE, FL. 32254

Jacksonville Service Lane Officers

D.G. Orr
General Manager

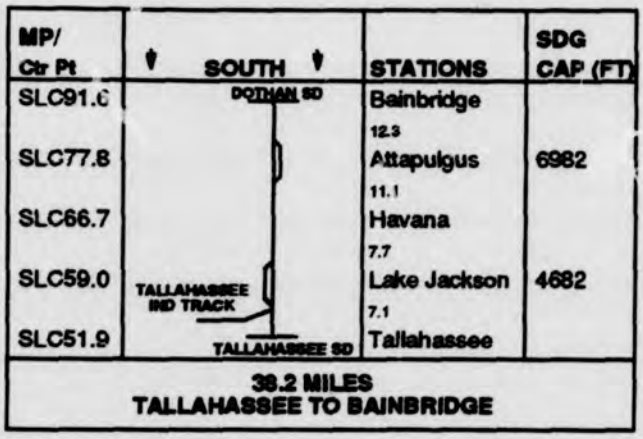
A.W. Ferguson Division Engineer	T.J. Stephenson Supt. of Transportation	C.W. Grant Supt. of Field Operations	W.A. Boyd Mechanical Supt.
J.C. York Sr. Rd. Foreman Engines	H.W. Haga Director of Administration	K.G. Hall Asst. Manager–Adm.	T.S. Craig Chief Train Dispatcher

Location and Names	Title
Busch, FL	
H.S. Sanders	Trainmaster
D.E. Benton	Trainmaster
G.L. Pressley	Asst. Roadmaster
Chattahoochee, FL	
E.W. Brogdon	Trainmaster
Cordele, GA	
O.G. Perkins	Trainmaster
Crestview, FL	
B.B. Smith	Roadmaster
Dothan, AL	
T.R. Ethridge	Trainmaster
Jacksonville, FL	
R.L. Hansford	Terminal Superintendent
C.M. King	Assistant Terminal Superintendent
R.D. Carmichael	Terminal Trainmaster
T.N. Bright	Terminal Trainmaster
L.A. Roberts	Terminal Trainmaster
B.J. Loyd	Terminal Trainmaster
H.D. Oglesby	Terminal Trainmaster
R.E. Watkins	Terminal Trainmaster
J.C. Sox	Assistant Terminal Trainmaster
J.T. Shiver	Assistant Terminal Trainmaster
J.C. Edgar	Assistant Terminal Trainmaster
W.M. Cochran	Trainmaster
B.A. Gibson	Trainmaster
W.I. Bell	Roadmaster
S.W. Holler	Road Foreman of Engines
Manchester, GA	
W. Robinson	Roadmaster
Ocala, FL	
J.R. McKenzie	Roadmaster
Orlando, FL	
R.L. Hicks	Trainmaster
J.T. Pike	Assistant Terminal Trainmaster
J.D. Arthur	Roadmaster
Palatka, FL	
R.F. Downey	Assistant Trainmaster
A.G. Hall, Jr.	Roadmaster

Location and Names	Title
Pensacole, FL	
J.L. Johnson	Trainmaster
B.R. Adams	Road Foreman of Engines
Savannah, GA.	
A.L. Hassler	Terminal Superintendent
C. Young	Assistant Terminal Superintendent
P.T. Wright	Assistant Terminal Trainmaster
T.J. Harper	Assistant Terminal Trainmaster
M.E. Laborde	Assistant Terminal Trainmaster
W.J. Ramsey	Roadmaster
B.W. Johnston	Roadmaster
Starke, FL	
D.S. Blair	Roadmaster
Tallahassee, FL	
R.J. Huntley	Trainmaster
J.W. Cartwright	Roadmaster
Thomasville, GA	
R.E. Kicklighter	Roadmaster
Waycross, GA	
J.H. Cowling	Terminal Superintendent
H.E. Keeney	Asst. Terminal Superintendent
W.H. Smith	Terminal Trainmaster
C.E. Becker	Terminal Trainmaster
G.D. James	Terminal Trainmaster
P.A. Conley	Assistant Terminal Trainmaster
G.C. Rullo	Assistant Terminal Trainmaster
J.C. Lee	Assistant Terminal Trainmaster
G.G. Hart	Trainmaster
D.L. Moss	Roadmaster
Wildwood, FL	
R.K. Yoho	Trainmaster
W.E. Caley	Road Foreman Engines
M.C. Chorpening	Supervisor Signals

10.0 BAINBRIDGE SUBDIVISION-B9

11.0 STATIONS LISTING AND DIAGRAM



11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Dothan	Mobile	11
Tallahassee	Mobile	51

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
Bainbridge, SLC91.6 and SLC88.0	93 See Notes 1 & 2
SLC88.0 and Tallahassee, SLC52.0	120-132
Tallahassee SLC52.0	265-272

Note:

1. Permission must be obtained from the "AB" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

12.2 DTC BLOCK LIMITS

Table 3. DTC Block Limits

Between Location/Mile Post	Block Names
SLC88.0 and SLC75.6	Attapulgus
SLC75.6 and SLC52.0	Lake Jackson

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 4. Maximum Authorized Speed

Between Location/Mile Post	MPH
Bainbridge, SLC91.6 and Tallahassee, SLC51.9	40

13.2 SPEED RESTRICTIONS

Bold MPH denotes city Ordinance

Table 5. Speed Restrictions

Between Location/Mile Post	MPH
SLC88.4 and SLC89.1	25
SLC89.1 and SLC90.1	20
SLC90.1 and SLC92.4	25

Note:

1. Trains must not exceed 5 MPH while switching Coastal Lumber Co. SLC69.4
2. Trains must not exceed 10 MPH on all tracks, other than main track, between Mile Post SLC52.0 and SLC89.0, which includes all sidings, team tracks, industrial tracks and tracks in Engelhart Mill.

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.58 DEFECT DETECTORS

Table 6. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Havana, SLC67.2	AD	East Side

15.104 SWITCHES

Main track switches, entering and departing 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 desired route.

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 7. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SLC91.1	Continuous	66	Wayside
Bainbridge	0800-1600	66	Agency
Tallahassee	Continuous	66	Wayside
Dispatcher (AB)	Continuous	94	Wayside

Note: AB Train Dispatcher call in number is 2.

AB Train Dispatcher telephone No. is 1-800-628-4719.

16.0 MISCELLANEOUS INSTRUCTIONS

1. All cars left on Coastal Lumber Lead at Hinson, Florida, must have hand brakes applied on each car.
2. Cars placed at Englehardt Minerals and Chemicals at Attapulgus, Georgia, must have hand brakes applied on at least 10% of the cars with a minimum of two (2) hand brakes applied on each cut of cars. Also, cars must be chocked with wheel chocks provided by Englehardt.
3. As information, Rule 93 is in effect on GSWR RR between SLC91.6 and SLC92.4. GSWR operational blocks begin at SLC92.4.

NOTES:

NOTES:

20.0 BROOKER SUBDIVISION - XB

21.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SN679.0	WILDWOOD SD	Starke	
		6.6	
SN685.6		Sampson City	
	DEERHAVEN SD	9.7	
SN705.3		Burnett's Lake	
		12.9	
SN718.6	WEST COAST SD	Newberry	
39.6 MILES STARKE TO NEWBERRY			

21.1 DIAGRAM CROSS-REFERENCE

Table 8. Diagram Cross-Reference

Subdivision	Division	Page
West Coast	Jacksonville	57
Wildwood	Jacksonville	61
Deerhaven	Jacksonville	9

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT.

Table 9. Authority for Movement

Between Location/Mile Post	Rules
Starke and SN679.7	265-272
SN679.7 and SN718.6	120-132

22.2 DTC BLOCK LIMITS

Table 10. DTC Block Limits

Between Location/Mile Post	Block Names
SN679.7 and SN693.0	Sampson City
SN693.0 and SN705.3	Burnett's Lake
SN705.3 and SN718.6	Alachua

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 11. Maximum Authorized Speed

Between Location/Mile Post	MPH
Starke and Newberry	40

23.2 SPEED RESTRICTIONS

Table 12. Speed Restrictions

Between Location/Mile Post	MPH
SN679.0 and SN680.2	25
SN705.7 Burnett's Lake - Through Turnout	30
North Leg of Wye Burnett's Lake	20
SN717.0 and SN718.6	20

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

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.58 Defect Detectors

Table 13. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Sampson City, SN683.9	AD	West Side
Haynesworth, SN702.3	AD	West Side

25.100 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 this can be avoided.

25.104 SWITCHES

(a). The junction switch at SN705.7 (ARB725.8) will be left lined for straightaway movements on Brooker Subdivision.

(b). The two switches on the South Leg of the Wye at Newberry located at AR730.2, West Coast Subdivision and SN718.6, Brooker Subdivision will be left lined for straightaway movements from Brooker to West Coast Subdivision.

25.105 USE OF SPECIFIED TRACKS

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

25.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 14. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (BB)	Continuous	94	Wayside

Note:

BB Train Dispatcher call-in number is 3.

BB Train Dispatcher telephone No. is 1-800-445-5504.

26.0 MISCELLANEOUS INSTRUCTIONS

All trains in both directions will sound horn beginning at a point approximately one-half mile prior to reaching trestle located at SN683.3 and continuing until engine covers trestle.

NOTES:

NOTES:

30.0 BRUNSWICK SUBDIVISION-BN

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AO587.1	JESUP SD	Waycross	
		14.0	
AO601.1		Hoboken	
		8.8	
AO609.9	NAHUNTA SD	Nahunta	1553
		17.2	
AO627.1		Bladen	
		6.0	
AO633.1	ANGUILLA	Anguilla Jct.	
		5.7	
AOB541.0	NS	Southern Jct.	
		3.0	
AOB538.0		Brunswick	

54.7 MILES
WAYCROSS TO BRUNSWICK

31.1 DIAGRAM CROSS-REFERENCE

Table 15. Diagram Cross-Reference

Subdivision	Division	Page
Jesup	Jacksonville	23
Nahunta	Jacksonville	27

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 16. Authority for Movement

Between Location/Mile Post	Rules
AO587.1 and A0B541.0	120-132
AOB541.0 and AOB539.0	93 See Notes 1 & 2

Note:

1. Permissions must be obtained from the "BE" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

32.2 DTC BLOCK LIMITS

Between Waycross And Southern Junction

Table 17. DTC Block Limits

Between Location/Mile Post	Block Names
AO587.1 and AO601.1	Hoboken
AO601.1 and AO609.9	Nahunta

Table 17. DTC Block Limits

Between Location/Mile Post	Block Names
AO609.9 and AO627.1	Bladen
AO627.1 and AOB541.0	Anguilla

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 18. Maximum Authorized Speed

Between Location/Mile Post	MPH
Waycross and AOB541.0	40

33.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 19. Speed Restrictions

Between Location/Mile Post	MPH
AO587.1 and AO587.8	15
AO600.2 and AO602.0	**30**
AO610.9 and AO609.9(Note 1)	**35**

Note:

1. Applies until engine reaches last crossing.
2. Do not exceed ten (10) mph on tracks other than Main tracks, signaled sidings and controlled sidings.

33.3 EXCEPTED TRACKS

The New Castle Lead from just south of Turtle River Lead switch and all other tracks in between to the south end of ABC Yard.

34.0 EQUIPMENT RESTRICTIONS

Atkinson, Ga. - Unloading pit beneath storage track at Atkinson, near AO618.0 will not support locomotives. Pit is located 1044 feet from north end switch. This track serves Douglas Asphalt Company.

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.58 DEFECT DETECTORS

Table 20. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Nahunta, AO613.0	AD	West Side

35.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 21. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Nahunta AO609.9	CSX	Remotely Controlled	234-B(2)
NS Junction AOB541.0	NS	Non-Electric Locked gates (Note)	98-C
New Castle Lead Brunswick Yard AOB538.0	NS	Non- Electric Locked gates (note)	98-c

Note: Gates may be left as last used.

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 22. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Waycross	Continuous	66	Wayside
AN587.0	Continuous	66	Wayside
Rice Yd Office	Continuous	66	Yd Office
Nahunta AO609.9	Continuous	66	Wayside
Bladen S570.0	Continuous	66	Wayside
Brunswick Yard AOB538.0	Continuous	66	Wayside
Brunswick Yard AOB538.0	Mon -Sat 0800-1600	66	Agency
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher call-in number is 3.

BE Train Dispatcher telephone No. is 1-800-445-5503.

36.0 MISCELLANEOUS INSTRUCTIONS

1. **JOINT TRACKS Brunswick** - Norfolk Southern Railway first class trains are required by Norfolk Southern to operate at a speed that will permit stopping within one-half the range of vision within yard limits. Other trains and engines may occupy Norfolk Southern main track within yard limits without clearing or protecting against Norfolk Southern first class trains except must give way promptly to avoid delay.

   Stop and flag Whitlock Street AOB538.8.

2. **CITY ORDINANCE INSTRUCTIONS**

   a) **Brunswick** -The use of engine horn within corporate limits prohibited and must be used only when necessary to warn vehicular traffic, persons, animals, or in an emergency and when used, must be of light intensity.

   b) **Nahunta** - Freight trains must not block road crossings in excess of 5 minutes and crossings should be cut when freight trains are stopped for a longer period of time. Movements over U.S. 301 must clear the crossing after each movement so that vehicular traffic may pass.

   c) **Hoboken** - 30 MPH, AO600.2-AO602.0. Blocking of street crossings in excess of 10 minutes is prohibited.

3. Crews switching Georgia Pacific Mill Chemical Area, Brunswick, GA. must have an individual respirator and hard hat in their possession and available for immediate use.

4. Engines tied up at Brunswick Yard will be spotted between derailers in No. 3 track.

NOTES:

40.0 CALLAHAN SUBDIVISION - Z1

41.0 STATIONS LISTINGS AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SM20.0	NAHUNTA SD	Callahan	
1480		5.0	
	NS		
SM15.0		Crawford	10900
1481–1482		10.8	
SM4.2		Fouraker	6690
1483–1484		4.2	
SM0.0	TALLAHASSEE SD	Baldwin	
1485			
	WILDWOOD SD		

20.0 MILES
CALLAHAN TO BALDWIN

41.1 DIAGRAM CROSS-REFERENCE

Table 23. Diagram Cross-Reference

Subdivision	Division	Page
Nahunta	Jacksonville	27
Tallahassee	Jacksonville	51
Wildwood	Jacksonville	61

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 24. Authority for Movement

Between Location/Mile Post	Rules
SM20.0 and SM0.0	265-272

Note: Rules 265-272 are in effect on Fouraker Siding and Crawford.

42.2 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 25. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
SM0.0 Baldwin and SM4.9 North Switch Fouraker Siding	Baldwin
SM4.9 North Switch Fouraker Siding and SM15.4 North Switch Crawford Siding	Fouraker
SM15.4 North Switch Crawford Siding and SM20.0 Junction Switch Callahan	Crawford

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 26. Maximum Authorized Speed

Between Location/Mile Post	MPH
SM20.0 and SM0.0	79

43.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 27. Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
Entire Subdivision Intermodal Trains	—	60
Other than Passenger or Intermodal Trains	—	60
SM19.9 Turnout Baldwin-Folkston Route	20	20
SM15.5 RR Crossing	40	40
SM12.9 to SM12.5	60	—
SM1.0 to Baldwin Yard	**45**	**45**
Signaled Sidings at Crawford and Fouraker	25	25
North end West Yard, Baldwin, over Switches	10	10
Tracks 4 - 19 Baldwin	10	10

Note: Do not exceed 10 MPH on any tracks other than Main tracks, signalled tracks and Controlled sidings.

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.58 DEFECT DETECTORS

Table 28. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Crawford, SM12.3	AD	West Side

Note: Crawford audible defect detector monitoring channel 32.

45.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 29. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Crawford - SM15.5	NS	Auto-matic	234-B(3)
Baldwin SP652.5 SM00.0 Callahan SD	CSX	Remotely Con-trolled	234-B(2)

45.103 SWITCHING

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

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 30. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Callahan	Continous	32	Wayside
Baldwin	Continuous	66	Yard Office
Dispatcher (AC)	Continuous	14	Wayside

Note: AC Train Dispatcher call in No. is 5.

AC Train Dispatcher telephone No. is 1-800-628-4720.

46.0 MISCELLANEOUS INSTRUCTIONS

Locomotives will not be operated beyond derail at Anderson Columbia Company siding, MP SM14.9.

NOTES:

NOTES:

50.0 DEERHAVEN SUBDIVISION-DV

51.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
ARB725.8	BROOKER SD	Burnetts Lake	
		14.0	
*ARB741.1	END OF TRACK	Gainesville	
14.0 MILES BURNETTS LAKE TO GAINESVILLE			

51.1 DIAGRAM CROSS-REFERENCE

Table 31. Diagram Cross-Reference

Subdivision	Division	Page
Brooker	Jacksonville	3

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Table 32. Authority for Movement

Between Location/Mile Post	Rules
ARB725.8 and ARB741.1	120-132

52.2 DTC BLOCK LIMITS

Between Burnetts Lake And Gainesville

Table 33. DTC Block Limits

Between Location/Mile Post	Block Names
ARB725.8 and ARB731.0	Hague
ARB731.0 and ARB741.1	Gainesville

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 34. Maximum Authorized Speed

Between Location/Mile Post	MPH
Burnetts Lake and Gainesville	35

53.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 35. Speed Restrictions

Between Location/Mile Post	MPH
ARB725.8 and ARB727.5	20
North Leg of Wye Burnetts Lake.	20

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

53.3 EXCEPTED TRACKS

That portion of the Deerhaven Subdivision between ARB731.0 and ARB741.1, including all Yard and Industrial Tracks, is declared excepted track.

54.0 EQUIPMENT RESTRICTIONS

Table 36. Equipment Restrictions

Location	Equipment	Restriction
Burnetts Lake to Gainesville	Cars weighing 263,002-270,000 lbs.	30 MPH

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.104 SWITCHES

1. The Main Track switch at ARB726.1 governing movements to North Leg of Wye will be left lined for movements from Deerhaven Subdivision Main Track to North Leg of Wye.
2. During the time that 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.

55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 37. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (BB)	Continuous	94	Wayside

Note: BB Train Dispatcher call in number is 3.

BB Train Dispatcher telephone No. is 1-800-445-5504.

NOTES:

NOTES:

60.0 DOTHAN SUBDIVISION-DO

61.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AN902.1	MONTGOMERY	Montgomery	
		1.5	
AN900.7		Day Street	6810
		6.6	
AN894.1		Snowdoun	
		18.1	
AN876.0		Ramer	2976
		17.2	
AN858.8		Youngblood	6290
		10.4	
AN848.4		Corcoran	2900
		8.1	
AN840.3		Banks	6662
		24.1	
AN816.2		Dillard	6019
		16.1	
AN800.5		Waterford	3622
		11.5	
AN789.4		Grimes	2865
		6.1	
AN783.3		Dothan	
		14.3	
AN769.0		Pansey	7386
		7.7	
AN761.3		Alaga	6109
		2.2	
AN759.1		Saffold	
		10.5	
AN748.6		Donalsonville	7512
		11.0	
AN737.6		Brinson	7421
		8.7	
AN728.9		Bainbridge	8073
		9.9	
AN719.0		Climax	7611
		6.4	
AN712.6		Whigham	2450
		7.0	
AN705.6		Cairo	3403
		7.1	
AN698.5		Pine Park	836
		7.0	
AN691.5	THOMASVILLE	Thomasville	

210.7 MILES
MONTGOMERY TO THOMASVILLE

61.2 ADDITIONAL STATIONS

Table 38. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Old Snowdoun	AN891.4	4	North

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 39. Authority for Movement

Between Location/Mile Post	Rules
Montgomery, AN902.1 and Day Street, AN898.8	93 See Notes 2 & 3
AN898.8 and AN785.9	120-132
AN785.9 and AN780.4	93 See Notes 1 & 3
AN780.4 and AN730.8	120-132
AN730.8 and AN726.0	93 See Notes 1 & 3
AN726.0 and AN694.1	120-132
AN694.1 and AN690.6	93 See Notes 1 & 3

Note:

1. Permission must be obtained from the "CN" Train Dispatcher before entering main track.
2. Permissions must be obtained from the Yardmaster Montgomery before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

62.2 DTC BLOCK LIMITS

Table 40 (Page 1 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
AN898.8 and AN884.7	Day
AN884.7 and AN872.4	Sprague
AN872.4 and AN859.4	Grady
AN859.4 and AN851.0	Youngblood
AN851.0 and AN841.0	Troy
AN841.0 and AN827.1	Banks
AN827.1 and AN816.9	Tennille
AN816.9 and AN806.7	Dillard
AN806.7 and AN789.5	Ewell
AN789.5 and AN785.9	Grimes
AN780.4 and AN769.8	Cowarts
AN769.8 and AN761.8	Pansey
AN761.8 and AN750.3	Alaga
AN750.3 and AN738.2	Donalsonville

Table 40 (Page 2 of 2). DTC Block Limits	
Between Location/Mile Post	**Block Names**
AN738.2 and AN730.8	Brinson
AN726.0 and AN719.0	Bainbridge
AN719.0 and AN705.5	Whigham
AN705.5 and AN694.1	Pine Park

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 41. Maximum Authorized Speed	
Between Location/Mile Post	**MPH**
Montgomery, AN898.8 and Thomasville, AN694.1	40

63.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 42. Speed Restrictions	
Between Location/Mile Post	**MPH**
AN902.1 and AN850.9	25
AN850.9 and AN848.7	**20**
AN848.7 and AN824.6	25
AN824.6 and AN823.8	35
AN804.5 and AN804.9	30
AN797.0 and AN799.5	25
AN793.8 and AN791.8	**30**
At AN783.7 , Headland Avenue	**20**
AN781.0 and AN738.3	40
AN738.3 and AN728.6	25
AN728.6 and AN728.5 (Bridge)	10
AN728.5 and AN728.0 (Curve)	20
AN728.0 and AN705.9	**25**
AN705.9 and AN705.1	**20**
AN705.1 and AN703.0	25
AN693.1 and Thomasville Yard	**35**
Sidings	10

Note:

1. Trains and engines must not exceed 10 MPH at the following locatons: Cairo Industry tracks, Bainbridge yard tracks, Donalsonville team, Bay Line interchange tracks, Dothan yard tracks, Ozark team, all interchange tracks.
2. Do Not Exceed 5 MPH when entering or leaving leaving south end siding Waterford, Al.

63.8 ENGINE SPEED INDICATORS AND ODOMETERS

AN901 and AN902
AN806 and AN807
AN786 and AN787
AN779 and AN780
AN730 and AN731
AN717 and AN718
AN695 and AN696

64.0 EQUIPMENT RESTRICTIONS

Table 43. Equipment Restrictions		
Location	**Equipment**	**Restriction**
Thomasville to AN899.1	All Wreckers Locomotive Cranes	15 MPH

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.58 DEFECT DETECTORS

Table 44. Defect Detectors		
Mile Post/ Location	**Type**	**Location of Indicators/ Personnel Reading Charts**
Pine Park AN701.7 *	AD	West side
Climax AN724.0 *	AD	West side
Donalsonville AN746.5 *	AD	West side
Pansey AN770.5 *	AD	West side
Pinckard AN793.7 *	AD	West side
Dillard AN815.0 *	AD	West side
Banks AN837.7	AD	West side
Youngblood AN862.9	AD	West side
Sprague AN885.3	AD	East side

* Count from lead axle.

65.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSING AT GRADE

(1) Railroad Crossings At Grade

Table 45. Railroad Crossings at Grade			
Location	**Railroad**	**Protection**	**Rule**
Troy AN850.4	SAUB	Automatic	234B(3)
Bainbridge AN728.9 (Note 1)	CSXT	Gate	98-C

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

65.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

Trains will be governed as indicated below before moving over the highway or street crossing below:

1. **Cairo** - Switching movements over crossings will be flagged.

   Trains leaving north end of siding must know gates across Broad Street are down before fouling track or be protected by flagman, as these signals are equipped with motion sensor devices and will not activate until movement is near crossing.

2. **Troy** - All street crossings except Three Notch Street, AN850.9, must be flagged when making back-up movements or handling cars ahead of engine.
3. **Whigham** - Southward trains leaving siding will not exceed speed of 8 MPH between south siding switch and crossing of State Route 179, just south of station at Whigham, until it is seen that automatic signals are functioning at highway crossing.

65.103 SWITCHING

1. **Cairo** - When switching the Graco Fertilizer track at Fourth Street Northeast, on north and south side of siding and main line, crews will arrange to use key device to lower and raise the gates before fouling crossing.

   This is necessary due to accumulation of foreign matter on track, which will not allow continuous circuiting of track. This applies to the two spur tracks only, as the siding and main track are not affected.
2. **Saffold** - Trains switching at Saffold, will stop far enough to permit clearing of Highway GA 370.

65.104 SWITCHES

Hand-Operated Switches

Switches on north end of Thomasville Yard, after being used by road crews and car inspectors, must unless otherwise instructed by supervision at Thomasville, be restored to position found. The normal position for track Number 5 is lined for movements to Track 5.

65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 46. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CN)	Continous	94	Wayside

Note: CN Train Dispatcher's call-in No. is 5.

CN Train Dispatcher's telephone No. is 1-800-445-5512.

66.0 MISCELLANEOUS INSTRUCTIONS

1. **Montgomery** - Northward trains arriving Montgomery will call Tower for instructions prior to passing AN898.8 (yard limit board).
2. Employees must not use wye at Grimes, Alabama.
3. **Phone Numbers**

Table 47. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2740	904-381-2742

4. Hand Brakes
   a) **Picnik, AN834.7** -When equipment is left standing outside of gates going into Picnik. Hand brakes must be tied on all cars.
   b) **Golden Peanut, AN811.8** -Hand brakes must be tied on all cars.
   c) **Waterford, Alabama, AN800.0** -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 applied to the south end.
5. **Close Clearance**
   a) **Dothan, Alabama, N&S Yard** -When shoving into the interchange tracks movement will be stopped at the switch to the interchange tracks, trainman will walk to the bottom of the track to insure the track is clear for shoving movement. This will prevent trainman from riding side of equipment in close clearance area.

      When pulling cars from interchange track, N&S Yard, trainman will not ride equipment out.
   b) As information there is close clearance on East Middle Track, Dothan, Al.
6. **Coastal Cold Storage, Donalsonville, Georgia** - When placing equipment in industrial park spot the leading end of the equipment 50 feet from the corner of their building. Do not shove equipment past the corner of their building under any circumstances.
7. Switching windows have been established at Bainbridge Terminal from 1300 hours until 2200 hours, Monday through Saturday, for the purpose of transferring hazardous material within the terminal.

NOTES:

NOTES:

NOTES:

70.0 EDGAR SUBDIVISION-ED

71.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AS717.4	TO END OF TRACK	Keuka	
		2.6	
AS720.0	IND. TRACKS	Edgar	
		8.9	
AS728.9	WILDWOOD SD	Hawthorne	
11.5 MILES KEUKA TO HAWTHORNE			

71.1 DIAGRAM CROSS-REFERENCE

Table 48. Diagram Cross-Reference

Subdivision	Division	Page
Wildwood	Jacksonville	61

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 49. Authority for Movement

Between Location/Mile Post	Rules
AS729.0 and AS717.4	120-132

72.2 DTC BLOCK LIMITS

Table 50. DTC Block Limits

Between Location/Mile Post	Block Names
AS729.0 and AS717.4	Edgar

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 51. Maximum Authorized Speed

Between Location/Mile Post	MPH
AS729.0 and AS717.4	25

73.2 SPEED RESTRICTIONS

Trains will not exceed 5 MPH on all industrial tracks at Edgar, AS720.0.

Do not exceed 10 mph on tracks other than Main tracks, signalled sidings and controlled sidings.

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 52. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AC)	Continuous	14	Wayside

Note: AC Train Dispatcher call-in No. is 8.

AC Train Dispatcher telephone No. is 1-800-628-4720.

76.0 MISCELLANEOUS INSTRUCTIONS

Trains and employees working the Clay shed, Feldspar, in Edgar, Fl., MP AS720.0, will not use more than two car lengths from derailer on West end and two car lengths from the clearance point on the East end.

NOTES:

NOTES:

NOTES:

80.0 FERNANDINA SUBDIVISION-FD

81.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SMA35.1	KINGSLAND SD	Yulee	
		12.1	
SMA47.2		Fernandina Beach	
12.1 MILES YULEE TO FERNANDINA BEACH			

81.1 DIAGRAM CROSS-REFERENCE

Table 53. Diagram Cross-Reference

Subdivision	Division	Page
Kingsland	Jacksonville	25

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 54 Authority for Movement

Between Location/Mile Post	Rules
SMA35.1 and SMA45.0	120-132
SMA45.0 and SMA48.5	105

Between Yulee And Fernandina

Table 55. DTC Block Limits

Between Location/Mile Post	Block Names
SMA35.1 and SMA38.0	Nassau
SMA38.0 and SMA45.0	Amelia

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 56. Maximum Authorized Speed

Between Location/Mile Post	MPH
SMA35.1 to SMA45.0	35

83.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 57. Speed Restrictions

Between Location/Mile Post	MPH
SMA35.1 and SMA35.4	15
SMA43.1 and SMA43.4 (Note 1)	15
SMA43.4 and SMA45.0 (Note 2)	20
SMA46.0 and SMA48.2	10

Note:

1. Trains handling open loads of pulpwood 5 MPH
2. Trains will approach highway crossing at Gum Street, SMA46.8 at speed not exceeding 5 MPH.
3. Do not exceed 10 mph on tracks other than Main tracks, signalled sidings and controlled sidings.

84.0 EQUIPMENT RESTRICTIONS

Table 58. Equipment Restrictions

Location	Equipment	Restriction
Yulee SMA35.1 and Fernandina Beach SMA48.5	Wreckers	25 MPH

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.58 DETECTORS HIGH LOAD OR CAR DETECTOR

1. An Electronic Wide Load Detector is located at SMA40.0 for checking wide loads on southward trains only, along with setoff track for placing wide loads detected. Switch to setoff track is located near SMA40.2, track opens south and will hold 11 cars.
2. A bridge has been installed over the main track at SMA40.0 for locating scanners that will, along with track side scanner, check the width of each load passing through bridge.
3. This detector utilizes voice transmissions to indicate wide loads. Upon a train approaching a point approximately 100 feet from the detector, an identifying message will be transmitted. After entire train passes the detector, a voice message stating "No defects" will be transmitted if no wide load has been detected. If a wide load is detected, a voice message will be transmitted, stating "wide load near axle____from rear of train". The car indicated must be set off in accordance with timetable special instructions.
4. If the car and or lading at the axle location indicated is not wide, an inspection must be performed of cars and lading 20 axles before and after the reported wide load location.
5. If no voice message is received after train passes the detector, or if the message indicates a detector malfunction, the train must be stopped and a walking inspection for wide loads must be performed.

6. After complete train has passed the detector, Wide Loads found must be set off in track located just South of Detector to allow loads to be adjusted. Waybills for cars ser off will be delivered to agent at Fernandina Beach with note they were left in setoff track for adjustment.
7. If White or Red Indicator is burning before train reached a point 100 feet North of the Detector of if White Indicators fail to light when train reached Detector, conductor must arrange for inspection of both sides of train and set off any cars found having loads disarranged in such a way that they will not clear truss spans at Amelia River Drawbridge.

85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(a) Junction switch at Yulee - Between Kingsland and Fernandina Subdivision will be left lined as last used.

(b) Drawbridge Amelia River, SMA43.2 - Attended 0730 to 1530 daily. Outside of assigned hours of bridge tender, drawbridge will be left in open position. Trains will approach "stop" signs located approximately 100 feet from end of approach structures prepared to stop, and will stop before reaching "stop" sign, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

85.100 ROAD CROSSINGS AT GRADE

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

Table 59. Highway And Street Crossings

Station, Highway or Street	Instructions
Fernandina Beach Atlantic Avenue	Must be flagged.

85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 60. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Yulee SMA35.1	Continuous	66	Wayside
Fernandina SMA47.2	0530-1330	66	Yard Office
Amelia River SMA43.2	1300-2200	66	Draw-bridge
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher call-in No. is 4.

BE Train Dispatcher telephone No. is 1-800-445-5503.

86.0 MISCELLANEOUS INSTRUCTIONS

1. When leaving from either end of the siding at MP SMA45.0 or MP SMA46.0, train crews must approach Bonnieview Road or Lime Street prepared to stop. Train crew will make certain that flashers have operated at least twenty (20) seconds.
2. All switches within yard limits of Yulee may be left as last used except the Main line switch to Stone Container at MP S613.4 which will be left lined to Main line.

NOTES:

90.0 FITZGERALD SUBDIVISION-FZ

91.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
ANB786.7	LINEVILLE SD / YD / MANCHESTER SD	Manchester	7305
2328		7.0	
ANB781.1		Woodland	10361
2327-28		10.6	
ANB770.3		Talbotton	6314
2331-32		8.2	
ANB762.1		Junction City	
		1.9	
ANB760.2		Brownsand	10419
2333-34		14.3	
ANB745.9		Rupert	8096
2336-38		9.3	
ANB73[illegible]		Ideal	11223
2337-38	OGLETHORP YD	8.4	
ANB728.2		Oglethorpe	4898
2341-42	NS	1.9	
ANB726.3		Montezuma	
		8.8	
ANB717.5		Dooling	10744
2343-44		2.2	
ANB715.3		Byromville	
		5.3	
ANB710.0		Lilly	6176
2345-2346		5.5	
ANB704.5		Vienna	
		6.6	
ANB697.7	GSWR RR	Ross	14485
2347-48	NS	3.0	
ANB694.7	CORDELE YD	Cordele	9959
2352-53		11.6	
ANB683.1		Hatley	3832
2354-55		10.3	
ANB672.8		Rebecca	9524
2356-57		12.1	
ANB659.7	FITZGERALD YD	Fitzgerald	8930
2358-2362		9.9	
ANB649.8		Osierfield	7592
2364-65		9.1	
ANB640.7		Ambrose	
		8.7	
ANB632.0		Upton	7663
2366-67		2.8	
ANB629.2	NS	Douglas	
		13.8	
ANB615.9		Nicholls	
		2.9	
ANB613.0		Sessoms	7899
2371-72		10.5	
ANB602.5		Bolen	10781
2373-74		14.6	
ANB587.9		Lang	
2377		1.4	
ANB586.5	WAYCROSS TERMINAL	Waycross	

201.6 MILES
MANCHESTER TO WAYCROSS

91.1 DIAGRAM CROSS-REFERENCE

Table 61. Diagram Cross-Reference

Subdivision	Division	Page
Lineville	Atlanta	Atlanta TT
Manchester	Atlanta	Atlanta TT

91.2 ADDITIONAL STATIONS

Table 62. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Saginaw	ANB620.3	65	South
Ocilla Spur (6.7 Miles)	SLA657.4	—	North
Fields	ANB722.7	3	South
Mauk Storage	ANB754.7	48	Both

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 63. Authority for Movement

Between Location/Mile Post	Rules
Waycross Terminal	Waycross Term.
ANB590 and ANB786.7	265-272
Ocilla Industrial Spur SLA658.0 to SLA660.7	S-146

Note: Rules 265-272 are in effect on the following Signaled Sidings: Woodland, Brownsand, Ideal, Dooling, Ross and Bolen.

92.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 64. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Hebardville ANB589.1 and North Switch Bolen ANB603.6	Bolen
North Switch Bolen ANB603.6 and North Switch Sessoms ANB614.1	Sessoms
North Switch Sessoms ANB614.1 and North Switch Upton ANB632.8	Upton
North Switch Upton ANB632.8 and North Switch Osierfield ANB650.5	Osierfield
North Switch Osierfield ANB650.5 and North Switch Fitzgerald ANB660.5	Fitzgerald
North Switch Fitzgerald ANB660.5 and North Switch Rebecca ANB673.8	Rebecca
North Switch Rebecca ANB673.8 and North Switch Cordele ANB694.3	Cordele
North Switch Cordele ANB694.3 and North Switch Ross ANB699.1	Ross
North Switch Ross ANB699.1 and North Switch Lilly ANB710.6	Lilly
North Switch Lilly ANB710.6 and North Switch Dooling ANB718.5	Dooling
North Switch Dooling ANB718.5 and North Switch Oglethorpe ANB728.8	Oglethorpe
North Switch Oglethorpe ANB728.8 and North Switch Ideal ANB737.8	Ideal
North Switch Ideal ANB737.8 and North Switch Rupert ANB746.6	Rupert
North Switch Rupert ANB746.6 and North Switch Brownsand ANB761.3	Brownsand
North Switch Brownsand ANB761.3 and North Switch Talbotton ANB770.3	Talbotton
North Switch Talbotton ANB770.3 and North Switch Woodland ANB782.2	Woodland
North Switch Woodland ANB782.2 and North Switch Manchester ANB788.3	Manchester

92.5 INDUSTRIAL SPUR

Table 65. Industrial Spurs

Location/Mile Post	Name	Derail Location
SLA658.0 and SLA660.7	Ocilla	SLA658.1

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 66. Maximum Authorized Speed

Between Location/Mile Post	MPH
ANB590.0 and ANB786.7	60
Ocilla Spur SLA657.9 and SLA663.3	10

93.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 67 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
ANB588.0 and ANB588.2	20
ANB588.8 and ANB589.0	30
ANB593.4 and ANB593.6	50
ANB600.0 and ANB600.1	50
ANB612.7 and ANB613.2	50
ANB622.0 and ANB624.0	60
ANB627.5 and ANB629.1	**35**
ANB629.1 and ANB629.5	**25**
ANB629.5 and ANB629.9	**35**
ANB647.8 and ANB648.0	55
ANB656.9 and ANB659.5	25
ANB692.0 and ANB694.3	50
ANB694.3 and ANB695.5	**25**
ANB695.5 and ANB697.4	50
ANB705.5 and ANB705.7	55
ANB707.5 and ANB708.3	50
ANB712.6 and ANB713.1	50
ANB713.1 and ANB713.8	45
ANB713.8 and ANB715.7	50
ANB715.7 and ANB718.4	55
ANB718.4 and ANB719.1	50
ANB719.1 and ANB720.3	45
ANB720.3 and ANB720.9	50
ANB724.1 and ANB725.0	50
ANB725.0 and ANB727.4	45
ANB727.4 R.R. Crossing	30
ANB727.4 and ANB728.4	40
ANB728.4 and ANB728.6	45
ANB728.6 and ANB729.3	55
ANB733.5 and ANB734.8	50
ANB734.8 and ANB735.0	45
ANB735.0 and ANB739.3	50
ANB742.7 and ANB744.4	50
ANB750.1 and ANB751.2	50
ANB754.6 and ANB754.8	55
ANB760.1 and ANB760.9	55
ANB760.9 and ANB763.8	45
ANB763.8 and ANB765.1	40
ANB765.1 and ANB768.1	50
ANB768.1 and ANB770.7	55
ANB770.7 and ANB772.3	40
ANB772.3 and ANB777.0	45
ANB777.0 and ANB778.2	40
ANB778.2 and ANB783.7	50

Table 67 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
ANB783.7 and ANB787.9	30
Signaled Sidings: Woodland, Brownsand, Ideal, Dooling, Ross and Bolen.	25

Note:

1. Do not exceed 10 MPH on the following sidings: Oglethorpe, Douglas, and Upton.
2. Brownsand, do not exceed 5 MPH on all tracks at Howard Sand. Do not exceed 5 MPH on Jessie Morie track.
3. Oglethorpe, do not exceed 10 MPH on any yard tracks.
4. Byromville, do not exceed 5 MPH on Saliba track.
5. Speed restricted by city ordinance applies only until engines have traveled through such limits.

   Exception: City ordinance at Cordele ANB694.3 and ANB695.5, 25 MPH, will apply until the entire train is through the limits of the city ordinance.

93.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked at the first encountered mile post location listed below:

ANB589 and ANB590 ANB657 and ANB658
ANB590 and ANB591 ANB658 and ANB659
ANB591 and ANB592 ANB659 and ANB660
ANB655 and ANB656 ANB660 and ANB661
ANB656 and ANB657

94.0 EQUIPMENT RESTRICTIONS

Table 68. Equipment Restrictions

Location	Equipment	Restriction
Sidings - Ideal, Cordele and Rebecca	Loaded double stack equipment	10 MPH
Pea Patch Track, Fitzgerald, Ga.	6-axle engines	Unit Coal Aggregate and Intermodal Trains and Trains having six axle engines must not operate through
Brown Brothers Sand Co. Junction City, Georgia	locomotives	Do not take Beyond South Switch

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.58 DEFECT DETECTORS

Table 69. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Woodland, ANB783.3	AD	West side
Junction City, ANB762.7	AD	West side
Ideal, ANB740.8	AD	West side
Montezuma, ANB722.5	AD	West side
Ross ANB700.7	AD	West side
Hatley ANB681.7	AD	West side
Fitzgerald, ANB662.1	AD	West side
Ambrose, ANB641.7	AD	West side
Saginaw, ANB621.4	AD	East side
Bolen, ANB601.0	AD	West side

Note: Defect detectors at Fitzgerald, Ambrose, Ideal and Saginaw will become activated at a point 600 feet in advance of the defect detector.
These detectors will report the location of a defect in 2 digits when 99 axles or less and 3 digits when 100 axles or more.

95.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE

Table 70. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Cordele, ANB694.9	NS/ GSWR	Automatic	234-B(3)
Oglethorpe, ANB727.7	NS	Automatic	234-B(3)

95.98-G 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 locations. After you pass that location, regardless of signal indication, if your train consumes more time than is shown for that locations, the home signal at the crossing is subject to go to a STOP indication.

Table 71. Approach Locations With Time-Out Features

Location Subdivision	City/Town	Mile Post/ Location	Time Out Interval
Fitzgerald	Oglethorpe, Ga.	Northbound start at ANB724.4 (NB signal)	10 min 30 sec
Fitzgerald	Oglethorpe, Ga.	Southbound start at ANB729.2 (small signal case)	10 min 30 sec

95.100 HIGHWAY AND STREET CROSSINGS

Table 72. Highway And Street Crossings

Station, Highway or Street	Instructions
Industrial Park run-around over County Rd. 258 - ANB655.25	Crews must provide flag protection

95.400 RADIO STATIONS AND INSTRUCTIONS

Table 73. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
ANB786.0	Continuous	32	Wayside
ANB755.2	Continuous	32	Wayside
ANB718.0	Continuous	32	Wayside
ANB688.5	Continuous	32	Wayside
Cordele	0800-1600	32	Agency
ANB659.5	Continuous	32	Wayside
Fitzgerald	0800-1600	32	Yd Office
ANB637.6	Continuous	32	Wayside
ANB613.6	Continuous	32	Wayside
ANB822.5	Continous	32	Wayside
ANB780.0	Continous	32	Wayside
Dispatcher (AK)	Continuous	20	Wayside

Note: AK Train Disptacher Call-In No. is 6 between Waycross and Manchester.

AK Train Dispatcher telephone # is 1-800-445-5508.

96.0 MISCELLANEOUS

1. **CLOSE CLEARANCES**

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

   a) ANB589.0 Southeastern Brick

   b) ANB589.0 Gold Kist

   c) ANB628.8 No. 2 Track

   d) ANB694.1 Scale Track

   e) ANB727.7 Yard Tracks 1-through-6

   f) ANB754.0 Mauk Storage

   g) ANB769.1 Siding

2. **CITY ORDINANCES**

   a) **Douglas** - Crossings between Gaskins Ave, ANB629.0 and College Ave ANB629.5 (inclusive) must be left unobsturcted except when trains are passing over crossings. Unlawful to sound horn except in emergency or when required by law to prevent accident.

   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 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.

NOTES:

100.0 JESUP SUBDIVISION-JS

101.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AN548.4	JESUP YARD	Jesup	7633
1451		11.1	
AN559.5	NAHUNTA SD	Screven	7811
1452–1453		7.7	
AN567.2		Offerman	8019
1454–1455		13.7	
AN580.9	PEARSON SD / BRUNSWICK SD	Homestead	7842
1456–1457		6.6	
AN587.8	WAY. YD	Waycross	
ANA587.8			
1460–61–62		11.0	
ANA598.4	THOMASVILLE SD	Braganza	10930
1463–1464		9.4	
ANA607.8		Race Pond	7649
1465–1466		10.7	
ANA618.5		Hague	9881
1467–1468	NAHUNTA SD	2.6	
ANA621.1		Folkston	

72.7 MILES
JESUP TO FOLKSTON

101.1 DIAGRAM CROSS-REFERENCE

Table 74. Diagram Cross-Reference

Subdivision	Division	Page
Nahunta	Jacksonville	27
Brunswick	Jacksonville	5
Pearson	Jacksonville	31
Thomasville	Jacksonville	55

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT.

Table 75. Authority for Movement

Between Location/Mile Post	Rules
A548.4 and ANA621.1	265-272

Note:

1. Rules 265-272 are in effect on Hague and Braganza sidings.

102.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 76. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
AN548.5 Jesup Subdivision Switch Jesup and AN558.7 North Switch Screven Siding	Jesup
AN558.7 North Swtich Screven Siding and AN566.3 North Switch Offerman Siding	Screven
AN566.3 North Switch Offerman Siding and AN580.0 North Switch Homestead Siding	Offerman
AN580.0 North Switch Homestead Siding and AN587.1 Brunswick Jct. Switch Waycross	Homestead
ANA587.7 South Wye Switch Waycross and ANA589.7 South Switch Freight Lead	Waycross
ANA589.7 South Switch Freight Lead, and ANA597.6 North Switch Braganza Siding	Park
ANA597.6 North Switch Braganza Siding and ANA607.0 North Switch Race Pond Siding	Braganza
ANA607.0 North Switch Race Pond Siding and ANA617.5 North Switch Hague Siding	Race Pond
ANA617.5 North Switch Hague Siding and ANA621.1 Jesup Subdivision Switch Folkston	Hague

Note: In case of Signal Suspension Rule 93 will govern movements from AN587.1 to AN587.8.

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 77. Maximum Authorized Speed

Between Location/Mile Post	MPH
A548.4 and AN587.8	60
ANA587.7 and ANA621.1	70

103.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance. Applies until engine covers crossings.

Table 78 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Pasr. MPH	Other MPH
Entire Subdivision: Other than Passenger and Intermodal trains	--	60
A547.3 and A549.4	**50**	**50**
AN559.1 and AN560.2	**50**	**50**
AN577.1 and AN579.2 0600 to 1900	**40**	**40**
AN577.1 and AN579.2 1900 to 0600	**50**	**50**

Table 78 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
AN587.1 and AN587.8	15	15
ANA587.7 and ANA587.9	15	15
ANA620.9 and ANA621.1	40	40
Hague Signaled Siding and Braganza Signaled Siding	25	25

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

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.58 DEFECT DETECTORS

Table 79. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Lynn, AN553.0	AD	East Side
Patterson, AN574.0	AD	East Side
Braganza, ANA591.7	AD	East Side
Hague, ANA611.0	AD	East Side

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 80. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Jesup A548.2 (Dispatcher)	Continuous	14	Wayside
Jesup A548.2 (Agency)	0800 - 1700	32	Agency
Waycross (Rice (Yd Office)	Continuous	66	Terminal
Folkston ANA621.1	Continuous	32	Wayside
Dispatcher (AC)	Continuous	14	Wayside

Note: AC The Jesup Subdivision train dispatcher call-in No. is 5.

AC Train Dispatcher telephone No. is 1-800-628-4720.

106.0 MISCELLANEOUS INSTRUCTIONS

1. **Close Clearance**

   a) Track serving Cypress Foods at Blackshear, Ga. has substandard clearance and will not clear a person on side of car. This substandard clearance is a steel pole holding the guide wire to the grain elevator of Cypress Foods located 7 feet 1 inch from center of track, approximately 360 feet from the point of switch on inside of curve.

NOTES:

110.0 KINGSLAND SUBDIVISION-KI

111.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
S593.4	END OF TRACK	Seals	
		5.5	
S598.9	ST. MARY'S RR	Kingsland	6730
		6.8	6683
S605.7		Manley	4661
	NEW RUNAROUND	6.3	6232
S612.0	FERNANDINA SD	Yulee	5668
		7.4	
S619.4		Tisonia	4696
		5.8	
S625.2	DAMES POINT SPUR	Eastport	3240
		*0.8	
S626.0		Busch	
		8.6	
ASJ640.3		Grand Jct.	
A640.3		1.4	
	NAHUNTA SD		

41.2 MILES
KINGSLAND TO GRAND JCT.

111.1 DIAGRAM CROSS-REFERENCE

Table 81. Diagram Cross-Reference

Subdivision	Division	Page
Fernandina	Jacksonville	17
Nahunta	Jacksonville	27

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 82. Authority for Movement

Between Location/Mile Post	Rules
S593.4 and S599.3	105
S599.3 and S609.0	120-132
S609.0 and S613.5	93 See Notes 1 & 2
S613.5 and S623.5	120-132
S623.5 and S628.9	93 See Notes 1 & 2
S628.9 and ASJ644.8	120-132
ASJ644.8 and ASJ643.5	93 See Notes 1 & 2
ASJ643.5 and ASJ642.5	120-132

Table 82. Authority for Movement

Between Location/Mile Post	Rules
ASJ642.5 and ASJ640.6	93 See Notes 1 & 2

Note:

1. Permission must be obtained from the "BE" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

112.2 DTC BLOCK LIMITS

Between Kingsland And Grand Junction

Table 83. DTC Block Limits

Between Location/Mile Post	Block Names
S599.3 and S609.0	Manley
S613.5 and S618.9	Trinity
S618.9 and S623.5	Tisonia
S628.9 South YL Sign East Port and ASJ644.8 North YL Sign Milldale	Trout River
ASJ643.5 and ASJ642.5	Milldale
Dames Point Spur SO625.4 and SO627.6	Kraft
SO627.6 and SO629.5	JEA

112.3 EXCEPTED TRACKS

Effective Immediately, all tracks located in Milldale Yard, ASJ645.0 to End of Track, Kingsland Subdivision, located within the limits of the Jacksonville Terminal is declared "Excepted Track".

All tracks in Navy Fuel Yard near Busch, Fl. on Kingsland Subdivision are declared "Excepted track."

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 84. Maximum Authorized Speed

Between Location/Mile Post	MPH
S599.3 and S623.5	40
S623.5 and ASJ640.3	25
Dames Point Spur Eastport, SO625.4 and Blount Island, SO630.8	20

113.2 SPEED RESTRICTIONS

Table 85. Speed Restrictions

Between Location/Mile Post	MPH
S593.4 End of Track to S596.2	10
S611.8 diverging movement to and from Fernandina Subdivision SMA35.4	15
S630.0 and ASJ644.6	15
ASJ640.7 and ASJ640.3	15
Sidings at Kingsland and Yulee	10
All Yard Tracks at Kingsland	10
All tracks Kraft Yard, Gulf Oil and Navy Fuel Leads	10
Dames Point Spur	
SO625.4 and SO625.7	15
SO627.2 and SO627.6	15

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

114.0 EQUIPMENT RESTRICTIONS

Table 86. Equipment Restrictions

Location	Equipment	Restriction
Kingsland D&M Asphalt Unloading Pit	Equipment other than coal and rock hoppers	Must not operate over pit
Stone Container Lead S613.4	6-Axle Engines	Must not operate

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Trout River, S629.0. Attend 0600 to 2200, daily. Outside of assigned hours of bridge tender, bridge is lined for rail movement.

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

(2) Excessive Blocking of Street Crossings

Trains and engines will be governed by the following:

1. Trains will not block road crossing known as Grass Crossing located in vicinity of south end of siding Eastport, S625.5, Kingsland Subdivision, for more than 10 minutes. Crews will arrange to cut this crossing immediately if it is known that it would be blocked for longer than ten minutes.

115.100 ROAD CROSSINGS AT GRADE

1. Trains will approach Main Street Crossing (Highway 17) located on Dames Point Spur at SO625.4 not exceeding 5 MPH prepared to stop until it is ascertained that crossing gates are fully lowered.

115.104 SWITCHES

1. **Milldale Junction** - All trains must approach the switch located at S630.3 prepared to stop short of switch account switch may be left lined as previously used.

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 87. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Kingsland S598.9	Continuous	66	Wayside
Yulee S612.0	Continuous	66	Wayside
Jacksonville	Continuous	32 66	Terminal
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher call-in No. is 4.

BE Train Dispatcher telephone No. is 1-800-445-5503.

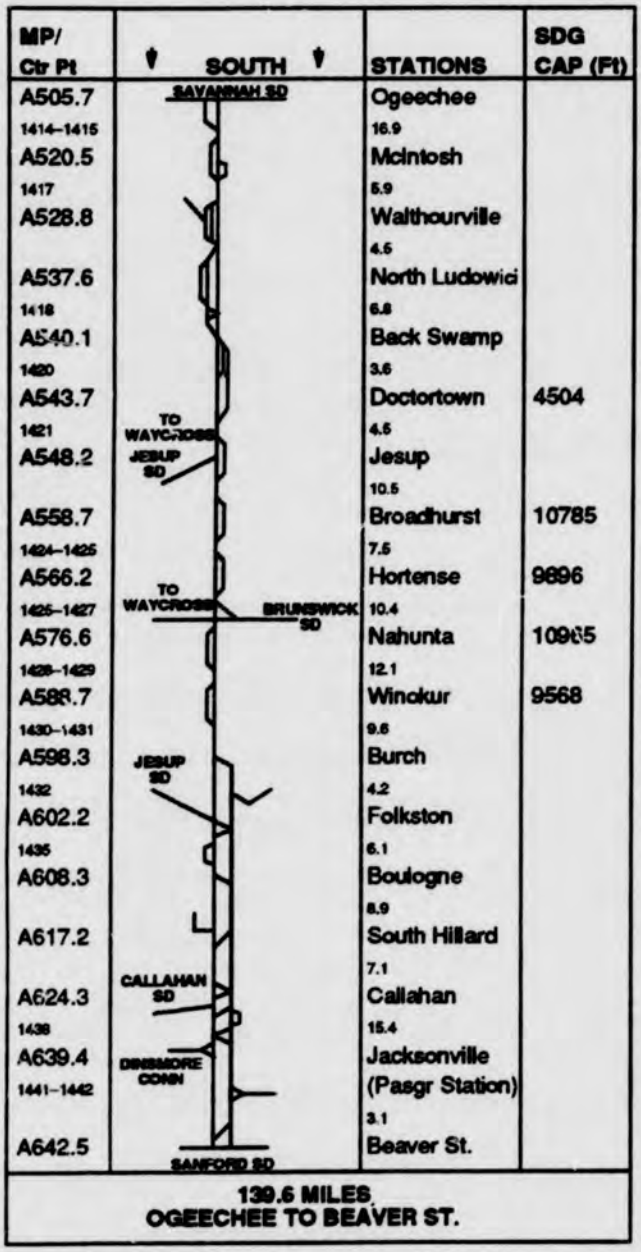
116.0 MISCELLANEOUS INSTRUCTIONS

1. All trains setting cars off at Kingsland for the St. Mary's RR will show the exact time on the switch list that delivery was made.
2. All Cedar Bay Coal trains will pull into tracks #7 N. yard and double to track #6 leaving engines in Kraft Siding. Use the lead to the Cedar Bay Power Plant for doubling. Do not take train towards the Stone Container Mill.
3. 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.
4. All crews setting off cars at Norwood Dray will contact Yardmaster at Moncrief.
5. All switches at Eastport between and including North and Southend of Pass may be left as last used.
6. All switches within the yard limits of Yulee may be left as last used except the Main line switch to Stone Container at MP S613.4 which will be left lined to Main line.
7. Due to short approach circuit to Busch Drive, S626.5, trains will not exceed 10 MPH between S626.4 and S626.6 until movement covers crossing.

NOTES:

120.0 NAHUNTA SUBDIVISION-NH

121.0 STATIONS LISTING AND DIAGRAM



121.1 DIAGRAM CROSS-REFERENCE

Table 88. Diagram Cross-Reference

Subdivision	Division	Page
Savannah	Jacksonville	47
Jesup	Jacksonville	23
Brunswick	Jacksonville	5
Kingsland	Jacksonville	25
Callahan	Jacksonville	7

Table 88. Diagram Cross-Reference

Subdivision	Division	Page
Sanford	Jacksonville	41

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 89. Authority for Movement

Between Location/Mile Post	Rules
A506.0 and Dinsmore, A635.0	265-272
Dinsmore, A635.0, and A642.5	265-272(93)

Note: 1: Rule 265-272 are in effect on Broadhurst, Hortense, Nahunta and Winokur sidings.

122.3 SUSPENSION OF SIGNAL SYSTEM - (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 90 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
A506.0 Begin Nahunta Subdivison and A510.0 SEDT South Ogeechee	Richmond Hill
A510.0 SEDT South Ogeechee and A518.0 NEDT Lodge	Ogeechee
A518.0 NEDT Lodge and A522.8 SEDT McIntosh	Lodge
A522.8 SEDT McIntosh and A533.3 NEDT North Ludowici	McIntosh
A533.3 NEDT North Ludowici and A540.0 SEDT Back Swamp	Ludowici
A540.0 SEDT Back Swamp and A543.9 NEDT Doctortown	Morgan
A543.9 NEDT Doctortown and A550.5 SEDT South Jesup	Doctortown
A550.5 SEDT South Jesup and A557.6 North Switch Broadhurst Siding	Shepherd
A557.6 North Switch Broadhurst Siding and A565.2 North Switch Hortense Siding	Broadhurst
A565.2 North Switch Hortense Siding and A576.8 North Switch Nahunta Siding	Hortense
A576.8 North Switch Nahunta Siding and A587.6 North Switch Winokur Siding	Nahunta
A587.6 North Switch Winokur Siding and A598.3 NEDT Burch	Winokur
A598.3 NEDT Burch and A602.2 Crossover Switch Folkston	Burch
A602.2 Crossover Switch Folkston and A608.3 Crossover Switch Boulogne	Folkston
A608.3 Crossover Switch Boulogne and A617.2 Crossover Switch South Hilliard	Hilliard
A617.2 Crossover Switch South Hilliard and A624.5 Crossover Switch South Callahan	Callahan

Table 90 (Page 2 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
A624.5 Crossover Switch South Callahan and A635.0 North Yard Limit Jacksonville	Dinsmore

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 91. Maximum Authorized Speed

Between Location/Mile Post	MPH
A506.0, and A638.7	79
A638.7 and A642.5	40

123.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance. Applies until engine covers crossings.

Table 92. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Intermodal Trains A506.0 and A638.7	–	70
Other than Passenger, Intermodal or Light Multi-Unit consist Trains A506.0 and A638.7	–	60
A518.0 and A522.9 No. 1 Track	70	60
A533.4 and A540.1 No. 1 Track	–	60
A543.5 and A543.6	50	50
A547.3 and A549.4	**50**	**50**
A548.4 Northward Trains over Orange St.	**40**	**40**
A548.6 and A548.8 No. 2 Track	55	55
A548.6 and A548.8 No. 1 Track	30	30
A602.5 and A602.7	**50**	**50**
A624.2 (Diversion movement to and from Callahan Subdivision only)	20	20
A624.4 and A624.6	65	65
Signaled Sidings at Broadhurst, Hortense, Nahunta, Winokur	25	25

Note: Do not exceed 10 mph on any tracks other than Main Tracks, signalled sidings, and controlled sidings.

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.58.DEFECT DETECTORS

Table 93. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Ogeechee, A512.0	AD	East Side

Table 93. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Walthourville, A530.0	AD	East Side
Jesup, A551.1	AD	West Side
Raybon, A572.0	AD	West Side
Newell, A592.0	AD	West Side
Boulogne, A610.6	AD	Both Sides
Ratliff, A628.5	AD	Both Sides

125.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings At Grade

Table 94. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Nahunta	CSX	Remotely Con-trolled	234-B(2)
Moncrief	NS	Remotely Con-trolled	234-B(2)
TOFC Picketsville ASK636.5	NS	Remotely Con-trolled	234-B(2)

125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 95. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Richmond Hill A507.0	Continuous	32	Wayside
Jesup A548.2	Continuous	32	Wayside
Jesup A548.2	0800-1700	32 32	Agency
Nahunta A576.6	Continuous	32	Wayside
Folkston A502.5	Continuous	32	Wayside
Callahan A624.3	Continuous	32	Wayside
Dispatcher (AC)	Continuous	14	Wayside

Note: The Nahunta Subdivision train dispatcher call-in No. is 5.

AC Train Dispatcher telephone No. is 1-800-628-4720.

NOTES:

130.0 OCALA SUBDIVISION-OC

131.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
S761.2	WILDWOOD SD	Wildwood	
1800	NO. 1 NO. 2	4.8	
S766.1		Coleman	
		9.0	
S775.1		Bushnell	10,904
1801–1802		16.1	
S791.2		Lacoochee	7423
1803–1804		6.8	
AR830.2		Dade City	15,732
1805–1807		6.6	
AR836.8	FBU	Vitis	9786

43.3 MILES
WILDWOOD TO VITIS

131.1 DIAGRAM CROSS-REFERENCE

Table 96. Diagram Cross-Reference

Subdivision	Division	Page
Wildwood	Jacksonville	61
Vitis	Florida BU	Fl. BU TTSI

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 97. Authority for Movement

Between Location/Mile Post	Rules
S761.5 and AR836.8	265-272

Note: Rules 265-272 are in effect on the following sidings:

Bushnell, Lacoochee, Dade City, Vitis.

132.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 98. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
S761.5 on No. 2 Track NEDT Wildwood and S766.1 Coleman SEDT	No. 2 Coleman
S761.5 on No. 1 Track NEDT Wildwood and S766.1 Coleman SEDT	No. 1 Coleman
S766.1 Coleman SEDT and S791.9 South switch Lacoochee	Bushnell
S791.9 South switch Lacoochee and AR836.8 Vitis Junction	Dade City

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 99. Maximum Authorized Speed

Between Location/Mile Post	MPH
Wildwood and Vitis	79

133.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 100. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Sudivision: Other than Passenger Trains	---	60
S761.2 and S762.0	20	20
At S766.1 over road crossing	**45**	**45**
S761.5 and S761.6 (No.2 trk)	10	10
S768.0 and S768.2	70	60
S769.8 and S770.1	55	50
S775.7 and S776.7	**35**	**35**
S782.5 and S782.8	65	60
S784.7 and S784.9	75	60
S789.5 and S789.7	55	50
S789.7 and S791.9	60	—
S791.9 and S792.6	60	55
AR827.1 and AR827.5	70	60
AT AR828.0 over road crossings (Until head end covers crossing)	**60**	**---**
AR828.3 and AR830.0	50	50
AR830.0 and AR833.8	60	—
AR833.8 and AR834.1	65	60
AR834.3 and AR834.7	65	60
At AR835.1 over road crossing (Until head end covers crossing)	**60**	**---**
Signaled Sidings at Bushnell, Lacoochee, Dade City, and Vitis	25	25

Note: Do not exceed 10 mph on any tracks other than Main tracks, signalled sidings and controlled sidings.

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.58 DEFECT DETECTORS

Table 101 (Page 1 of 2). Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Bushnell, S773.5	AD	West Side

Table 101 (Page 2 of 2). Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
*Dade City, AR827.9	AD	East Side

Note: Northward trains receiving hot box indication on the defect detector at Dade City must immediately reduce to 10 MPH but will not stop for inspection until the rear car of the train clears the Gould road crossing. If the defect detector gives dragging equipment indication, the train must be stopped immediately.

135.400. RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 102. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Wildwood S761.1	Continuous	32	Wayside
Wildwood Depot	Mon-Fri	66	Terminal
Dade City S830.0	Continuous	54	Wayside
Dispatcher (AA)	Continuous	54	Wayside

Note: AA Train Dispatcher call-in No. is 1.

AA Train Dispatcher telephone No. is 1-800-628-4718.

Note:

1. All Southbound trains on the Ocala Subdivision will change to and monitor Radio Channel 32 from Coleman South. All Northbound trains on Ocala Subdivision will monitor Channel 32 to Coleman and will change to an monitor Radio Channel 66 from Coleman North.

136.0 MISCELLANEOUS INSTRUCTIONS

1. Standing Trains must not block Belt Avenue Road Crossing at Bushnell, S775.7, without first contacting the train dispatcher. Train waiting at Bushnell to be met or passed by another train must pull clear or stop short of this Crossing whenever practicable.
2. Trains must not block Gould Road Crossing located at AR825.91.
3. Blocking Crossings

   Lacoochee - Cummer Road near S791.2 (between siding switches) must not be blocked longer than 15 minutes.
4. Interchange With Florida Midland Railroad Wildwood

   Florida Midland Railroad ownership begins at a point located 423 feet east of the stem of the wye switch near ST762.1. However, to accomplish exchange of traffic at Wildwood trackage between ST762.8 and ST761.6 including both legs of wye, will be used jointly by CSX and Florida Midland Railroad crews. Trains will operate in accordance with Rule 105 within these limits. Additionally, Florida Midland Railroad Company will have trackage rights on the No. 2 Main Track of the Ocala Subdivision between S761.5 and S762.0.

   Florida Midland crews will obtain authority from 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.

NOTES:

140.0 PEARSON SUBDIVISION- P8

141.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AP617.5	END OF TRACK	Pearson	3667
		10.8	
AP606.7		Millwood	3762
		11.0	
AP595.7	TO ATLANTA	Waresboro	3279
		6.7	
AP589.0		Lang	
		1.3	
AP587.7		Waycross	

29.8 MILES
PEARSON TO WAYCROSS

141.1 DIAGRAM CROSS-REFERENCE

Table 103. Diagram Cross-Reference

Subdivision	Division	Page
Brunswick	Jacksonville	5
Thomasville	Jacksonville	55
Jesup	Jacksonville	23
Fitzgerald	Jacksonville	19

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 104. Authority for Movement

Between Location/Mile Post	Rules
AP617.9 and AP589.0	120-132
AP589.0 and AP587.7	265-272

142.2 DTC BLOCK LIMITS

Table 105. DTC Block Limits

Between Location/Mile Post	Block Names
AP617.9 and AP593.2	Pearson
AP593.2 and AP589.0	Wareco

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 106. Maximum Authorized Speed

Between Location/Mile Post	MPH
AP589.0 and AP587.7	15

Note: Do not exceed 10 MPH on tracks other than main tracks, Signalled sidings and controlled sidings.

143.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 107. Speed Restrictions

Between Location/Mile Post	MPH
AP588.2 and AP587.7	15

Note Do not exceed 10 mph on tracks other than Main tracks, signalled sidings and controlled sidings.

143.3 EXCEPTED TRACKS

Main track and all other tracks between AP603.3 and AP617.5.

That portion of track between AP589.0 and AP603.0 is declared excepted track.

Main track and all other tracks between AP617.9 and AP589.0.

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 108. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
AP587.7	Continuous	66	Wayside
Rice Yd Office	Continuous	66	Terminal
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher call-in No. is 8.

BE Train Dispatcher telephone No. is 1-800-445-5503.

146.0 MISCELLANEOUS INSTRUCTIONS

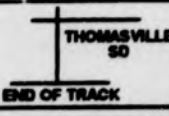
1. Do not exceed 5 MPH on Chip Track, Pearson, AP615.9.
2. All trains using Millwood Siding must flag Manor and Millwood County Road crossings AP606.4 account rusty rail.

NOTES:

NOTES:

150.0 PERRY SUBDIVISION-P1

151.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AND691.6		Thomasville 10.9 Metcalf	
AND702.5			
10.9 MILES THOMASVILLE TO METCALF			

151.1 DIAGRAM CROSS-REFERENCE

Table 109. Diagram Cross-Reference

Subdivision	Division	Page
Thomasville	Jacksonville	55

152.0 METHOD OF OPERATION

152.1 AUTHORITY FOR MOVEMENT

Table 110. Authority for Movement

Between Location/Mile Post	Rules
AND691.6 and AND701.5	105
AND701.5 and AND702.5	105 See Note 3

Note:

1. Permission must be obtained from the "AB" Train Dispatcher before entering Thomasville main track.
2. **On-Track Equipment Instructions** - Thomasville Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Metcalf Lumber proprietor.

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 111. Maximum Authorized Speed

Between Location/Mile Post	MPH
Thomasville and Metcalf	25

153.3 EXCEPTED TRACKS

The entire Perry Subdivision between AND691.6 and AND701.5.

155.0 INSTRUCTIONS RELATING TO OPERATING RULES

155.105 USE OF SPECIFIED TRACKS

Table 112. Use of Specified Track

Location	Instructions
Thomasville	Movements between freight yard and Perry Subdivision must use the old main track from the yard, thence cross over between the old main track and Thomasville Subdivision main track to the Perry Subdivision.

155.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 113. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
AND691.6	Continuous	32	Wayside
Thomasville	Mon-Fri 0800-0001 Sat-Sun 0800-1600	66	Yd Office
Dispatcher (AB)	Continuous	94	Wayside

Note: AB Train Dispatcher call-in number is 8.

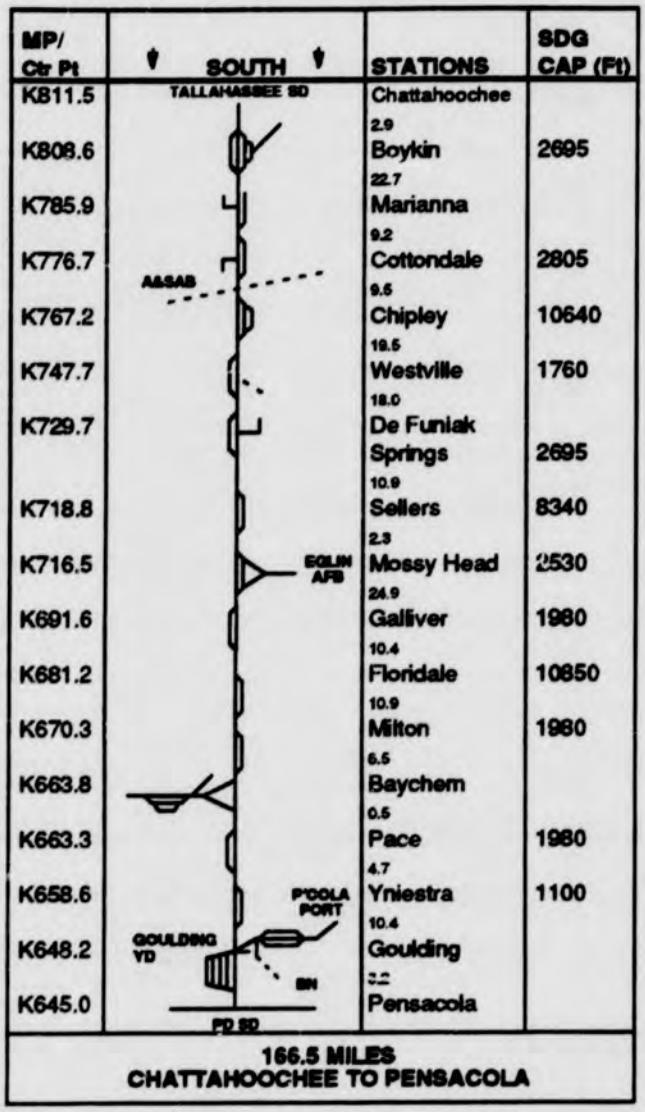
AB Train Dispatcher telephone No. is 1-800-628-4719.

NOTES:

NOTES:

NOTES:

161.0 STATIONS LISTING AND DIAGRAM



166.5 MILES
CHATTAHOOCHEE TO PENSACOLA

161.1 DIAGRAM CROSS-REFERENCE

Table 114. Diagram Cross-Reference

Subdivision	Division	Page
P&D	Atlanta	Atlanta TT
Tallahassee	Jacksonville	51

161.2 ADDITIONAL STATIONS

Table 115. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Gault City	K667.3	15	North

Table 115. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Harold	K680.0	12	North
Crestview	K700.9	5	North
Caryville	K750.0	22	Both
Bonifay	K758.0	20	South
Fairgrounds	K784.7	7	North
Cypress	K796.6	20	North
Grand Ridge	K800.0	12	North

162.0 METHOD OF OPERATION

162.1 AUTHORITY FOR MOVEMENT

Table 116. Authority for Movement

Between Location/Mile Post	Rules
SP842.0 and K808.0	93 See Notes 1 & 2
K808.0 and K652.1	120-132
K652.1 and K645.0	93 See Notes 1 & 2

Note:

1. Permission must be obtained from the "AB" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

162.2 DTC BLOCK LIMITS

Between Boykin and Pensacola

Table 117 (Page 1 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
K808.0 and K805.0	Boykin
K805.0 and K796.7	Sneads
K796.7 and K785.9	Cypress
K785.9 and K777.4	Marianna
K777.4 and K769.2	Cottondale
K769.2 and K767.3	Davis
K767.3 and K759.0	Chipley
K759.0 and K747.7	Bonifay
K747.7 and K741.1	Westville
K741.1 and K730.0	Ponce de Leon
K730.0 and K719.7	DeFuniak Springs
K719.7 and K718.1	Adams
K718.1 and K714.0	Sellers
K714.0 and K703.0	Deerland
K703.0 and K696.0	Crestview

Table 117 (Page 2 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
K696.0 and K682.9	Galliver
K682.9 and K681.0	Berg
K681.0 and K666.0	Floridale
K666.0 and K662.0	Avalon
K662.0 and K658.5	Pace
K658.5 and K652.1	Yniestra

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 118. Maximum Authorized Speed

Between Location/Mile Post	MPH
Pensacola and Chattahoochee	59

163.2 SPEED RESTRICTIONS

Table 119. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision - Other than passenger trains Pensacola and Chattahoochee	–	49
K646.4 and K650.2	20	20
K650.2 and K650.3	15	15
K650.3 and K650.6	20	20
K652.1 and K652.5	40	25
K652.5 and K655.8	50	25
K655.8 and K657.4	35	25
K657.4 and K659.5	30	25
K659.5 and K661.6	59	40
K661.6 and K662.5	40	40
K670.1 and K670.5	50	–
K670.5 and K670.6	30	25
K670.6 and K671.2	45	30
K692.6 and K694.5	50	45
K694.5 and K696.5	55	45
K696.5 and K698.5	40	35
K698.5 and K699.5	40	30
K699.5 and K700.0	35	30
K700.0 and K701.2	30	30
K701.2 and K703.2	55	40
K703.2 and K703.5	40	40
K703.5 and K706.8	45	40
K713.0 and K713.2	50	–
K729.1 and K729.8	30	30
K729.8 and K730.8	40	40
K735.0 and K742.9	45	45
K742.9 and K744.1	50	45

Table 119. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
K744.1 and K746.1	55	45
K746.1 and K747.1	45	45
K747.1 and K747.6	45	40
K747.6 and K747.8	55	45
K747.8 and K749.9	55	--
K751.9 and K752.3	50	--
K766.1 and K767.6	30	30
K776.3 and K777.7	50	--
K787.3 and K787.6	55	--
K803.3 and K803.8	50	--
K805.9 and K806.2	55	--
K809.7 and K810.7	20	20

Note:

1. Trains will be governed by signal indications at sidings Floridale, Sellers and Chipley. Trains exiting these sidings will not exceed 25 MPH.
2. 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.
3. 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, Mile Post K650.2 to and not including the cross overs at Fairfield, Mile Post K648.1.

   Trains will not exceed 15 MPH on number 1 Drill from (not including) the crossover to main track, Mile Post K647.1 to and including the spring switch at St. John street at Mile Post K646.4.

   Refer to operating Rule 46.

163.8 ENGINE SPEED INDICATORS AND ODOMETERS

K645.0 and K646.0 K808.0 and K809.0
K651.0 and K652.0

165.0 INSTRUCTIONS RELATING TO OPERATING RULES

165.36 SPRING SWITCHES

Table 120. Spring Switches

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

165.58 DEFECT DETECTORS

Table 121. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Opal K656.7	AD	West side
Bagdad K668.6 *	ADD	West side (SEE DTTSI)
Harold K677.4 *	AD	West side
Galliver K691.5 *	ADD	West side (SEE DTTSI)
Crestview K700.3 *	AD	West side
Mavis K722.6 *	AD	West side
Westville K744.3 *	AD	West side
Hulaw K763.2 *	AD	West side
Lime Rock K781.9 *	AD	East side
Grand Ridge K801.5 *	AD	West side

Note: * Axle count from lead axle

165.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Table 122. Railroad Crossing at Grade

Location	Milepost	Protection
Blackwater River	K670.5	Radio signals Attendant (Note 2)
Apalachicola River	K809.7	Hand signals or radio Attendant (Note 1)

Notes:

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

   A red flag by day or red light by night will be displayed in center of track at center of draw span, except, if the draw is safe for the passage of trains, the red signal will be removed on the approach of a train and when engineer is close enough to see the signal removed. Such approaching train will then be given a proceed signal with green flag by day or yellow light by night or verbal authority by radio from the drawtender, and engineer will acknowledge the signal before entering onto the draw span. Before reaching draw span engineer must call for signal from drawtender and reduce speed so as to be prepared to stop if stop signal at end of draw span is not removed.

   In case red signals are not displayed at ends of the draw span, enginemen must be governed by Rule 27, and must know the drawbridge is in proper position before proceeding, reporting same to the Superintendent-Operations.

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

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

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

(2) Railroad Crossings At Grade

Table 123. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Cottondale (Note)	A & ST. AB	Crossing Gate	98-C

Note: At Cottondale, normal position of gate will be against the A & St.AB Railroad. CSX trains will approach this crossing prepared to stop and will stop unless it is seen that gate is in normal position and crossing clear for their movement. If gate is found lined against CSX trains, southward trains will stop clear of highway U.S. 231 crossing unless train will clear between A & St. AB Railroad crossing and highway U.S. 231 crossing until gate is lined for their movement.

165.100 ROAD CROSSINGS AT GRADE

1. **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 which 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. **Cottondale** - K 776.6, U.S. Highway 231 must not be blocked in excess of five (5) minutes by a standing train.

3. **The City of Cottondale, Fl** has adopted an ordinance requiring that the flow of vehicular traffic over U.S. Highway 231 must not be blocked in excess of five (5) minutes by a standing train.

   Violation of the above will subject any person to a maximum penalty of sixty (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 Cottondale 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 Cottondale, M.P. K777.0, 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. Account possible rusty rails, train crews must stop and flag 6th Street crossing, K729.5 and 7th Street crossing, K729.6, Defuniak Springs, in the siding only.

165.103 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, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with these engines.

165.104 SWITCHES

The following switches at Chattahoochee, Florida, may be left as last used:

1. Crossover switches from CSX Main Track to "AN" Main Track at the North End of "AN" Yard.
2. "AN" Junction Switch from South End "AN" Yard to CSX Main Track.

165.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 124. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AB)	Continuous	94	Wayside

Note: AB Train Dispatcher's Call-In No. is 7.

AB Train Dispatcher's telephone No. is 1-800-628-4719.

166.0 MISCELLANEOUS INSTRUCTIONS

1. **Pensacola** - Southward trains arriving Pensacola will not pass 14th Avenue without yarding instructions from from yardmaster or train dispatcher.
2. **Goulding** - Northward trains departing Goulding will be governed by instructions from yardmaster or train dispatcher.
3. **Dufuniak Springs** - The conveyor under shed at Showell Farms, will not clear a locomotive or a man on side of a car.
4. **Phone Numbers**

Table 125. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2688	904-381-2688

5. 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, full length of track.
   d) Between No. 14 and No. 15, at the scales.
6. Cars will not be cut off in motion to a coupling on the lead or "around the horn" going to tracks 11 to 15 Goulding Yard.
7. Do not walk on west side of House track Cottondale, fl., Mile Post K776.7 account open pit conveyer under track, four car lengths from derailer.

   Do not shove loaded cars or run engines over pit.

   When spotting loads, spot four cars only and spot these just clear of derailer.
8. **For movement to siding:**

   Train crewman must operate key controller to reverse switch while occupying the short "APPROACH" track circuit. After key controller is activated, signal will display a "STOP" indication. After a short predetermined time interval, the switch will reverse, and signal will display an indication allowing train to enter the siding. After the train has cleared the "OS" circuit, the switch will restore to normal position. For the system to function properly trains entering the sidings must stop no more than 100 feet from the switch providing access to siding, except a. Southend of Chipley Siding. (Trains operating at Southend Chipley only, for movement to siding, approach the switch, stopping clear of Eighth Street Highway grake crossing but no more than 300 feet from switch.)

   For movement from the siding:

   The train must not occupy the short "APPROACH" track circuit in the siding until authorized by train dispatcher and train is ready to depart. After the train has occupied the short "APPROACH" track circuit, the switch will reverse automatically. After switch has reversed, the signal will display an indication allowing train to exit the siding. After the train has cleared the "OS" circuit, the switch will restore to normal position.

   Other than normal operation:

   For straight-away movement:

   If train is required to stop for a stop signal and desired movement is for main track, a train crewman must obtain permission from the train dispatcher to pass the sotp signal (RULE 234) and to operate the switch in "HAND" position. (RULE 275).

   For reverse movement:

   A reverse move key controller is located on the side of the signal that must be operated to receive a signal for a reverse movement over the power operated switch.

For movement to the siding:

If key controller does not activate switch mechanism or signal indication, a train crewman must obtain permission from the train dispatcher to pass the stop signal (RULE 234) and to operate the switch in "HAND" position. (RULE 275).

For movement from the siding:

If the switch does not reverse for movement from the siding or signal does not change from a stop indication, a train crewman must obtain permission from the train dispatcher to pass the stop signal (RULE 234) and to operate the switch in "HAND" position. (RULE 275).

9. As information, cars may be in the following sidings:

   Boykin, Cypress, Cottondale, Westville, Mossy Head, Deerland, Crestview, Galliver, Milton, Pace and Yniestra.

10. Switching windows have been established at Pensacola Terminal from 2100 hours until 0001 hours, Monday through Friday, for the purpose of transferring hazardous material within the terminal.

NOTES:

NOTES:

NOTES:

NOTES:

170.0 SANFORD SUBDIVISION-SF

171.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
A642.5	NAHUNTA SD	Beaver Street	
	FEC CSX	4.8	
	JAX TERM No. 1 No. 2		
A648.2		St. Johns	
1701–1702		5.8	
A654.0		Yukon	10,140
1703–1704		12.9	
A666.9		Solite	10,180
1705–1706		15.3	
A682.2		West Tocoi	10,182
1707–1708	TITEN SPUR	8.6	
A690.8	SEMINOLE ELEC.	Bostwick	
1709		4.3	
A695.1		Pecan	9003
1710–1711		2.9	
A698.0		Palatka	
1712		10.1	
A708.1		Satsuma	10,200
1713–1714		8.6	
A716.7		Huntington	10,200
1716–1716		9.9	
A726.6		Seville	10,183
1717–1718		11.3	
A737.9		Barberville	10,088
1720–1721	DELAND SPUR	12.1	
A750.0		DeLand	11,237
1722–1723		10.8	
A760.8		Benson Jct.	10,207
1724–1725		5.5	
A766.3	ALOMA SPUR	Sanford	15,228

198.4 MILES
JACKSONVILLE TO AUBURNDALE

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
A766.3	SANFORD SD	Sanford	15,228
1726–1727		9.2	
A778.4		Longwood	7811
1730–1731		6.3	
A784.7		NEDT	
		0.9	
A785.6	FOEN RR	Winter Park	
1732		4.8	
A790.4	No. 1 No. 2	Orlando	6813
1733–1734		1.4	
A791.8	STANTON CONN.	SEDT	
		6.6	
A798.4		Taft	6989
1738–1739		9.6	
A808.0		Kissimmee	8099
1744–1745		16.8	
A824.8		Davenport	4310
1748–1749		4.6	
A829.4		Haines City	5870
1750–51–52		6.2	
A835.6		Lake Alfred	
1754–1755		4.1	
A839.7		Auburndale	4887
1756–1757		1.7	
A840.9	MIAMI SD	McDonald Conn	

72.2 MILES
SANFORD TO MCDONALD CONNECTION

171.1 DIAGRAM CROSS-REFERENCE

Table 126. Diagram Cross-Reference

Subdivision	Division	Page
Nahunta	Jacksonville	27
Plant City	Florida BU	Fl. BU TTSI

172.0 METHOD OF OPERATION

172.1 AUTHORITY FOR MOVEMENT

Table 127. Authority for Movement

Between Location/Mile Post	Rules
Beaver Street Tower, A642.5 and A649.2	265-272 (93)
A649.2 and A784.6	265-272
A784.6 and A791.8	D251
A791.8 and A840.9	265-272
Stanton Lead Spur	
A799.8, N. Leg of Wye to ALK17.0 - (OUC lead)	120-132
A800.0, S. Leg of Wye to ALK1.0 (OUC lead)	105

Note:

1. Rules 265-272 are in effect on the following sidings:

   Yukon, Solite, West Tocoi, Pecan, Satsuma, Huntington, Seville, Barberville, DeLand.

172.2 DTC BLOCK LIMITS

Table 128. DTC Block Limits

Between Location/Mile Post	Block Names
A799.8, North Leg of Wye and ALK2.8	Stanton
ALK2.8 and ALK17.0	Orange

172.3 SUSPENSION OF SIGNAL SYSTEM - (AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 129. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
A649.2 South YL and A667.8 South Switch Solite	St. Johns
A667.8 South Switch Solite and A681.2 North Switch West Tocoi	Solite
A681.2 North Switch West Tocoi and A691.0 Bostwick	Bostwick
A691.0 Bostwick and A697.4 South Switch Pecan Siding	Pecan
A697.4 South Switch Pecan Siding A707.1 North Switch Satsuma Siding	Palatka
A707.1 North Switch Satsuma Siding and A725.6 North Switch Seville Siding	Seville
A725.6 North Switch Seville Siding and A732.0 Pierson	Pierson
A732.0 Pierson and A759.9 North Switch Benson Junction Siding	DeLand
A759.9 North Switch Benson Junction Siding and A766.9 South Switch Sanford Siding	Sanford
A766.9 South Switch Sanford Siding and A779.0 South Switch Longwood Siding	Longwood

Table 129. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
A779.0 South Switch Longwood Siding and A784.6 NEDT Winter Park	Winter Park
A784.6 NEDT Winter Park and A791.8 South End Double Track Orlando	Orlando
A791.8 South End Double track Orlando and A798.0 North Switch Taft Siding	Pine Castle
A798.0 North Switch Taft Siding and A803.2 Hold Out Kissimmee	Taft
A803.2 Hold Out Kissimmee and A809.3 North Switch Kissimmee Siding	Kissimmee
A809.3 North Switch Kissimmee Siding and A819.0 Hold Out Loughman	Poincianna
A819.0 Hold Out Loughman and A828.2 North Switch Haines City Siding	Davenport
A828.2 North Switch Haines City Siding and A839.2 North Switch Auburndale Siding	Haines City
A839.2 North Switch Auburndale Siding and A844.8 North Switch Carters Siding	Auburndale

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 130. Maximum Authorized Speed

Between Location/Mile Post	MPH
A642.5 and A840.9	79

173.2 SPEED RESTRICTIONS

Bold MPH denote city ordinance.

Table 131 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
A642.5 and A766.3 Intermodal Trains	—	70
Other than Passenger or Intermodal Trains	—	60
A766.3 and A840.9 Intermodal Trains	—	60
No. 2 Track: A642.5 and A643.0	15	15
A643.0 and A644.8 (Note 1)	20	20
A644.8 and A648.2	30	30
Beaver Street Tower (Diverging Moves)	15	15
No. 1 Track: A642.5 and A643.0	15	15
A643.0 and A644.8 (Note 1)	20	20
A644.8 and A647.1	45	45
A647.1 and A648.2	50	50
A649.1 and A649.2 (Bridge)	45	25

Table 131 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A649.2 and A650.6	65	65
A650.6 and A651.9	70	---
A655.2 and A657.0	70	---
A657.0 and A657.2	45	45
A657.2 and A658.5	60	60
A658.5 and A660.2	55	55
A660.2 and A662.8	65	65
A662.8 and A665.6	60	60
A672.1 and A673.0	60	60
A690.9 and A693.6	75	---
A693.6 and A694.1	45	45
A694.1 and A694.2 (Bridge)	30	25
A694.2 and A697.5	75	---
A697.5 and A698.8	**30**	**30**
A698.8 and A700.3	70	---
A700.3 and A700.7	60	60
A700.7 and A702.4	70	---
A702.4 and A703.4	60	60
A703.4 and A703.6 (Bridge)	45	25
A708.7 and A709.0	70	---
A713.9 and A714.2	70	---
A720.5 and A722.2	70	---
A722.2 and A723.0	60	60
A731.6 and A732.2	**65**	**65**
A7[illegible].8	75	---
A7[illegible]2	75	---
A75[illegible]51.5	50	50
A752.6 A753.1	75	---
A757.0 and A757.2	70	---
A760.1 and A761.5	65	60
A761.5 and A763.1	60	60
A763.1 and A763.7 (Bridge)	45	25
A763.7 and A765.9	60	60
A765.9 and A766.8	20	20
A766.8 and A772.0 (See Note 5)	60	60
A772.0 and A773.5	50	50
A777.2 and A777.9	**50**	**50**
A777.9 and A780.3	**60**	**50**
A780.3 and A782.0	**50**	**50**
A782.0 and A784.3	**40**	**40**
A784.3 and A784.7	**35**	**35**
A784.7 and A791.7	**25**	**25**
A791.7 and A792.4	**40**	**40**
A793.6 and A795.5	**60**	**45**
A803.8 and A807.0	65	---
A807.3 and A808.8	**45**	**45**
A824.6 and A825.8	**65**	**60**

Table 131 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A829.4 and A830.0	**50**	**45**
A837.2 and A838.4	65	---
A838.4 and A840.9	60	---
Stanton Lead Spur: ALK0.5 to ALK17.0	---	25
Stanton Lead Spur: A800.8 South Leg of Wye to ALK0.5	---	10
A799.9 North Leg of Wye to ALK0.5	---	10
Signaled Sidings at Yukon. Solite, West Tocoi, Pecan, Satsuma, Huntington, Seville, Barberville, DeLand	25	25

Note:

1. Only 700 feet between A643.0 and A644.0
2. 15 MPH on all tracks within Seminole Electric Bostwick A690.8.
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.
4. A769.0 and A770.0 are missing and only 749 feet between A768.0 and A771.0.
5. Do not exceed 10 mph on any tracks other than Main tracks, signalled sidings and controlled sidings.

   Except:

   Tilten Spur---- 25MPH

   Deland Spur---- 15MPH

173.3 EXCEPTED TRACK

The Aloma Spur between AU769.1 and AU 778.5.

173.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered Mile Post location listed below:

A651 and A652 A761 and A762

174.0 EQUIPMENT RESTRICTIONS

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

Table 132 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Bridge A649.1 to A649.2	Cars weighing 263,001 to 270,000 lbs.	40 MPH
Bridge A694.1 to A694.2	Cars weighing 263,001 to 270,000 lbs.	15 MPH

Table 132 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Bridge A703.4 to A703.6 --- Bridge A763.1 to A763.2	Cars weighing 263,001-270,000 lbs.	40 MPH
Deland Junction to Deland	Cars weighing 220,001-240,000 lbs. --- Cars weighing 240,000-270,000 lbs. --- 6-Axle Engines ---	10 MPH --- 7 MPH --- 10 MPH ---
Haines City, Polk Fertilizer A828.9, over drop pit	Engines	Must not operate
Conrad Yelvington at Orlando	6-Axle Engines	Must not operate
Orlando Central Park at Taft	6-Axle Engines	Must not operate
Regency Industrial Park at Taft	6-Axle Engines	Must not operate
T.D.S.I. at Taft	6-Axle Engines	Must not operate

Bostwick - The following engines are restricted from operating through the coal dumper at Seminole Electric Company account clearance restrictions:

Engine	Cabouse
CSXT 3000-3008 CSXT 7052-7061 CSXT 7070-7094	Must not operate thru Coal Dumper

175.0 INSTRUCTIONS RELATING TO OPERATING RULES

175.58 DEFECT DETECTORS

Table 133. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Solite, A670.2	AD	West Side
Pecan, A688.6	AD	West Side
Satsuma, A711.9	AD	West Side
Barberville, A734.1	AD	West Side
Orange City, A755.4	AD	West Side
Longwood, A776.1	AD	East Side
Taft, A801.0	AD	East Side
Davenport, A819.8	AD	East Side

175.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

McGirts Creek, A649.1 - Attended around the clock. Trains stopped by "Stop and Check" signal will not proceed until signal is received from bridge tender given with green flag by day and green light by night, or verbally via radio. The bridge tender's signal to proceed will relieve train crew from further checking of drawbridge position.

Rice Creek, A694.1 - Attended around the clock.

Buffalo Bluff, A703.4 - Attended around the clock.

Lake Monroe, A763.1 - Attended around the clock.

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

(2) Railroad Crossings at Grade

Table 134. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Jacksonville	FEC (lead to "YH" Yard)	Remotely Controlled	234-B(2)
Jacksonville	CSX (lead to Honeymoon)	Remotely Controlled	234-B(2)

175.100 ROAD CROSSINGS AT GRADE

(1) Providing Crossing Protection

Orlando Central Park Industrial Track - A798.8 (Sexton Lead) Orlando Central Park Industrial Track; The following crossings at grade - Sanlake road, 441 (Orange Blossom Trail), Titan Rol and Division Drive must be flagged due to rusty rail conditions.

Auburndale Siding (A839.3 and A840.2) - Due to rusty rail, trains should approach the grade crossing at controlled speed, prepared to provide flag protection over such crossings. This includes SR559 crossing, located just south of the south switch, when approaching via the siding.

DeLand - Between 0001 and 0600, all crossings within 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 station stop, will proceed under full control and will not occupy Canton-New York Avenue, second crossing north of passenger station, until gates are fully lowered.

Orlando - Approaches to Kaley Avenue crossing signals, A791.8, on Orlando siding have been removed and short island circuit extending approximately 30 feet each side of crossing remains. Approach this crossing prepared to stop short of crossing until crossing signals are activated and gates are in "down" position.

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

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

Movements over intraplant crossing in front of Suni-Citrus Office, Haines City, will be flagged.

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

Location	Crossing
Sanford	Park Ave Sanford Ave 9th Street 20th Street

175.103 SWITCHING

Bostwick - The Seminole Electric Co. plant has one gate located 40' south of the south switch to inside spur track from the Sanford Subdivision main track and a second gate 1800' north of the dumper. Before passing these locations it must be known that these gates are open and secured.

175.104 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 to 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.

175.105 USE OF SPECIFIED TRACKS

Table 135. Use of Specified Track

Location	Instructions
Titen Spur	Switches will be left lined and locked for straight-away movement on this spur. Trains will not exceed 25 MPH.
DeLand Spur	Trains will not exceed 15 MPH. Switches will be left lined and locked for straight-away movement on this spur.

175.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 136. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Jacksonville-TD	Continuous	32 66	Terminal
A672.1	Continuous	32	Wayside
A695.1	Continuous	32	Wayside
A726.6	Continuous	32	Wayside
A766.0	Continuous	32	Wayside
Sanford A766.0	Continous	32	Wayside
Taft	Continous	32	Wayside
A824.7	Continous	32	Wayside
Dispatcher (AA)	Continuous	54	Wayside

Note: AA Train Dispatcher call-in number is 6.

AA Train Dispatcher telephone No. is 1-800-628-4718.

176.0 MISCELLANEOUS INSTRUCTIONS

1. Trains operating without EOT/RDU devices or cabooses using the Passing Siding at Solite, A666.9, 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 crossing is coupled. After the crossing is coupled, train must be moved completely clear of the crossing before attending trainman walks to the engine.
2. **City Ordinance Instructions**
   a) **Deland** - Engine horn must not be sounded within city limits 0001 to 0600 and with light intensity at other hours, except when necessary to prevent accident. There is no restriciton on sounding bell.
   b) **Pierson** - Street crossings in corporate limits must not be blocked more than 10 minutes.
   c) **Palatka** - Street crossings in corporate limits must not be blocked more than 10 minutes.
   d) **Putnam County** - Road crossings must not be blocked continuously in excess of 15 minutes within county limits between A683.7 and A723.0, except in case of emergency.
   e) **Winter Park** - Center landing south of passenger station, between New England and Lyman Avenues, must not be used for entraining and detraining passengers.
   f) Through freight when moving within the confines of the TOFC Facility at Taft will ring the bell continously.
   g) If equipment is occupying the north siding at Sewell Plastics, which is worked from the service track at Taft, movement in service track will not clear man on side of car.
   h) Equipment other than engines, multi-levels and traffic consigned to ABC Liquor will not be placed in SCHUBERT track,Taft, Florida, unless otherwise instructed.

i) **Davenport** - Trains switching the Sand-pit must not take TOFC flat cars into any track except East storage track.

j) **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 Lakeland 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.

k) **City Ordinance Instructions**

1) **Orlando** - Horn should be sounded with light intensity within the corporate limits of the city.

2) **Kissimmee** - Horn will be sounded with light intensity from 2100 to 0600, except in case of emergency.

First crossing north and first three crossings south of station must not be blocked longer then 5 minutes, except while performing station work or in emergency.

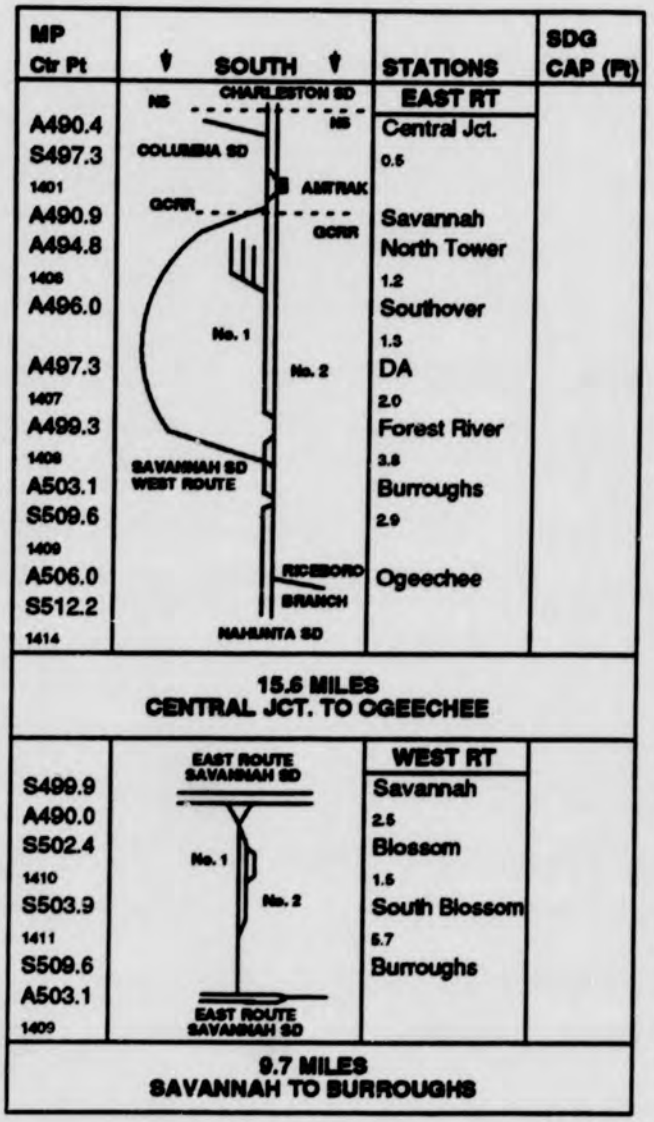
3) **Haines City** - Horn should be sounded with light intensity for the first two crossings south of station.

NOTES:

NOTES:

180.0 SAVANNAH SUBDIVISION-B0

181.0 STATIONS LISTING AND DIAGRAM



181.1 DIAGRAM CROSS-REFERENCE

Table 137. Diagram Cross-Reference

Subdivision	Division	Page
Nahunta	Jacksonville	27

181.2 ADDITIONAL STATIONS

Table 138. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
East Route			
Grubbs (2)	A498.0	Spur	North
Riceboro Spur	A505.9	Spur	North

182.0 METHOD OF OPERATION

182.1 AUTHORITY FOR MOVEMENT

Table 139. Authority for Movement

Between Location/Mile Post	Rules
East Route	
A490.4 and A500.0	265-272(93)
A500.0 and A506.0	265-272
West Route	
S499.9 and S504.1	265-272(93)
S504.1 and S509.6	265-272

Note: Track number 1 in Southover Yard from MP A494.8 to MP A497.3 is non-signaled track.

182.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 140. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
East Route	
A500.0 and NEDT A502.9	Forest River
NEDT A502.9 and A506.0	Gator
West Route	
S504.1 and S509.6	Anderson

182.4 EXCEPTED TRACKS

Savannah Yard Tracks 27 through 45.
Transales Lead.
Old Rip track 2,3,4.
Bradley siding from the north end main line switch to Bradley and Dixie Plywood is declared excepted track.

183.0 SPEEDS

183.1 MAXIMUM AUTHORIZED SPEED

Table 141. Maximum Authorized Speed

Between Location/Mile Post	MPH
East Route	
A490.4 and A494.9	50
A494.9 and A506.0	79
West Route	
S499.9 and S509.6	79

183.2 SPEED RESTRICTIONS

Table 142. Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
East Route		
Intermodal Trains A494.9 and A506.0	—	70
Other than Passenger or Intermodal Trains A494.9 and A506.0	—	60
A491.4 (Turnout from 1 Track East Route to West Route)	20	20
A493.5 and A493.9	40	40
A494.5 and A494.9	30	30
West Route		
Intermodal Trains S499.9 and S503.9	—	60
S503.9 and S509.6	—	70
Other than Intermodal and Passenger Trains	—	60
S499.9 and S500.3	20	20
S500.3 and S501.9	45	45
S509.3 and S509.6	45	45

Note: All tracks, other than main, signaled tracks, Savannah Passenger Station and Riceboro Spur, 10 MPH.

184.0 EQUIPMENT RESTRICTIONS

Table 143. Equipment Restrictions

Location	Equipment	Restriction
Garden City Lead and Industries, Savannah River Lead and Industries, Liberty Street, Wharf Lead and Industries, Riceboro Mill	6-Axle Engines	Must not operate
Savannah Yard Piggyback Ramp	6-Axle Engines	Must not operate

185.0 INSTRUCTIONS RELATING TO OPERATING RULES

185.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings At Grade

Table 144. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Garden City	NS	Stop Signs	98-F
East Route			
Central Jct. A490.4	NS	Remotely Controlled	234-B(2)
Alabama Jct., A491.7	GCRR	Remotely Controlled	234-B(2)
Savannah, S512.4 (River Lead)	NS	Automatic	234-B(3)
Savannah, S512.3 (River Lead)	NS	Automatic	234-B(3)
Savannah (Wharf Lead)	NS	Stop Signs	98-F
West Route			
Savannah Yd S500.1	GCRR	Remotely Controlled	234-B(2)

185.100 ROAD CROSSINGS AT GRADE

1. 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:

   a) Savannah - Trains or cars must not obstruct any highway, street or lane for more than 10 minutes except in the case of emergency.

   b) 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 train occupies all crossings which it will cross on 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.

185.103 SWITCHING

1. **Switching Protection at Interstate Paper Company**

   a) A backup hose, eight feet in length, has been placed on left side of wall to building over tracks 1 and 2, Interstate Paper Company, Interstate, Ga. All crews, when switching tracks 1 and 2 at paper platform, must use this back up hose at all times. Upon completion of work at the paper platform, this back up hose must be restored to its proper place on left side of wall, west side of track.

   b) In addition, metal blue flags have been provided by this industry on west side of track 2 and on east side of track 1, approximately ten (10) feet north of the road crossing over these tracks, south of the building. Crews must contact representatives of Interstate Paper to have these flags removed before switching tracks 1 and 2. Upon completion of the work on these tracks, representatives of Interstate must be notified so that blue flag may be restored to both tracks.

   c) **Reverse Movement Protection, Interstate Paper Co.** - All reverse movements within plant area of Interstate Paper Company will have an employee riding the rear car. In case riding rear car is not feasible, employee will walk ahead of movement.

   d) **Crossing Protection at Interstate Paper** - Interstate Paper Company has installed on top of a pole, a red oscillating light on lead into their plant, located 20 feet east of the track and approximately 8 feet from the scale house. Attached to the pole are 2 signs, one reading "Flashing Lights, Train Approaching." The second sign reads "Dangerous, Speed Limit 10 Miles Per Hour." Train crews must turn the switch to "On" position until all work has been accomplished within the confines of the fenced area of the plant. Upon completion of work, the switch must be turned off.

   e) **Blocking Of Crossings Within Interstate Paper** - Conductor, when bringing empties to paper house, will set them aside in No. 3 lead or No. 5 lead and pull tracks 1 and 2. The handling of shorter cuts will enable crossings at scale house to be opened as switching progresses, but in no event will this crossing be occupied longer than 25 minutes. Crossing at water tank and into wood yard will be left open at all times except for continuous switching movements. The two crossings at the Machine Shop and the crossing on head end of tracks 1,2 and 3 may be blocked while switching paper shed, and upon completion of switch, must be opened immediately.

2. **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 disignated as terminals transferring hazardous materials and listed below are the switching windows at each location.

Table 145. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Savannah	Savannah, Ga.	0800 and 1500 Daily

185.104 SWITCHES

Riceboro - North siding and north wye switches, may be left as last used. All other switches will be lined and locked for straight away movements.

Southover Yard - Switches on the North Lead will be left in the normal position.

185.105 USE OF SPECIFIED TRACKS
Riceboro Spur is classified as track other than main track and trains will be governed by Rule 105.

185.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 146. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Savannah	Continuous	32	Base
Savannah	Continuous	66& 12	Terminal
Dispatcher (AD)	Continuous	84	Wayside

Note: AD Train Dispatcher call-in number is 7.

AD Train Dispatcher telephone No. is 1-800-628-4725.

186.0 MISCELLANEOUS INSTRUCTIONS

1. Trains and yard movements will not occupy Savannah River Lead unless authorized by the yardmaster at Southover Yard.
2. Train and yard movements will not proceed beyond Bay Street on River Lead unless authorized by the yardmaster at Southover Yard.
3. 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.

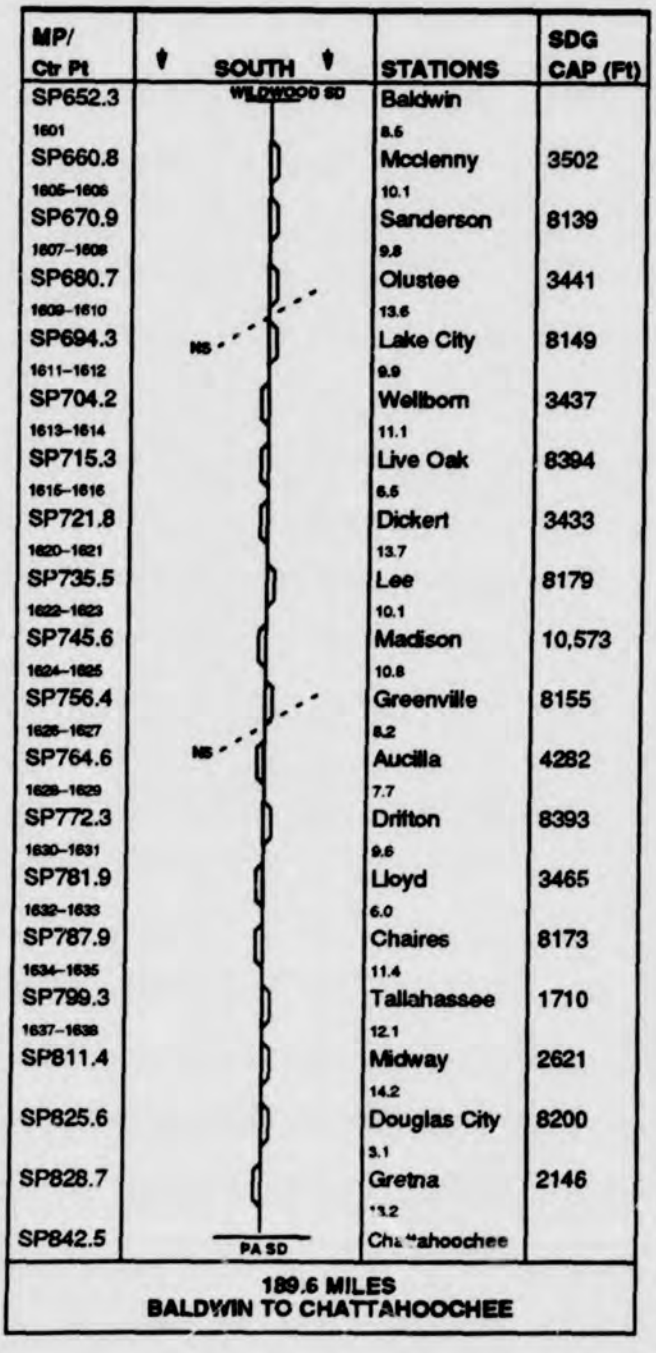
NOTES:

NOTES:

NOTES:

190.0 TALLAHASSEE SUBDIVISION-TL

191.0 STATIONS LISTING AND DIAGRAM



189.6 MILES
BALDWIN TO CHATTAHOOCHEE

191.0 DIAGRAM CROSS-REFERENCE

Table 147. Diagram Cross-Reference

Subdivision	Division	Page
Wildwood	Jacksonville	61
PA	Jacksonville	35

192.0 METHOD OF OPERATION

192.1 AUTHORITY FOR MOVEMENT

Table 148. Authority for Movement

Between Location/Mile Post	Rules
Baldwin, SP652.3 and SP802.9	265-272
SP803.0 and Chattahoochee, SP838.6	120-132
SP838.6 and SP842.0	93 See Notes 1 & 2

Note:

1. Permission must be obtained from the "AB" Train Dispatcher before entering main track.
2. ***On-Track Equipment Instructions*** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Rule 265-272 are in effect on the following sidings: *Sanderson, Madison, Drifton, Chaires.*

192.2 DTC BLOCK LIMITS

Between Tallahassee and Chattahoochee

Table 149. DTC Block Limits

Between Location/Mile Post	Block Names
SP803.0 and SP817.0	Tallahassee
SP817.0 and SP824.9	Quincy
SP824.9 and SP826.4	Mitchell
SP826.4 and SP838.6	Gretna

192.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 150 (Page 1 of 2). Suspension of Signal System- (and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
SP652.3 Tallahassee SD Jct. Switch and SP656.4 Holdout Signal Mattox	Coy
SP656.4 Holdout Signal Mattox and SP670.2 North Switch Sanderson Siding	McClenny
SP670.2 N. Switch Sanderson Siding and SP693.5 North Switch Lake City Siding	Sanderson
SP693.5 North Switch Lake City Siding and SP713.4 North Switch Live Oak Siding	Lake City
SP713.4 North Switch Live Oak Siding and SP734.6 North Switch Lee Siding	Live Oak
SP734.6 North Switch Lee Siding and SP744.6 North Switch Madison Siding	Lee
SP744.6 North Switch Madison Siding and SP755.7 North Switch Greenville Siding	Madison
SP755.7 N. Switch Greenville Siding and SP770.8 North Switch Drifton	Greenville

Table 150 (Page 2 of 2). Suspension of Signal System- (and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
SP770.8 North Switch Drifton and SP787.2 North Switch Chaires Siding	Drifton
SP787.2 North Switch Chaires Siding and SP802.9 Tallahassee	Chaires

192.4 EXCEPTED TRACKS

1. The ACL Transfer Tracks at Lake City are excepted tracks.

193.0 SPEEDS

193.1 MAXIMUM AUTHORIZED SPEED

Table 151. Maximum Authorized Speed

Between Location/Mile Post	MPH
Baldwin, SP652.3 and SP802.9	79
All Trains SP802.9 and Chattahoochee, SP842.5	49

193.2 SPEED RESTRICTIONS

Table 152. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Intermodal Trains Baldwin and SP802.9	–	60
Other than Passenger and Intermodal Trains Baldwin and SP802.9	–	50
SP652.3 and SP653.3	45	45
SP691.6 and SP692.8	50	50
SP692.8 and SP693.1	45	45
SP693.1 and SP693.5	35	35
SP693.5 and SP694.4	50	50
SP695.2 and SP703.4	75	–
SP703.4 and SP709.0	70	–
SP713.9 and SP717.0	35	35
SP727.5 and SP728.8	60	55
SP735.8 and SP736.8	79	60
SP740.0 and SP743.5	50	50
SP743.5 and SP744.7	30	30
SP744.7 and SP757.1	50	50
SP757.1 and SP757.8	40	20
SP757.8 and SP758.3	50	20
SP758.3 and SP786.2	50	50
SP790.2 and SP796.2	55	55
SP796.2 and SP797.6	45	45
SP797.6 and SP798.2	45	30
SP798.2 and SP798.8	30	30
SP798.8 and SP799.4	30	20
SP799.4 and SP799.8	20	20
SP799.8 and SP800.4	35	20
SP800.4 and SP802.9	45	45
SP802.9 and SP805.3	49	45
SP805.3 and SP805.7	49	40
SP805.7 and SP818.2	49	45
SP818.2 and SP818.5	40	40
SP818.5 and SP822.8	40	35
SP822.8 and SP823.0	35	35
SP823.0 and SP823.7	35	25
SP832.1 and SP838.5	49	40
SP840.0 and SP842.5	20	20
Signaled Sidings: Sanderson, Madison, Drifton and Chaires	25	25

Note:

1. For train handling purposes, all loaded Seminole Coal Trains will operate at 40 MPH between MP SP725.0 and SP722.0.
2. SP799.5 through turnout "A" Yard lead, 10 MPH
3. Do Not Exceed 10 MPH at the following locations:
   a) All yard tracks Tallahassee except the running track. Running track is restricted to 5 MPH.
   b) All yard tracks and yard switches in CSX and A&N yards and A&N main line at Chattahoochee.
   c) All industrial tracks from SP842.5 to SP654.7, as well as Midway, Gretna, Lake City and Live Oak Sidings.
   d) All yard tracks and switches in Baldwin yard, including West storage track.
   e) Double stack equipment on Sanderson Siding.
   f) Sidings Wellborn, Aucilla and Olustee are restricted to 10 MPH.

193.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed incidators, odometers and RDU Equipment must be checked at the first encountered Mile Post locations:

SP656 and SP657 SP797 and SP798
SP803 and SP804 SP838 and SP839.

194.0 EQUIPMENT RESTRICTIONS

Table 153. Equipment Restrictions

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

195.0 INSTRUCTIONS RELATING TO OPERATING RULES

195.36 SPRING SWITCHES

Table 154. Spring Switches

Location	Normal Position
Douglas City, Fl.	Main Track

195.58 DEFECT DETECTORS

Table 155. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Sanderson, SP673.9	AD	West Side
Lake City, SP697.5	AD	East Side
Live Oak, SP719.0	AD	West Side
Lee, SP738.5	AD	East Side
Greenville, SP760.0	AD	East Side
Lloyd, SP780.2	AD	East Side
Midway, SP809.8	AD	West Side
Gretna, SP830.8	AD	West Side

Note: Axle count transmitted from lead axle.

195.83-A TRAIN BULLETIN AND RELEASE FORM

Trains originating at Baldwin, Tallahassee, and Chattahoochee will obtain Release Form. If, during their trip, train will operate over more than one subdivision, Release Form must be obtained, endorsed with designation of each subdivision over which train will travel.

At Chattahoochee Train Bulletins, if any, will be received via Omnifax (Facsimile) machine from operator at Tallahassee.

195.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings at Grade

Table 156. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
SP652.5	CSX	Remotely Controlled	234-B(2)
SP691.7	NS	Electrically locked gates (Note)	98-E(A)
Greenville	NS	Automatic	234-B(3)

Note: Normal clear CSX.

195.100 ROAD CROSSINGS AT GRADE

1. **Tallahassee** - Trains must not block Lipona Road crossing, SP801.3, between the hours of 0530-0800.
2. **Chattahoochee** - Trains, engines or cars must not obstruct any street crosssing in excess of 5 minutes and must not obstruct Main Street crossing in excess of 3 minutes, except by passage of train in continuous movement. Sufficient time between movements over that crossing should be allowed to avoid accumulation of pedestrian or vehicular traffic.
3. **Lake City** - Trains, engines or cars, not in motion, must not block any of the following street, road or highway crossings outside city limits, in excess of 10 minutes, except in case of emergency: Okinawa Street, SP690.4; State Road-100-A, SP691,3; Granger Road, SP691.7; Eloise Street., SP691.8; Waldron Street, SP692.2; and Lake Jeffery Road (SR-250), SP694.0.
4. **Live Oak** - No street crossing within the city limits may be blocked by 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.
5. Crews must be prepared to stop and flag State Road 231 crossing, SP680.6, in Olustee siding only, in the event gates not working account rusty rail conditions.

195.103 SWITCHING

Through trains that are required to set off or pick up at Live Oak for any reason, must leave train outside the city limits and perform their work rather than pull train down to the location the work is to be performed.

195.104 SWITCHES

1. **Chattahoochee, Florida** - The following switches may be left as last used.
   a) Crossover switches from CSX main track to "AN" main track at the north end of "AN" Yard;
   b) "AN" junction switch from south end "AN" Yard to CSX main track.
2. **Chattahoochee** - Yard derailers on the north and south ends of the AN yard Chattahoochee on Tracks 1, 2 and main track will be locked in off position by mechanical and engineering departments. These derails will be used by car inspectors to inspect trains and engineering department to protect them while working in yard.
3. **Chattahoochee** - Former House Track Chattahoochee is designated as Engine Track and derailer is located 270 feet from clearance point.
4. **Greenville** - The south end of the House Track Greenville has been removed and the Southern Interchange Track switch is lined and spiked for the Southern Interchange.
5. **Drifton, Fl., SP772.6** - This is a non clearing switch and CSX Operating Rule No. 267 will apply.
6. Illuminated "S" signal aspect governing movements to or from tail tracks into or out of sidings at McClenny, Lee and Greenville, have been darkened.

   Train and engine service employees must contact train dispatcher for authority to operate tail track switch in

order to enter or depart tail track at the locations outlined above.

NOTES:

195.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 157. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Baldwin	Continuous	66	Terminal
Sanderson, SP670.6	Continuous	66	Wayside
Wellborn, SP704.4	Continuous	66	Wayside
Live Oak SP715.3	Continuous	66	Wayside
SP727.5	Continuous	66	Wayside
Greenville SP757.4	Continuous	66	Wayside
Drifton SP772.5	Continuous	66	Wayside
Tallahassee	Continuous	66	Wayside
Tallahassee	0800-1600	66	Terminal
Quincy SP823.2	Continuous	66	Wayside
Chattahoochee	1730-0130	66	Terminal
Chattahoochee	Continuous	66	Wayside
Dispatcher (AB)	Continuous	94	Wayside

Note: AB Train Dispatcher call-in No. is 2.

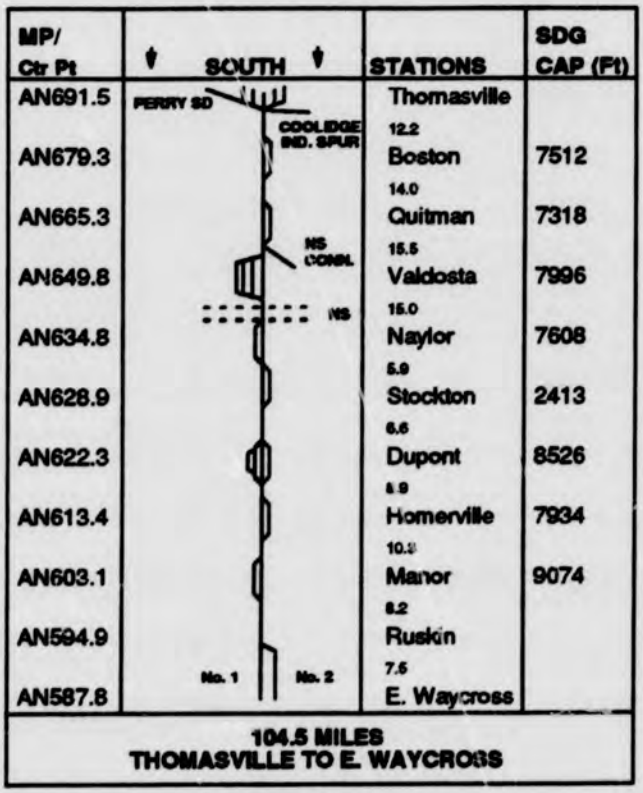
AB Train Dispatcher telephone No. is 1-800-628-4719.

196.0 MISCELLANEOUS INSTRUCTIONS

1. **Tallahassee Subdivision** - 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.
   c) Northward mixed manifest trains in excess of 8,000 tons will not exceed 35 MPH between SP702.0 and SP700.0. This restriction applies to the entire train.
2. **Chattahoochee** - Employees must exercise caution in walking area at high stand main line switch at SP841.9 North end of CSX Yard at Chattahoochee, account metal track circuit box bolted to top of switch tie between switch stand and rail.
3. **Lee, Florida** -Trains holding the main track or using siding at Lee, Fl., to meet or pass other trains, will flag any crossing with trainman on the ground if gates do not come up after being activated by their train, until opposing or passing train blocks crossing.
4. Refer to current restrictions, specifically that portion restricting loaded unit coal trains with a train identifier of "N" to a maximum of 40 MPH. Restrictions are modified to permit all loaded Seminal Coal Trains, to operate at a maximum of 50 MPH on the Tallahassee Subdivision of the Jacksonville Service Lane.

200.0 THOMASVILLE SUBDIVISION-TH

201.0 STATIONS LISTING AND DIAGRAM



201.1 DIAGRAM CROSS-REFERENCE

Table 158. Diagram Cross-Reference

Subdivision	Division	Page
Pearson	Jacksonville	31
Dothan	Jacksonville	11
Perry	Jacksonville	33

202.0 METHOD OF OPERATION

202.1 AUTHORITY FOR MOVEMENT

Table 159. Authority for Movement

Between Location/Mile Post	Rules
AN694.1 and AN690.6	93 See Notes 1 & 2
AN690.6 and AN594.9	120-132
AN594.9 and AN592.8	265-272
AN592.8 and AN587.8	93 See Notes 1 & 2

Table 159. Authority for Movement

Between Location/Mile Post	Rules
ANK590.7 and ANK706.7	S 146

Note:

1. Permission must be obtained from the "AB" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

202.2 DTC BLOCK LIMITS

Between Thomasville and Waycross

Table 160. DTC Block Limits

Between Location/Mile Post	Block Names
AN690.6 and AN679.3	Newark
AN679.3 and AN666.9	Boston
AN666.9 and AN653.0	Quitman
AN653.0 and AN650.4	Griffin
AN650.4 and AN645.5	Valdosta
AN645.5 and AN635.6	Bandy
AN635.6 and AN621.8	Naylor
AN621.8 and AN615.6	Dupont
AN615.6 and AN603.9	Homerville
AN603.9 and AN594.9	Manor

203.0 SPEEDS

203.1 MAXIMUM AUTHORIZED SPEED

Table 161. Maximum Authorized Speed

Between Location/Mile Post	MPH
AN690.6 and AN649.7	25
AN649.7 and Waycross, AN592.8	49

203.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 162. Speed Restrictions

Between Location/Mile Post	MPH
AN647.0 and AN647.8	35
AN647.8 and AN648.3	20
AN648.3 and AN649.7	35
AN612.8 and AN614.4	45
ANK691.6 and ANK691.9	20

Note: Do not exceed 10 mph on any tracks other than Main tracks signalled sidings and controlled sidings.

203.3 EXCEPTED TRACKS

Entire Coolidge Ind. Spur, between ANK691.5 and ANK706.5.

205.0 INSTUCTIONS RELATING TO OPERATING RULES

205.58 DEFECT DETECTORS

Table 163. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Manor, AN599.1	AD	West Side
Dupont, AN617.6	AD	West Side
Naylor, AN637.9	AD	West Side
Valdosta, AN657.8	AD	West Side
Boston, AN680.3	AD	West Side

Note: Detectors will become activated when the train reaches a point 600 feet preceeding the defect detector and will report the location of a defect in 2 digits when 99 axles or less and 3 digits when 100 axles or more.

205.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS

(1) Railroad Crossings at Grade

Table 164. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Valdosta AN647.4	NS	Auto-matic	234-B(3)
Valdosta AN648.7	NS	Auto-matic	234-B(3)

205.100 ROAD CROSSINGS AT GRADE

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

Table 165. Highway And Street Crossings

Station, Highway or Street	Instructions
Thomasville, Campbell Street, AND69[illegible]8	Must be flagged.
Homerville, U. S. Highway No. 84	Must be preceded by flagman.
ANK706.1 State Road 188	Must be flagged
ANK693.7 State Road 122	Must be flagged
ANK693.4 U.S. Route 19	Must be flagged
ANK693.1 Pinetree Blvd.	Must be flagged
ANK691.8 Smith Avenue	Must be flagged
Manor Siding, S 1709, ANK602.2	Must be flagged

205.104 SWITCHES

1. **Thomasville** - North Switch to Albany wye may be left as last used. Trains must approach switch expecting same to be lined against their movement.
2. Switches on north end of Thomasville Yard, after being used, must, unless otherwise instructed by supervision at Thomasville, be restored to position found. The normal position for Track No. 5 is lined for movements to Track 5.
3. New South Main Track Switch has been installed at MP AN691.5 at Thomasville Yard, will be left as last used.

205.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 166. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Thomasville	Mon- Fri 0800-1200 Sat- Sun 0800-1600	66	Yard Office
AN674.9	Continuous	32	Wayside
AN649.8	Continuous	32	Wayside
AN622.3	Continuous	32	Wayside
AN600.3	Continuous	32	Wayside
AN587.0	Continuous	32	Wayside
Waycross	Continuous	66	Yard Office
Dispatcher (AB)	Continuous	94	Wayside

Note: AB Train Dispatcher call-in No. is 8.

AB Train Dispatcher telephone No. is 1-800-628-4719.

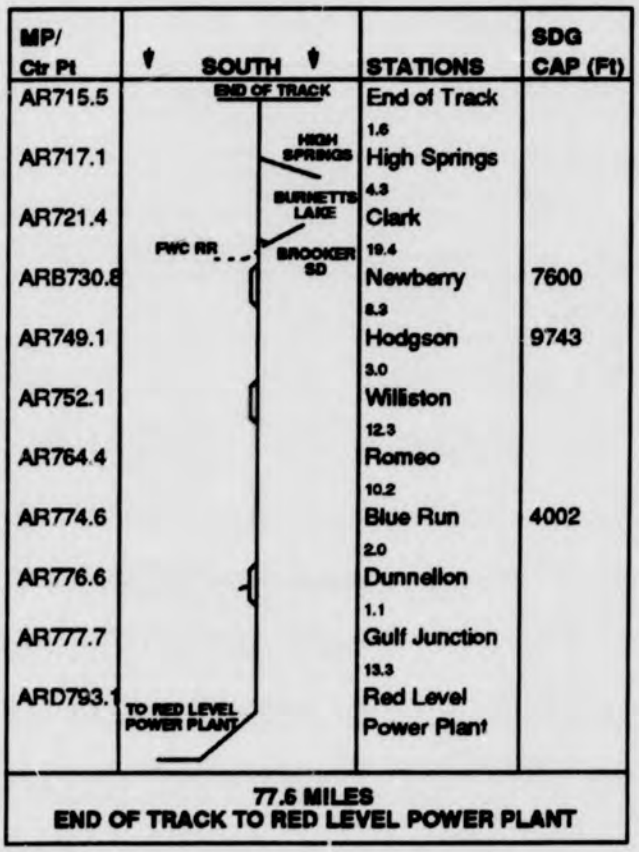
206.0 MISCELLANEOUS INSTRUCTIONS

1. Interchange between CSXT and AGLF at Thomasville, Georgia, may be accomplished on all tracks located within Thomasville Yard. The daily interchange tracks will be designated by mutual agreement between CSXT and AGLF and will include necessary access trackage to Thomasville Yard. AGLF has leased Tracks No. 11 and 12 in Thomasville Yard.
2. Trains leaving North end of siding must know gates across County Road 124, Quitman, GA., MP AN666.9, are down before fouling track or be protected by flagman, as these signals are equipped with motion sensor devices and will not activate until movement is near crossing.

NOTES:

210.0 WEST COAST SUBDIVISION-WC

211.0 STATIONS LISTING AND DIAGRAM



211.1 DIAGRAM CROSS-REFERENCE

Table 167. Diagram Cross-Reference

Subdivision	Division	Page
Brooker	Jacksonville	3

212.0 METHOD OF OPERATION

212.1 AUTHORITY FOR MOVEMENT

Table 168. Authority for Movement

Between Location/Mile Post	Rules
AR715.5 and AR718.0	93 See Notes 1 & 2
AR718.0 and AR728.8	120-132
AR728.8 and AR731.0	93 See Notes 1 & 2
AR731.0 and ARD785.7	120-132

Table 168. Authority for Movement

Between Location/Mile Post	Rules
ARD785.7 and ARD793.1	105

Note:

1. Permission must be obtained from the "BB" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

212.2 DTC BLOCK LIMITS

Between High Springs and Red Level

Table 169. DTC Block Limits

Between Location/Mile Post	Block Names
AR718.0 and AR728.8	Newberry
AR731.0 and AR750.2	Hodgson
AR750.2 and AR776.3	Blue Run
AR776.3 and ARD785.7	Gulf Junction

213.0 SPEEDS

213.1 MAXIMUM AUTHORIZED SPEED

Table 170. Maximum Authorized Speed

Between Location/Mile Post	MPH
High Springs to ARD777.8	49
ARD777.8 and ARD793.1	35

213.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 171. Speed Restrictions

Between Location/Mile Post	MPH
AR718.0 and AR728.8	25
Highway 41, AR740.8	**35**
AR771.1 and AR771.4	40
Pennsylvania Avenue, 776.3	**30**
AR776.4 and ARD777.2	40
ARD777.8 and ARD778.0	25
ARD785.7 and ARD785.9	15

Note: Do not exceed 10 mph on any tracks other than Main tracks signalled sidings and controlled sidings.

213.3 EXCEPTED TRACKS

All track between AR718.0 and AR729.5.

213.8 ENGINES SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered Mile Post location listed below:

AR720 and AR721.

215.0 INSTRUCTIONS RELATING TO OPERATING RULES

215.14 ENGINE HORN INSTRUCTIONS

While approaching and moving through Dunnellon, engine horn should be sounded no more than necessary for safety and to comply with operating rules.

215.58 DEFECT DETECTORS

Table 172. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Newberry, AR735.6	AD	East Side
Morriston, AR759.6	AD	East Side

215.100 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 crossing signals if this can be avoided.

215.104 SWITCHES

1. The two switches on the south leg of the wye at Newberry located at AR730.3, West Coast Subdivision, and SN718.6 (formerly ASG722.60), Brooker Subdivision, will be left lined for straightaway movements from Brooker to West Coast Subdivision.
2. Switch located at the north end of Newberry Siding between main and siding AR730.4 located in yard limits of Newberry may be left lined and locked as last used.

215.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 173. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
AR752.1	Continuous	32	Wayside
AR776.7	Continuous	32	Wayside
Dispatcher (BB)	Continuous	94	Wayside

Note: BB Train Dispatcher call-in number is 3.

BB Train Dispatcher telephone No. is 1-800-445-5504.

216.0 MISCELLANEOUS INSTRUCTIONS

1. In order to accomplish interchange of traffic at Newberry, Florida West Coast RR is granted operating rights over CSX between AR728.8 and AR729.9, West Coast SD, CSX is granted operating rights over Florida West Coast RR between ASG720.61 and ASG723.0 including House Track near ASG720.7. Interchange will be accomplished utilizing double ended tack, 3,313 feet in length, located on east side of West Coast SD Main Track and known as Interchange Tack, and Florida West Coast RR Main Track between ASG731.0 and ASG723.0.

   Florida West Coast RR crews will obtain authority from CSX train dispatcher before entering CSX Main Track at Newberry.

2. **Between Gulf Jct. And Red Level Power Plant**

   a) **Red Level** - Unless otherwise provided, 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 position to observe clearances and stop movement if necessary to avoid any damage, especially to the "third" rail located on west side of track.

   Red Level - Between ARD790.4 and ARD793.1 (loop track switch), and including loop track, operation is governed by CSX Operating Rule 105, not exceeding 15 MPH. CSX trains and Florida Power's engine will operate within this area.

   Red Level - A STOP SIGN has been placed in service, between the rail at ARD785.7. (End of Gulf Junction DTC Block) and ARD790.4.

   This STOP SIGN is under the exclusive control of Florida Power, Coal Yard Supervisor.

   CSX trains en route 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 Normal position.

   All delays in connection with the Blue Flag Signal will be recorded on the conductor's Delay/Handle report.

   b) **Red Level** - Do not exceed 5 MPH on Main Lead and side track between ARD 791.3 and ARD 791.5 account 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 reweighted.

   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 MP AR715.5 to MP AR718.0 and the lead track to

Carlon are declared excepted track. Speed on these tracks is ten (10) MPH and not more than five (5) cars of hazardous material may be moved in any train.

NOTES:

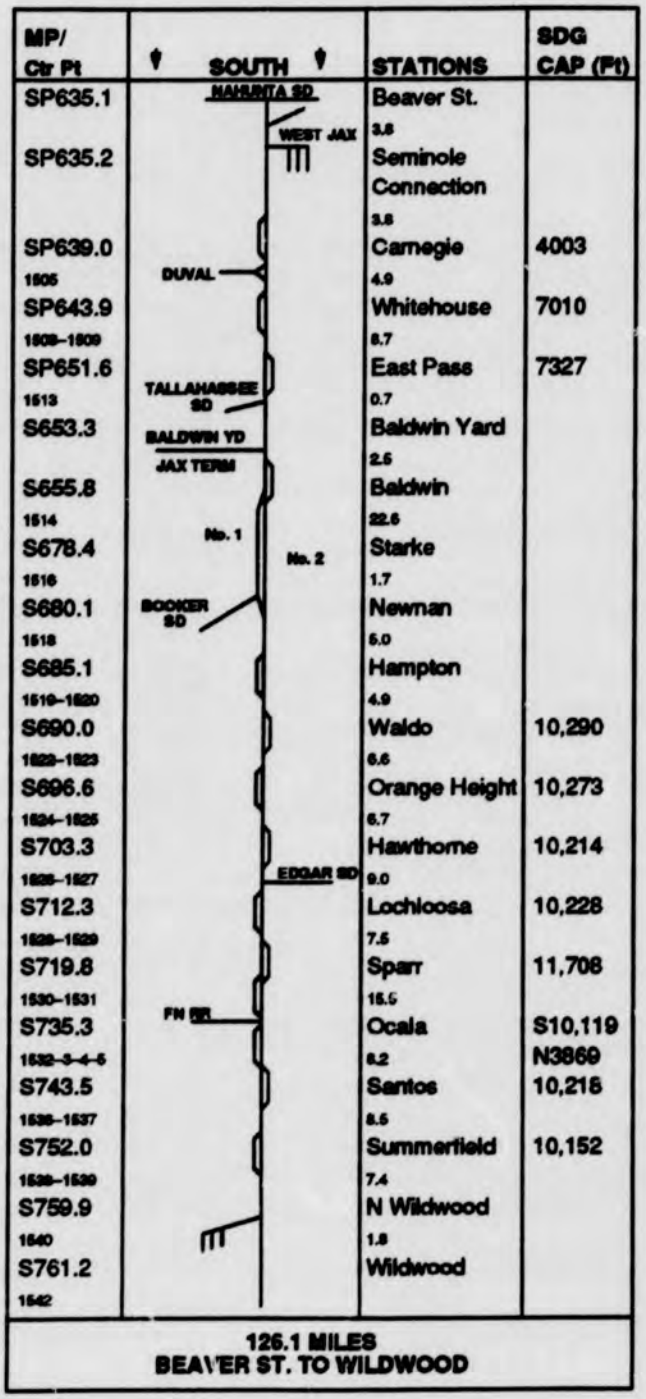
NOTES:

NOTES:

NOTES:

220.0 WILDWOOD SUBDIVISION-BL

221.0 STATIONS LISTING AND DIAGRAM



126.1 MILES
BEAVER ST. TO WILDWOOD

221.1 DIAGRAM CROSS-REFERENCE

Table 174. Diagram Cross-Reference

Subdivision	Division	Page
Nahunta	Jacksonville	27
Brooker	Jacksonville	3
Edgar	Jacksonville	15
Ocala	Jacksonville	29
Callahan	Jacksonville	7
Tallahassee	Jacksonville	51

222.0 METHOD OF OPERATION

222.1 AUTHORITY FOR MOVEMENT

Table 175. Authority for Movement

Between Location/Mile Post	Rules
SP635.2 and SP643.3	265-272 (93)
SP643.3 and S761.5	265-272

Note: Rules 265-272 are in effect on the following sidings: Whitehouse, East Pass, Orange Height, Hawthorne, Sparr, Ocala (southward siding) and Santos.

222.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 176 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
SP643.3 North Switch Whitehouse Siding (West YL Jacksonville) and S652.3 Junction Switch Tallahassee Subdivision	Whitehouse
S652.3 Junction Switch Tallahassee Subdivision and S655.8 NEDT Baldwin	Florida Steel
S655.8 and No. 2 Main Track and S680.1 SEDT Newnan	East Newnan
S655.8 on No. 1 Main Track and S680.1 SEDT Newnan	West Newnan
S680.1 SEDT Newnan and S688.6 North Switch Waldo Siding	Waldo
S688.6 North Switch Waldo Siding and S695.6 North Switch Orange Height Siding	Orange Height
S695.6 North Switch Orange Height Siding and S702.3 North Switch Hawthorne Siding	Hawthorne
S702.3 North Switch Hawthorne Siding and S711.3 North Switch Lochloosa Siding	Lochloosa
S711.3 North Switch Lochloosa Siding and S718.6 North Switch Sparr Siding	Sparr
S718.6 North Switch Sparr Siding and S732.5 North Switch Southward Siding Ocala	Ocala

Table 176 (Page 2 of 2). Suspension of Signal System- (and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
S732.5 North Switch Southward Siding Ocala and S742.6 North Switch Santos Siding	Santos
S742.6 North Switch Santos Siding and S751.1 North Switch Summerfield Siding	Summerfield
S751.1 North Switch Summerfield Siding and S761.5 NEDT Wildwood	Sumter

223.0 SPEEDS

223.1 MAXIMUM AUTHORIZED SPEED

Table 177. Maximum Authorized Speed

Between Location/Mile Post	MPH
Jacksonville and SP635.2	40
SP635.2 and Wildwood	79

223.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 178. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Sudivision: Intermodal Trains	—	60
Other than Passenger or Intermodal Trains	—	60
SP640.0 and S759.4 Intermodal Trains	—	60
SP635.0 (A642.5) and SP635.3 (Honeymoon Wye)	15	10
SP635.3 and SP635.5	30	30
SP635.5 and SP639.1	—	45
Beaver Street Tower-Diverging Moves	15	15
SP652.4 and SP653.0	30	30
S653.0 and S653.9	70	--
S670.8 and S672.1	—	60
S678.4 and S679.0	**45**	**45**
S690.0 and S690.2	**45**	**45**
S690.2 and S690.6	45	45
S704.4 and S705.4	**45**	**45**
S709.5 and S710.7	75	—
S731.1 and S731.7	60	60
S731.7 and S733.9	70	60
S733.9 and S734.7	60	60
S734.7 and S736.2	**30**	**30**
S736.2 and S740.8	55	55
S746.7 and S747.5	**40**	**40**
S747.5 and S750.8	70	—
S760.2 and S760.6	65	60

Table 178. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
S760.6 and S761.2	20	20
Signaled Sidings at Whitehouse, Baldwin, Orange Height, Hawthorne, Sparr, Ocala (Southward Siding), Santos	25	25

Note:

1. 20 MPH on Jax-Baldwin Lead between SP652.4 and SP652.7.

Note DO not exceed 10 mph on any tracks other than Main tracks signalled sidings and controlled sidings.

223.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered Mile Post location listed below:

S656 and S657

S755 and S756.

225.0 INSTRUCTIONS RELATING TO OPERATING RULES

225.58 DEFECT DETECTORS

Table 179. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Lawtey, S669.3	AD	No. 1-West No. 2-East
Newnan, S680.3	AD	East Side
Campville, S700.1	AD	West Side
Sparr, S717.9	AD	West Side
Ocala, S737.1	AD	West Side
Oxford, S756.8	AD	West Side

225.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings at Grade

Table 180. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Ocala	FNRR	Remotely Con-trolled	234-B(2)

225.100 ROAD CROSSINGS AT GRADE

Blocking Crossings

1. **Baldwin - Yellow Water Road, located at SP652.1, Baldwin, FL, must not be blocked excessively when trains meet, set off, pick up and/or switch at this location.**

2. **Starke** - Trains performing switching at Starke, must avoid leaving cuts of cars on approach circuit that cause gates and lights to operate and block s traffic.

3. Northward trains receiving hot box indication on the defect detector at Newnan must immediately reduce speed to 10 MPH but will 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.

225.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 181. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Jacksonville	Continuous	32& 66	Terminal
Baldwin	Continuous	66	Terminal
S667.0	Continuous	66	Wayside
S695.0	Continuous	66	Wayside
S714.5	Continuous	66	Wayside
S739.8	Continuous	66	Wayside
S761.1	Continuous	66	Wayside
Wildwood	Continuous Mon.-Fri.	66	Terminal
Dispatcher (AC)	Continuous	14c.Wayside	

Note:

1. AC Train Dispatcher call in number is 8.

   AC Train Dispatcher telehpone NO. is 1-800-628-4720.

226.0 MISCELLANEOUS INSTRUCTIONS

1. **City Ordinance Instructions**

   a) **Ocala** - There is a city ordinance at Ocala, Fl, prohobiting trains from blocking crossings in excess of 10 minutes, whether standing or moving.

   Northward trains receiving 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 southward siding. If the defect detector gives dragging equipment indication, the train must be stopped immediately.

2. Look out for close clearance on Sawyer Gas Track SP641.8.

3. Through freights operating through Wildwood Yard tracks must use track six (6) east including Q451. It is permissible to use other tracks for short double over or to set off and pick up.

4. Empty Crystal River and Hague Coal Trains will, upon arrival at Baldwin, remove the dump air hose from between the engine consist and the first car in the train and place it on the rack located at the north end of the yard adjacent to the fuel rack.

   Loaded Crystal River and Hague Coal Trains will cut the air in on the dump hose line prior to leaving Baldwin. If there is no dump hose on the train, one will be secured from the yardmaster at Baldwin.

NOTES:

NOTES:

NOTES:

230.0 JACKSONVILLE TERMINAL

231.0 TERMINAL LIMITS

The limits of Jacksonville Terminal extend between:

A635.0 (Nahunta SD) and A649.2 (Sanford SD);

Grand Junction and S628.9 (kingsland SD);

Beaver Street Tower and SP643.3 (Wildwood SD);

SP649.4 and S658.0 (Wildwood SD);

Baldwin Yard and SM1.3 (Callahan SD);

Baldwin Yard and SP655.3 (Tallahassee SD Mobile Div.)

232.0 METHOD OF OPERATION

232.1 AUTHORITY FOR MOVEMENT

Table 182. Authority for Movement

Between Location/Mile Post	Rules
A635.0 (Nahunta Subdivision) and A649.2 (Sanford SD)	265-272(93)
A628.9 South YL Eastport (Kingsland SD) and Milldale, ASJ644.8	120-132
Milldale, ASJ644.8 and ASJ643.5	(93)
Milldale, ASJ643.5 and ASJ642.5	120-132
ASJ642.5 and ASJ640.6	93
ASJ640.6 and A639.8, A640.1, Grand Junction (Note 1)	265-272 (93)
Beaver Street Tower and SP643.3 (Wildwood SD)	265-272 (93)
SP649.4 and S658.0 (Wildwood SD)	265-272
SM00.0 and SM1.3 (Callahan SD)	265-272
SP652.3 and SP655.3 (Tallahassee SD, Mobile Div)	265-272
Dinsmore, A635.2, A635.6 and GS&F Crossing, ASK636.5 (TOFC Yard) (note 2)	265-272 (93)
Pritchard, ASK639.4 and Lane, ASK640.3 (TOFC Yard)	105
Lane, ASK640.3 and Duval Connection, SP639.8, SP640.2 (TOFC Yard) (note 3)	265-272 (93)

Note:

1. A639.8 is north leg of wye. A640.2 is south leg of wye.
2. A635.2 is north leg of wye. A635.6 is south leg of wye.
3. SP639.8 is north leg of wye. SP640.2 is south leg of wye.

232.2 DTC BLOCK LIMITS

Between Eastport and Grand Junction

Table 183. DTC Block Limits

Between Location/Mile Post	Block Names
S628.9, South YL Eastport and ASJ644.8, North YL Sign Milldale	Trout River
ASJ643.5 and ASJ642.5	Milldale

232.3 EXCEPTED TRACK

1. Kaplan Yard tracks and tracks within the Car Shop Repair Area at West Jacksonville Yard will be declared Excepted Track.
2. All tracks in "YH yard, Jacksonville, Fl. are declared excepted tracks with the exceptions of tracks #10 and #11, which are owned by the F.E.C. Railroad.
3. At Moncreif yard, all "F" yard, "E" yard and Old Ramp tracks are declared excepted tracks.

233.0 SPEEDS

233.1 MAXIMUM AUTHORIZED SPEED

Table 184. Maximum Authorized Speed

Between Location/Mile Post	MPH
A635.0 and A638.7 (Nahunta SD)	79
A638.7 and A642.5 (Nahunta SD)	40
S642.5 and SP649.2 (Sanford SD)	79
S635.0 and SP643.0 (Wildwood SD)	79
S623.5 and ASJ640.3 (Kingsland SD)	25
A635.2, A635.6 and ASK636.5	30
ASK640.4 and, SP639.8, SP640.2	30

233.2 SPEED RESTRICTIONS

Bold MPH denoted city ordinance

Table 185 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
Nahunta Subdivision		
Intermodal Trains	–	60
Other than Passenger or Intermodal Trains	–	60
Sanford Subdivision		
Intermodal Trains	–	70
Other than Passenger or Intermodal Train	–	60
East Track		
A642.5 and A643.0	15	15
A643.0 and A644.8	20	20
A644.8 and A648.2	30	30

Table 185 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Pasgr. MPH	Other MPH
West Track		
A642.5 and A643.0	15	15
A643.0 and A644.8	20	20
A644.8 and A647.1	45	45
A647.1 and A648.2	50	50
Single Track		
A648.2 and A649.1	50	50
A649.1 and A649.2	50	45
Wildwood Subdivision		
Intermodal Trains	–	70
Other than Passenger or Intermodal Trains	–	60
SP635.0 and SP635.3 (Honeymoon Wye)	15	10
SP635.3 and SP635.5	30	30
SP635.5 and SP639.1	–	45
Kingsland Subdivision		
S630.0 and ASJ644.6	–	15
ASJ640.7 and ASJ640.3	–	15

Note:

1. On tracks No. 30 and 31 between Beaver Street Tower and St. Johns River Bridge (FEC), the maximum authorized speed is 20 MPH, except 15 MPH when any portion of movement is operated through turnouts or crossovers.

234.0 EQUIPMENT RESTRICTIONS

1. **Double Stack Movements**

   a) Train movements with double stack equipment may be made within Jacksonville Terminal without placement restrictions. If such movements do not conform with Restricted Equipment Rule 110, as amended, train speed cannot exceed ten (10) miles per hour.

   b) Loaded double stack equipment may be moved in transfer service between Export Yard, S633.0 and Moncrief Yard, A640.0, without train document measurement information and authorization for the clearance bureau.

   c) Inspection by the mechanical department, and train document information required by restricted equipment rules will be provided prior to car(s) departure from Moncrief.

235.0 INSTRUCTIONS RELATING TO OPERATING RULES

235 STANDARD CLOCKS

Table 186. Standard Clocks

Station	Location
Amtrak Station	Operator's Office
Moncrief Yard	Crew Room
Beaver Street Tower	Train Director's Office

Table 186. Standard Clocks

Station	Location
Export Yard	Yard Office
TOFC Facility	Intermondal Office & Yardmaster's Office
Dispatcher's Office	Jacksonville Dispatcher's Office

235.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Drawbridges**

   McGirts Creek, A649.1 - Attended around the clock. Trains stopped by "Stop and Check" signal will not proceed until signal is received from bridgetender given with green flag by day and green light by night, or verbally via radio. The bridgetender's signal to proceed will relieve train crew from further checking of drawbridge position.

   Trout River, S629.0 - Attended 0600 to 2200, daily. Outside of assigned hours of bridgetender, bridge is lined for rail movement. Trains stopped by "Stop and Check" signal will not proceed until proceed signal is received from bridgetender, given with green flag by day and green light by night. When bridgetender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

2. **Railroad Crossings At Grade**

Table 187 (Page 1 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Moncrief A640.3	NS	Remotely Controlled	234-B(2)
Jacksonville A642.8	FEC (lead to "YH" Yd)	Remotely Controlled	234-B(2)
Jacksonville A642.9	CSX (Lead to Honeymoon)	Remotely Controlled	234-B(2)
Export Line SG631.9	NS	Stop Signs	98-F
Grand Crossing SG639.9	NS (Lane Ave. Lead)	Electrically locked gates (Note 1)	98-E
TOFC Facility Pickettville ASK636.5	NS	Remotely Controlled (Note2)	234-B(2)

Table 187 (Page 2 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Baldwin SP652.5 SM00.0 Callahan SD	CSX	Remotely Controlled	234-B (2)

Note:

1. These gates are controlled by the GYM at NS Railway Yard.
2. CSX Transportation crews will communicate with the dispatcher when instructions regarding the railroad crossing at grade signals are necessary.

235.100 ROAD CROSSING AT GRADE

(1) Providing Crossing Protections

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

Table 188. Highway And Street Crossings

Station, Highway or Street	Instructions
Edgewood & Lane Avenue Area	Doolittle Road Ellis Road Commonwealth Ave. Lane Ave. West 5Th Street West 1St Street
Chinatown Area	Highway Ave. Overmeyer Drive Stevens Street Edgewood Court Stuart Street
Export & Milldale Area	Evergreen Ave. Phoenix Ave. Buckman Street Tallyrand Ave. East 21st Street Jessie Street Beaver Street Johnson Street Duval Street.

All crossings in old shipyard and all non- signaled crossings on the Logan Lead and the MTD Lead.

235.103 SWITCHING

1. Under no circumstances will any employee have his body higher than the top of the car while using NS Railway tracks switching Jefferson Smurfit.
2. Conductors on yard crews working Jefferson Smurfit will notify the yardmaster at Moncrief Yard when they are ready to leave for Jefferson Smurfit and when they are returning so the proper information can be extended the NS Railway yardmaster.
3. Yard crews making delivery to NS Railway Simpson Yard must line the switch back for movement on the JS&W. The switch must also be lined back to the JS&W after leaving Simpson Yard.
4. 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 genral 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 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 derails connected with their move. All movements must be properly protected and all cuts secured before cutting off.
5. Switchmen and engineers must report to their conductor no later than the on duty time of their assignment. If any member of the crew has not reported by the on duty time of the assignment, the conductor will notify the yardmaster. If the conductor is not present by the on duty time of the assignment, the engineer will report this fact to the yardmaster.
6. **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 terminals transferring hazardous materials and listed below are the switching windows at each locations.

Table 189. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Jacksonville	West Jacksonville	2000 and 2300 Tues and Thur

235.105 USE OF SPECIFIED TRACKS

Table 190. Use of Specified Track

Location	Instructions
Moncrief Yard (New Run-around track)	Any movement by trains through new run-around track at Moncrief Yard must be protected by an employee on the leading end of the equipment in the 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 operator at Beaver Street Tower.

235.400 RADIO INSTRUCTIONS

All road trains will monitor channel 32.

Table 191 (Page 1 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Moncrief Yard	Continuous	32 & 66	Terminal
Beaver Street Tower	Continuous	32 & 66	Terminal
TD	Continuous	32 & 66	Terminal
Export Yd Office	0700-2300	66	Terminal
TOFC Yd Office	Continuous	66	Terminal

Table 191 (Page 2 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Baldwin Yard Office	Continuous	66	Terminal
Dispatcher (AC)	continuous	14	Terminal

Note: AC Train Dispatcher call-in No. is 8.

AC Train Dispatcher telephone No. is 1-800-628-4720.

236.0 MISCELLANEOUS INSTRUCTIONS

1. Trains moving south of Beaver Street to Wildwood Subdivison will be governed by Wildwood Subdivision special instructions and must have copies of all train messages affecting their movement.
2. Light engines operating on switching leads, upon noting that another engine is in a track and the switches lined for that track, will line switches back to proper position for that track.
3. 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.
4. The Talleyrand Terminal Railway has in effect a five (5) mph speed restriction on the Main industrial Lead between North switch Duffer yard to Franklin street crossing.
5. Do not exceed 5 mph while moving on Florida Times Union track, Jacksonville, Fl. This track opens from FEC track #31 in the Beaver street Tower area at Riverside.
6. There is a 5 mph speed restriction on all trains moving through turnouts to or from the Norfolk Southern Railway tracks to Beaver street plant at MP A642.5. This does not apply to movements not using turnouts to the Norfolk Southern tracks.
7. Southbound trains destined to the Jacksonville TOFC Duval Ramp 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 A633.8 on the Nahunta Subdivision.

   This will eliminate trains being stopped with road crossings blocked between Thein Road and the Duval Ramp.

Baldwin Yard

1. Empty Crystal River and Hague Coal Trains will, upon arrival at Baldwin, remove the dump air hose from between the engine consist and the first car in the train and place it on the rack located at the north end of the yard adjacent to the fuel rack.

   Loaded Crystal River and Hague Coal Trains will cut the air in on the dump hose line prior to leaving Baldwin. If there is no dump hose on the train, one will be secured from the yardmaster at Baldwin.

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 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 verbal authority of Beaver Street tower opeator. These cross-over 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. Any train making a yard or interchange movement within the Beaver Street interlocking at Jacksonville, Florida must not proceed on any signal indication until it is ascertained verbally from the Beaver Street Operator that the indication displayed is intended for their movement. This does not include AMTRAK, Intermodal or Freight.
6. When making movements in Moncrief Yard, the Florida East Coast(FEC) and Norfolk Southern (NS) Railroads will enter and occupy tracks only by permission from the CSXT Yardmaster. The Beaver Street Operator must inform the Yardmaster of the exact route that the FEC or NS will be using and will relay the permission received from the Yardmaster to the FEC or NS crews.
7. 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.
8. The track located in Moncrief Yard, Jacksonville, Florida, that extends between the Ashland Chemical Lead on the Run Around Track through to the North End of the Shop Wye Track to the Old Ramp #1 switch is designated ed 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 Run Around Track on the South End, Northward to the Cab Track Switch on the South End.
9. Train or engine movements into the locomotive servicing track area while Mechanical department personnel are on duty will be made only on their authority. When mechanical department personnel are not on duty, the yardmaster at Moncreif will direct movement into this area.
10. Upon taking charge of engines, the engineer will determine if there is any wheel damage on the engine they will operate by rolling the engine by the ground crew and having them look and listen for wheel damage "Flat Spots".

    In the event there is wheel damage found, the engineer will report the fact to the trainmaster or road foreman on duty and report same on locomotive inspection report. If the flat spot is over 1 and 1/2

inches long, the mechanical forces must inspect the engine before it is used.

This must be done on each shift change as soon as the engineer takes charge of a locomotive and each time the locomotive is changed out in the middle of a shift.

11. All transportation employees will discontinue mounting engines in service area while engines are blue flagged. The service area break room is available for crews to wait on engines.
12. When picking up locomotives at the Jacksonville Service Center, do not blow the horn on the fuel rack. When departing ring bell only.

Operation at Jacksonville Amtrak Station

1. Special Instructions will govern operations at 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 trains making back-up movements must be equipped with a back-up air hose or its equivalent. Conductor must know the appliance is in working order and will personally handle all back-up movements. Air whistle on back-up air hose will be sounded at frequent intervals on all trains backing into station.
4. All T&E crews operating in Track 3 and Track 4 use extreme caution when spotting cars in these tracks due to close clearance from loading platforms. No employee will ride side of cars or engines during switching on these two tracks.
5. The conductor will be governed in starting his train by the loading of his passengers, baggage and mechanical inspection.
6. Conductor must advise train director Beaver street not less than three minutes before the anticipated time that the train will be ready to depart.
7. 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.
8. The north and south ends of Amtrak Station are equipped with Red "X" boxes located on the south end of the signal case. The signal case is located on the west side of the west track near the train dispatcher's phone box. Your attention is directed to Rule 272.
9. Headlights on all engines will be dimmed while on station tracks.
10. The umbrella shed is a close clearance 10 feet above the top of the rail and will not clear man on side of car.
11. At no time will cars be kicked or dropped into track 1 and 2.
12. Light movements will not be made over tracks 1 and 2.
13. Station tracks are on a descending grade north. Cars and/or engines left on tracks must be properly secured, hand brakes applied on equipment so equipped and in addition chocks applied.
14. When necessary to perform switching at south end of station the following will govern:
    a) Except when routing trains to or from the station, Jacksonville AC dispatcher will keep power-operated switch on #2 main track at entrance to the south end of station lined for straight-away movements.
    b) Member of crew will check dwarf signals at either the North end of the Tail track or the South end of Station Track No. 1 or 2 and if signal indicates red over "S" (Rule 294-E), member of crew will first line the hand-operated switch for movement on the Tail track and dwarf signal should then display a "Restricting" signal (Rule 290-J). If dwarf signal at either the North end of the Tail track or the South end of station track No. 1 or 2 displays a "Restricting" signal (Rule 290-J), it will then be permissible to place the power-operated switch at the South end of tracks No. 1 and 2 in hand position. After the power-operated switch is placed in hand position, dwarf signals at the South end of Station track No. 1 and 2 should then indicate "Stop". Once the power-operated switch is operated by hand and properly lined for your movement, it will then be permissible to pass the "Stop" signal (Rule 275) on 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 #2 main track. This sequence must be followed to prevent indication on #2 main track.
    d) If necessary to make movement from station tracks No. 1 or 2 to #2 main track, the Jacksonville AC dispatcher must be contacted and movements made on signal indication.

Jefferson Smurfit Paper Mill

Jefferson Smurfit Paper Mill, formerly Alton Box Mill, Jacksonville, Florida, export yard, has a set of gates, protecting railroad ingress into their property, about one hundred feet east of Wigmore Street crossing. The new gates are locked with a Southern Railway lock. Normal position for these gates is closed and locked. Gates must be restored to normal position after being used by railroad crews.

Beaver Street Tower

Signals - The following Signal aspects within Beaver Street Tower Plant at Jacksonville, Florida have been changed to indicate "Restricted Speed" as prescribed by Florida East Coast Railway Operating Rule No. 290 and Norfolk Southern, Inc. Operating Rule No. 290, which is either one or two "Red" aspects over a "Yellow" aspect. The name and the associated operation prescribed by these Signals is the same as CSXT Operating Rule No. 288.

Track No. 30:

For Southward Movements:

1. Signal No. 44R, located adjacent to the Beaver Street Tower.
2. Signal No. 6R, located 1835 feet south of Beaver Street Tower.
3. Signal No. 34R, located 7155 feet south of Beaver Street Tower, just north of FEC Railway, St. Johns River Bridge.

For Northward Movements:

1. Signal No. 24L, located 7155 feet south of Beaver Street Tower, just north of FEC Railway, St. Johns River Bridge.
2. Signal No. 6L, located 2045 feet south of Beaver Street Tower.

Track No. 31:

For Southward Movements:

1. Signal No. 48R, located adjacent to Beaver Street Tower.
2. Signal No. 4RA, located 1835 feet south of Beaver Street Tower.
3. Signal No. 26R, located 6435 feet south of Beaver Street Tower

For Northward Movements:

1. Signal No. 4L, located 2045 feet south of Beaver Street Tower.

Yard Track Leads from South End of "TY" "YH" Yards

1. Signal 4AD, located south end of "TY" Yard for southward movement at hand-operated switch location.
2. Signal 4RB, located south end of "TY" Yard for southward movement from rest of "TY" Yard.
3. Signal 4RC, located south end of "YH" Yard for southward movement towards Track No. 31. The following are Interlocking Signals governing movements across CSXT Sanford Subdivision into "YH" Yard, near A642.8 and Lead to North End Honeymoon Yard, near A642.9.
   a) Signal 12L, for northward movement into "YH" Yard.
   b) Signal 12R, for southward movement from "YH" Yard.
   c) Signal 14L, for northward movement into Honeymoon
   d) Signal 14R, for southward movement from Honeymoon

Note - In addition to the above changes, the Signals located adjacent to Beaver Street Tower, governing northward movements on Tracks 30 and 31, no longer have the ability to indicate a Restricting Indication, but will now indicate:

a) Signal 16L, for northward movements on Track 30, a "Slow Approach".

b) Signal 36L, for northward movements on Track 31, a "Slow Approach". (The "Slow Approach" is prescribed by CSXT Operating Rule No. 288.)

NOTES:

NOTES:

SAVANNAH TERMINAL INSTRUCTIONS

Stopping trains with 80 feet or longer cars in Savannah Terminal

1. When stopping trains with 80 foot 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.
2. If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the stop, Rule 3.2.4 modified.
3. Switches for the middle crossover at Savannah Yard (in front of old office building) will be left as last used. trains approaching this crossover must be prepared to stop, expecting to find these switches lined against the desired movement.
4. The high stand switch to the Vidalia Subdivision on Lorick's Lead is to be left as last used. Trains must approach this switch prepared to stop, expecting to find this switch lined against the desired movement.
5. A derail has been placed on the Team Track, Southover Yard, 1015 feet from point of switch. This derail will be left in the derail position.
6. Do not exceed 10 MPH on all yard and lead tracks within Savannah Terminal Limits.
7. The Yardmaster at Savannah will monitor radio channels 66 (road) and 12 (yard). Crews of yard engines and trains operating within Old Savannah Yard, including through trains and Amtrak Trains will monitor and use channel 66. Crews of yard engines and trains operating into and within Southover Yard will monitor and use channel 12, except portables not equipped will use channel 66.
8. **Operation on Georgia Centeral RR (GCRR) -**
   a) GCRR trains and engines will be governed by CSX Operating Rules, Safety Rules and special instructions while on CSX Trackage.
   b) GCRR trains and engines en route Savannah Terminal must contact the yardmaster at Southover Yard for permission to occupy CSX trackage and be governed by his instructions. This permission must be obtained prior to acceptance of any signal indication that permits entry to CSX trackage.
   c) All movements over leased trackage on the River Lead will be made on the authority of the yardmaster at Southover Yard.
9. 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

   Track 23 & 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.

NOTES:

NOTES:

NOTES:

250.0 WAYCROSS TERMINAL

251.0 TERMINAL LIMITS

The limits of Waycross Terminal extend between:

AN586.5 (Jesup SD) and AN595.0 (Thomasville SD);

South Wye, ANA587.7 and ANA591.3 (Jesup SD);

Brunswick Junction, AO587.1 and AO587.8 (Brunswick SD)

AP587.3 and AP593.2 (Pearson SD);

AP587.8 and Lang, AP589.0, on B&W Freight Lead;

Lang, ANB588.0 and ANB590.0 (Fitzgerald SD).

252.0 METHOD OF OPERATION

252.1 AUTHORITY FOR MOVEMENT

Table 192. Authority for Movement

Between Location/Mile Post	Rules
West Waycross, AN592.8 and Ruskin, AN594.9	265-272
South Wye, ANA587.7 and ANA591.3	265-272
AN586.5 and AN587.8	265-272
AN587.8 and AN592.8	93
Brunswick Junction, AO587.1 and AO587.8	120-132
AP587.3 and Lang, AP589.0	265-272
AP587.8 and Lang, AP589.0 (B&W Freight Lead)	265-272
Lang, AP589.0 and AP593.2	93
Lang, ANB588.0 and ANB590.0 (Fitzgerald SD)	265-272

Trains will not exceed 10 MPH on Tracks Herco 3 - 10 at Rice Yard.

The following Yard Tracks at Rice Yard, Waycross, Georgia, have been designated as "Excepted Tracks":

All of "Q" Yard from Q-12 Switch West End located on S320 to Q-12 Switch East End Located on D-10.

All of Scrap Dock Yard from Switch S-317 West Located on T-20 to Switch S-320 East located on Shop Lead;

All of Supply Yard Tracks from Switch on J-03;

Herco Yard Tracks and Switches from H-07 West and East End through Herco 18;

All Car Department and Old Diesel Shop within the following limits:

West End Beginning at Shop Gate Switch located on T-20;

East End beginning at Shop Switch located on J-03;

Alson from switch M-04 West located on N-26.

Under FRA Regulations, maximum speed on these tracks is 10 MPH and not more that 5 cars of Hazardous Materials may be moved in any train.

Do not exceed 10 MPH on Track T-20 from the East End of the South Forwarding Yard to T-24 Switch due to rail conditions.

255.0 INSTRUCTIONS RELATING TO OPERATING RULES

255.100 ROAD CROSSINGS AT GRADE

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

Table 193. Highway And Street Crossings

Station, Highway or Street	Instructions
Waycross U.S. #1 North - Lead to Southeastern Brick; Blackshear Avenue - Lead north of Southeastern Brick; Albany Avenue - Lead serving Dixie Concrete, Woodford Supply and Gibson-McDonald	Must be flagged

255.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 194. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dipatcher (AC)	Continuous	14	Terminal

Note: AC Train Dispatcher call-in No. is 1.

AC Train Dispatcher telephone No. is 1-800-628-4720.

256.0 MISCELLANEOUS INSTRUCTIONS

CLOSE CLEARANCE

1. **Fuel Unloading Station** - Due to close clearances adjacent 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 side of car.

TUNNEL RESTRICTIONS

1. Train movement through the tunnel will be by direction of 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 track will not exceed speed of 10 MPH.

   A track circuit extending from the frog of T-10-W 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-W or T-21, trains must not be permitted to enter the tunnel track.

Light engine movements through the tunnel must stop prior to entering tunnel, then proceed with caution looking out for vehicular and pedestrian traffic.

Vehicular traffic will be governed by 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.

2. Waycross, 30 MPH over street crossings on Jesup Subdivision main track, Dewey Street and Lee Avenue.
3. Waycross, train movements use bell and horn over Jenkins, Brunel and Gilmore Streets in the Old Passenger Yard with sufficient intensity to insure proper warning to pedestrian and vehicular traffic.
4. Waycross, trains using 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 engine covers crossing.
5. Waycross, 30 MPH on Pearson Subdivision main track over street crossings Nichols Street to Alice Street.
6. 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 signal indications.
7. Waycross, trains will move at Restricted Speed except will not exceed 15 MPH on the track breaking from Track No. 1 at Jenkins Street and the B&W Freight Lead known as "Old 97 Route", MP AN-587.5. Permission must be obtained from the train dispatcher before operating the hand-throw switch on Track No. 1 or the electric-lock switch on the B&W Freight Lead.
8. Movements across U.S. Highway No. 82, at Wareco, must be preceded by flagman. The derailer at Wareco is located at point just north of Highway No. 82.
9. Due to close clearance between tracks B48 and B49 on the East end of the Bowl, employees are prohibited from riding equipment on the South side of B48 or the North side of B49. Also, employees walking between those tracks must know that the way is clear.
10. Train movements through all turnouts at Rice Yard are restricted to 10 MPH.

RICE YARD

1. 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 16 tracks.
   g) Shop Yard, designated "Q" Yard, with 12 tracks.

   All tracks in these yards are numbered from north to south.
2. Crews switching on west end of "H" Yard and west end of "F" Yard must be sure hand brakes are applied on bottom of cuts in tracks to avoid cars rolling through to east end of yards. Hand brakes must remain applied until cars are moved from track or trains are completed. Switchmen moving cars or doubling up trains must release 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) Crossover from T-10-W to C-01 (North Crest Lead). The west switch of this crossover is the switch to Track R-01. This is a hand-throw switch and must be left lined for R-01 when not in use.
   b) Crossover from H-19 to T-21. Both ends of this crossover are hand throw 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-throw 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- throw 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 switch from North Crest Lead to R-04. This is a hand-throw switch and must be left lined for C-01 when not in use.
2. East End:
   a) Crossover from T-20 to South Ladder.
   b) Straight-away crossover from R-06 to North Ladder.
   c) Straight-away crossover from R-12 to South Ladder.
   d) Crossover from H-20 to R-12 near shop gate.
   e) Tracks R-01 and R-12 have hand-throw crossovers approximately midway the yard. These crossover switches must be lined and locked in normal position except when in use.

Movements must not be made over or through a pneumatic-operated dual control switch when switch indicator is dark. If switch indicator is dark, movement must be stopped and switch points examined. Any obstruction found behind the switch point 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 a black box adjacent to the switch and has three positions: R,L, and A; Right, Left, and Automatic. To operate the switch remove the keeper hasp by folding it downward 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 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 by crossties painted yellow, extend on each side of 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 train, route to be used and will monitor Channel 2. Unless otherwise instructed, crews yarding trains or cars in receiving yard will clear yellow painted crossties on each end of the track.

Tracks in "R" Yard are descending eastward. Crews of trains and engines yarding cars will tie up a hand brake on the head car in the track; additionally, crews doubling over on either end of "R" Yard will tie up a hand brake on the head car in the tracks involved. Hump crews will be responsible for releasing these hand brakes promptly after their engine couples to the train or cut.

SHOP YARD

Track Q12 is designated locomotive heavy repair test track is classified "3" and is a 40 MPH track.

CREST

The crest is equipped with two (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 additional track circuit designated (HBT).

Dragging equipment detectors are activated automatically when operating in "Tower Automatic."

Wheel cleaner located on C-01 (North Hump Lead) is activated
automatically when in "Hump Mode".

HAT circuits, designated HATN for north lead and HATS for south lead, are used in connection with locomotive speed regulation (LSR).

HBT circuits, designated the same as above, are used to provide sideswipe protection.

Unless DUAL yard mode has been selected by the yardmaster fouling of the HBT 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.

Hump foreman buildings, one for each lead, are equipped with dynamic display CRT's, communication consoles which includes radio Channels 1,2,4,5; channels to the other hump foreman building and to the computer room. There is a direct line to "A" Tower indicated "Hot Line" and a line to pin-puller. Additionally, the consoles include lights which indicate the hump mode, either hump fast, hump slow, back up, stop, or trim, only the "stop" button is operative. A red emergency stop button is provided on this console to enable the hump foreman to stop the hump in emergency conditions. The north lead building has hump mode indications for both the north and south lead, whereas the south lead building only has hump mode indications for the south lead.

Hump foreman will monitor radio Channel 4.

Wayside signals are located just west of 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 indicate that the computer 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 south 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 of the scales. Care should be exercised by engineer while trimming to prevent damage as outlined above.

"B" YARD

1. All Switches on east end of bowl are pneumatic-operated power switches equipped with switch indicator lights that display a green indication when switch is lined to the left and a yellow indication when switch is lined to the right.

   Exceptions:

   a) Escape crossover from B-01 to T-10-W.

   b) Escape crossover from B-64 to T-20.

   c) Scissors crossover located between scales and master retarders.

   In above three locations, the indicators display green when lined for straight track and yellow when lined for diverging route.

While trimming the bowl, movements will not be made over a switch when the indicator is dark. If this condition exists contact the yardmaster "A" Tower who, if his console displays a valid indication at that location, will authorize movement over the switch. If his console is dark or flashing, the points must be checked and if lined for the route desired and fitting up properly, movement may then be made. If points do not fit up properly, maintainer must be called. These switches cannot be operated locally by yard crews.

All switches on the west end of the bowl are hand throw switches 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 bowl are protected by operable retarders equipped with local push button controllers and indicator lights. Indicator light displays lunar white when closed and yellow when open. To enter track, switchman must attain permission from yardmaster "A" Tower, then activate "open " retarder button. A solid indication must be received before couplings are made. If indicator does not give a solid indication, yardmaster "A" Tower must be notified. If track block protection can be provided, be governed by yardmaster's instructions.

After track is coupled and cars are pulled or engine detached then switchman must activate retarder "close" button.

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-throw derailers located at both ends of track. A 50-B retarder is located near the middle of this track and is controlled locally by moving lever to red position for open and green for close.

A red indicator lamp indicates that the retarder is open and may be moved. Throws A and a green indicator lamp indicates that the retarder is in the closed or retarding position.

Mechanical Department personnel will require that the yardmaster at "A" Tower provide blockout protection in accordance with Operating Rule 103-G prior to placing derailer on east end of B-64 in rail and are required to advise "A" Tower yardmaster when this derail has been removed from rail and the track may again be used.

2. Yardmaster at "B" Yard will supervise the engines assigned at that point, the local yard and will direct the doubling of trains. He must work closely with the yardmaster at "A" Tower to insure the traffic for various routes is not delayed. He will be responsible for calling outbound trains and informing chief dispatcher's office of tonnage to be handled. He will direct outbound engine crews to their train, advising location of trains and route to be used and will monitor Channel 2. ICS (Information Control System) functions will be used for ordering power, building trains, inspection request, etc. He will insure 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 of cars from the Bowl to outbound trains. Yard Foremen working these assignments will be issued work orders by the Bowl Yardmaster. Such work orders must be verified and information entered into computer by use of the Conductors' Work Stations. Work stations are located on the West End of the North Forwarding Yard and in the crew room at "B" Tower.

   Crews assigned at "B" Yard will use Radio Channel 5.

HUMPING OPERATIONS

Yardmaster "A" Tower will direct the yarding of inbound trains, industrial cuts, rip and shop cuts, etc., and supervise the hump crews. It is his responsibility to insure 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.

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 a low air warning alarm given for that particular location as indicated by that warning alarm. He 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 yardmaster at "A" Tower and will bring their movement to a controlled stop when so directed.

Hump crews will insure 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 switch indicators display the proper indication and that hand-throw 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 414.

Hump crews will use Channel 4.

During humping operations, hump foremen must check each car as it approaches the crest making certain the initial and number of the first car displayed on the dynamic CRT and/or switch list agrees with the initial and number of the car actually occupying the crest. If a car not on the dynamic display is permitted to go over the crest, each car following will be routed to the wrong track until such time as the error is detected and necessary corrections made. The same will be true if a car is displayed on the dynamic display which is not actually in the cut.

NO HUMP CARS

1. The following cars cannot be humped:
   a) Tank cars placarded FLAMMABLE GAS or POISON GAS.
   b) Cars containing Class A Explosives.
   c) Wreckers or locomotive cranes.
   d) Camp Cars.
   e) Jordan Ditchers
   f) Pile Drivers.
   g) Special equipment such as depressed flat cars where the car body is so low as to drag when going over the crest.
   h) Passenger cars, including instruction or safety cars.
   i) 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.

Tank cars placarded flammable gas or poison gas and cars containing 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 insure the switch is locked and cannot be inadvertently thrown under the train.

TRIMMER LEADS

There are four trimmer leads on the west end of the bowl approximately 60 car lengths long. Crews doubling up trains in F-01, F-02, or F-03 must use trimmer lead No. 1.

All movements on the Trimmer Leads by the "B" Tower at Rice Yard, Waycross, will not exceed 10 MPH.

TALK BACK SPEAKERS

Talk back speakers are strategically located on the west end on the bowl to provide communication between "B" Tower and employees. To initiate a conversation, employees must press button on speaker as signal to yardmaster. When he answers, it is not necessary to hold button while talking. If yardmaster initiates the call merely face speaker and talk.

Talk back speakers at the crest are located on the wayside signal masts, one for each crest lead, to provide communication between pin-puller and hump foreman. Their operation is the same as those located in the bowl.

LOCOMOTIVE TEST TRACK - M-01

Effective 0001 Hours, Thursday, October 1, 1992, former Track Number T-53 has been changed to M-01 at Rice Yard, Waycross, Georgia, and is the designated Locomotive Test Track. Track M-01 is under control of the on-duty Enginehouse Foreman.

LOCOMOTIVE FACILITY INSTRUCTIONS

All on-track movements into or out of Waycross Locomotive facilities will be under control of the on-duty Enginehouse Foreman.

LOCOMOTIVE SPEED REGULATOR

Main Switch: A two-position switch, "OFF" (right) and "ON" (left), located on right wall below window, engineer's side.

Remote Signal Indicator: Mounted in front of engineer and to left of front windshield.

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

Tower Automatic: Upon receiving signal from lower, place the two position switch, located front of console, in automatic position, press yellow button to activate unit. When latched up, the lower controls speed, brakes, stop and go. Engineer must monitor.

On-Board Automatic: Select speed using speed selector switch, located right side of console, place two position switch in automatic position, press blue button to activate unit. Engineer controls stopping and starting by full application or release of engine brakes.

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

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

WAYSIDE SIGNALS

The wayside signal pushbutton is used only when there is:

1. Faulty LSR transmission (transmitting end); or
2. Inoperative LSR equipment on a hump locomotive, or
3. Hump locomotive without LSR equipment and it is desired to hump a train under signal control.

The pushing in of the "WAYSIDE" pushbutton ensures that cab signals will not be transmitted or received.

"WAYSIDE" signaling is made operative through hump mode selection. The hump lead, north or south, locomotive address button is actuated for an inactive LSR channel number and the "WAYSIDE" button is actuated for the proper north or south hump lead. Desired signal aspect displays are then requested by button operation. Remote locomotive speed control is not available under "WAYSIDE" signal control. Only on-board automatic control is available.

Although locomotive address is voided in this "WAYSIDE" signal usage, it is necessary to use these address buttons in pseudo manner in order to associate the signal indication buttons with the chosen hump lead, north or south, buttons. It is also necessary to associate the locomotive address buttons in "WAYSIDE" hump signal operation, since with faulty cab signal reception in a locomotive on one (1) hump lead and with "Wayside Only" signaling operative on this hump lead, the other hump lead may be simultaneously used with the usual locomotive address operative for cab and wayside hump signaling. Thus, in dual mode, both these signaling address means, actual and pseudo, may be operative.

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" OFFICE
   - Computer Rooms
   - Room 301
   - Room 401
   - Room 501
   - Mechanical Equipment Rooms
   - Janitor Rooms
   - Conference Room
   - File Rooms

Office Supply Room

2. "B" OFFICE

Mechanical Equipment Room

3rd Floor

4th Floor

NOTES:

NOTES:

1004.00. EQUIPMENT HANDLING RESTRICTIONS

1004.02. Clearance Implicated Shipments

Procedures and guide lines covering the movement of Clearance Implicated Shipments are located in the Restricted Equipment Rules.

1. 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 notifed.

1004.03. 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.

1004.04. 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 Service Lane is 20' 2". CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 195. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Bainbridge	19' 2"	19' 1"
Brunswick	19' 2"	19' 1"
Callahan	20' 2"	20' 2"
Dothan	19' 2"	19' 1"
Fernandina	20' 2"	20' 2"
Fitzgerald	20' 2"	20' 2"
Jacksonville Terminal	20' 2"	20' 2"
Jesup (Note 2)	20' 2"	20' 2"
Kingsland	20' 2"	20' 2"
Nahunta (Note 1)	20' 2"	20' 2"
Ocala	20' 2"	20' 2"
Pearson (Note 4)	20' 2"	20' 2"
PA	20' 2"	20' 2"
Sanford	20' 2"	20' 2"
Savannah	19' 2"	19' 1"
Tallahassee	20' 2"	20' 2"
Thomasville	19' 2"	19' 1"
Wildwood	20' 2"	20' 2"
All Other Subdivisions	PROHIBITED	PROHIBITED

Note.

1. 20' 2" double stack and multi-level equipment must not operate between Folkston and Ogeechee.
2. 20' 2" double stack and multi-level equipment must not operate between Waycross and Jesup.
3. 20' 2" double stack and multi-level equipment may operate on the Pearson Subdivision between Waycross AP587.7 and Lang AP589.0 only.

1004.14. 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.

Train Designator	Name	Location to Begin Charging Dump System	Unloading Location
U148-U172	Taft	Sanford, Fl.	Orlando, Fl.
U140-U147	Lakeland	Wildwood, Fl.	Lakeland, Fl.
U120-U132	Hague	Baldwin, Fl.	Gainesville, Fl.
N130-N131	Tampa Elec.	Tampa, Fl.	Sutton, Fl.
N110-N129	Cry. Riv.	Red Level Jct.	Crystal Riv., Fl.
T140-T141	Brooksville	Tampa, Fl.	Brooksville, Fl.
N250-N272	Stilesboro	Etowah, Tn.	Cartersville, Ga.
N200-N240	Harllee	Atlanta, Ga.	Harllee, Ga.
U250-U269	Jac Mac	Atlanta, Ga.	Jac Mac, Ga.
U280-U288	Pascagoula	Mobile, Al.	Pacagoula, Ms.
U230-U232	Gasden	Lagrange, Al.	Ala Power West Jeff, Al.

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.

Along line of road when making an inspection of the train per operating Rule 56, paragraph #2 all rapid discharge hosese must be checked to determine they are coupled and the angle cocks properly positioned. If the cars are uncoupled and then re-coupled, the auxiliary dump hoses must be reconnected.

1004.17 Sperry Rail Test Car -

Restricted equipment Rule 40 will be applied when these vehicles are operating as a train which limits the operating speed to 30 MPH. When operating these vehicles as on-track equipment, Rule 720 will be applied, which will limit the operating speed to 1/2 the range of vision not exceeding 40 MPH.

1006.00. RADIOS

1006.02. 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 as outlined below.

ALL CHANNEL RADIO POSITIONS

Table 196. AAR Radio Channel Usage

Designation	TX	RX	User	Territory
Engineering	45	45	Engineering Forces	All Regions

1006.04. Initiating A Radio Call-In

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
   a) Trackstar III Radio - Set "DTMF-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
   b) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
   c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
   d) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. 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.

1006.05. Emergency Radio Call-In Procedure

When an emergency arises as defined in Operating Rule 415, the following prodedure will be used to initiate an emergency Call-In to the train dispatcher.

1. Select the appropriate train dispatcher channel and when using;
   a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.

      Press the "SELECT" button until the call number 9 is displayed

      Press the "SEND" button for two secods and release.
   b) Motorola MCX's (Early Model), rotate the "TONE" switch until the call number 9 is displayed and the light to the left of the tone display indicates "DTMF". Press "DISP" button for two seconds and release.
   c) Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.
   d) Mobile radios equipped with "TOUCH-TONE" Microphones, press the call number 9 button for two seconds and release.
2. An answer-back tone will not be heard.
3. During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying;
   a) Transmitting unit (train identification or title and name),
   b) Precise location,
   c) Specific train dispatcher console (several may be coded in), and
   d) Nature of the emergency.
4. 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.

1006.06. Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement
   a) Train Handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive developes problems that could affect the efficient operation of the train.
   b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
2. Enhanced Locomotive/Train Safety And Efficiency
   a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication

a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.

b) 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.

c) 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.

d) 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.

4. Radio Rules Compliance

a) All applicable radio rules 400 - through - 425 will apply.

b) 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.

c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

5. Mobile Units - To Telephone

a) 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.

1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52 or 42/77).

2) Depress the access code for the desired base and wait for dial tone.

3) If the base station is on the CSX network, dial the desired telephone number.

4) If the base is SDN, dial 1-700 then the CSX network number.

5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.

6) Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

6. Base Locations

Note:

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 number is 8-388-5555.

Brunswick Subdivision

Table 197. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Waycross, Ga (CSX)	19	77	531*	531#
Brunswick, Ga (CSX)	19	77	521*	521#

Jesup Subdivision

Table 198. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Jesup, Ga (SDN)	19	77	541*	541#
Jesup, Ga (SDN)	16	88	542*	542#
Waycross, Ga (CSX)	19	77	531*	531#
Hilliard, Fl (CSX)	19	77	561*	561#
Hilliard, Fl (SDN)	87	52	562*	562#

Nahunta Subdivision

Table 199. 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)	16	88	581*	581#
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#
Hillard, Fl (CSX)	19	77	561*	561#
Hillard, Fl (SDN)	87	52	562*	562#
Jacksonville, Fl (CSX)	19	77	711*	711#
Jacksonville, Fl (CSX)	16	88	705*	705#

Sanford Subdivision

Table 200. 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#
Bostwick, Fl (SDN)	19	77	707*	707#
Pierson, Fl (SDN)	87	52	709*	709#
Orange City, Fl (SDN)	16	88	710*	710#
Orlando, Fl (CSX)	19	77	841*	841#

Savannah Subdivision

Table 201. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Savannah, Ga (CSX)	19	77	511*	511#

Wildwood Subdivision

Table 202. 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#
Oxford, Fl (SDN)	16	88	701*	701#

P&A Subdivision

Table 203. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Deerland, Fl (CSX)	19	77	331*	331#
Pensacola, Fl (CSX)	19	77	311*	311#

Tallahassee Subdivision

Table 204. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Tallahassee, Fl (CSX)	19	77	231*	231#

Fitzgerald Subdivision

Table 205. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Senoia, Ga (CSX)	16	88	629*	629#
Pine Mntn, Ga (SDN)	16	88	630*	630#
Pine Mntn, 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)	19	77	612*	612#
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#

1040.20. Issue And Distribution Of General Bulletins

This has reference to issuance of Jacksonville Service Lane general bulletins on the South and North Districts with the subdivisions for each district as shown below:

District	Subdivisions/Terminals
North	Waycross Terminal Brunswick Callahan Fernandina Jesup Kingsland Nahunta Pearson Fitzgerald Jacksonville Terminal Savannah
South	Brooker Deerhaven Edgar Sanford Ocala West Coast Wildwood Jacksonville Terminal
West	Waycross Terminal Thomasville Dothan Bainbridge Jacksonville Terminal Perry Tallahassee P&A

1041.00. MISCELLANEOUS INSTRUCTIONS

When moving through crossovers, turnouts while yarding a train, the application of locomotive brakes during stopping or slowing down 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.

For reporting purposes and the prioritizing of locomotive defects, these defect priority assignments have been established as follows:

1. Red - Train has a locomotive problem that will delay this train and other trains will be delayed as a result.
2. Yellow - Train has a locomotive problem that will affect this trains performance but not delay other trains.
3. Green - An incident ot or condition of a locomotive which will not affect the trains performance but which must be addressed at the next terminal.

The employee will determine with the crew the priority of the locomotive problem, either a "RED" or "YELLOW" alert, and the engineer will contact the mechanical desk at extension 5555 via mobile access where equipped and advise the alert condition and type of defects. If unable to contact the mechanical desk via mobile access, the T&E employee will contact the train dispatcher who will connect them with the mechanical desk via the road channel radio.

T&E employees will, in a timely manner, report "GREEN" locomotive incidents to the train dispather using the following codes and their respective defects only as listed below. The train dispatcher will then report the defect to the mechanical desk via C.A.D.S. using the "DSLR" function.

ALD - Alerter Defect

APP - Air Pressure Problem

ARD - Air Conditioner Defect
BHD - Bell/Horn (except lead unit)
BRD - Brake Shoe/Rigging Hand Brake Defect
CHD - Cab Heater Defect
CRD - Cab Door Window/Seat
DLD - Crossing/Warning Light(s) Defective
DWP - Dwors Related Problem
ERP - Exhaust Related Problem
FLP - Flange Lubrication Problem
FSC - Fuel Sensor Component Failure
FWD - Flat Wheel Defect
HCD - Hump Control Defect
HLD - Head Light Defect
HTD - Head Of Train Device Defect
LIP - Lighting Problem
PSD - Pacesetter Problem
RAD - Radio Related Defect
RDD - RDU Related Defect
SRP - Sand Inoperative/Out Of Sand/Wet Sand
TOD - Toilet Defective
WCP - Water Cooler Problem
WWP - Windshield Wiper Problem

NOTES:

NOTES:

NOTES:

NOTES:

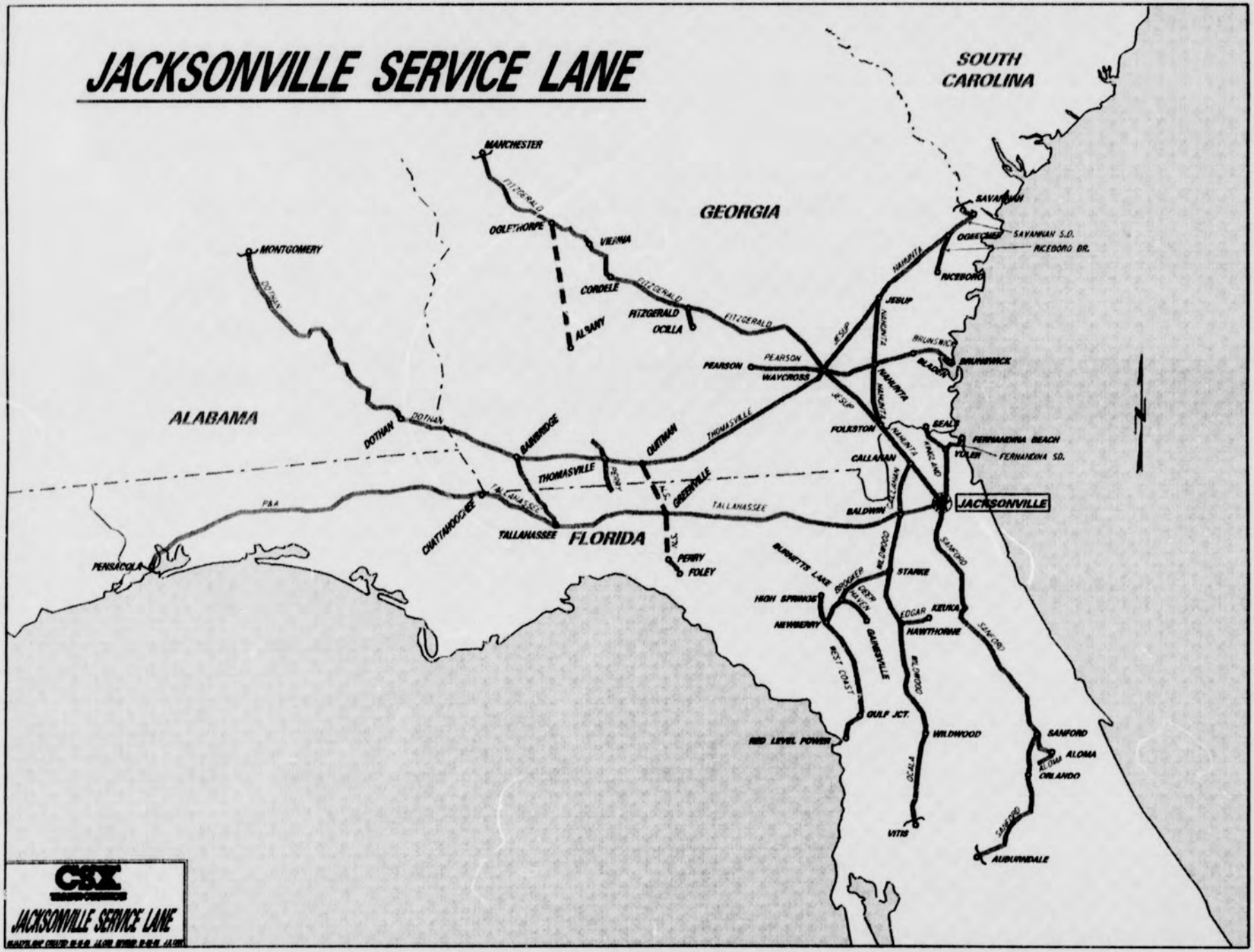
TONNAGE CHART

JACKSONVILLE SERVICE LANE TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
BAINBRIDGE SUBDIVISION							
Tallahassee & Bainbridge	1650	2200	2500	3350	3950	4350	5850
BRUNSWICK SUBDIVISION							
Waycross to Brunswick	3550	4650	5300	7100	8450	9200	12400
Brunswick to Waycross	2700	3550	4050	5450	6450	7050	9500
CALLAHAN SUBDIVISION							
Callahan and Baldwin	3550	4650	5300	7100	8450	9200	12400
DOTHAN SUBDIVISION							
Montgomery to Dothan	1400	1800	2100	2800	3300	3600	4900
Dothan to Bainbridge	2200	2900	3300	4400	5200	5700	7700
Bainbridge to Thomasvile	2000	2650	3000	4050	4800	5250	7050
Thomasvile to Bainbridge	1950	2600	2950	3950	4700	5100	6900
Bainbridge to Dothan	1600	2100	2400	3250	3850	4200	5650
Dothan to Montgomery	1400	1850	2100	2850	3350	3700	4950
EDGAR SUBDIVISION							
Keuka to Hawthorne	2450	3250	3700	4950	5900	6400	8650
Hawthorne to Keuka	3150	4150	4700	6300	7500	8150	11000
FERNANDINA SUBDIVISION							
Yulee and Fernandina Bch	4950	6500	7400	9900	11800	12850	17300
FITZGERALD SUBDIVISION							
Waycross to Fitzgerald	2350	3100	3500	4700	5600	6100	8200
Fitzgerald to Waycross	2350	3100	3500	4700	5600	6100	8200
Fitzgerald & Oglethorpe	2000	2600	3000	4000	4750	5200	7000
Oglethorpe & Manchester	1500	1950	2250	3000	3550	3900	5250
Ocilla Spur	1300	1750	2000	2700	3200	3500	4700
JESUP SUBDIVISION							
Savannah to Waycross	2700	3550	4050	5450	6450	7050	9500
Waycross to Savannah	2900	3800	4350	5800	6900	7500	10150
Jacksonville to Waycross	2650	3450	3950	5300	6300	6850	9250
Waycross to Jacksonville	2700	3550	4050	5450	6450	7050	9500
KINGSLAND SUBDIVISION							
Thalmann and Baldwin	3450	4550	5150	6900	8200	8950	12050
Thalmann & Jacksonville	3450	4550	5150	6900	8200	8950	12050
NAHUNTA SUBDIVISION							
Savannah to Jacksonville	2700	3550	4050	5450	6450	7050	9500
Jacksonville to Savannah	2550	3350	3850	5150	6100	6650	9000

JACKSONVILLE SERVICE LANE TONNAGE RATINGS

	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
P&A SUBDIVISION							
Goulding to Milton	2250	3000	3400	4550	5400	5900	7950
Milton to Deerland	1800	2400	2700	3650	4350	4700	6350
Deerland to Chattahooche	2600	3400	3900	5200	6150	6750	9100
Chattahooche to Galliver	1900	2500	2850	3800	4500	4900	6650
Galliver to Goulding	2400	3150	3600	4800	5700	6200	8400
SANFORD SUBDIVISION							
Moncrief to Sanford	2850	3750	4300	5750	6850	7450	10050
Sanford to Moncrief	3100	4100	4650	6250	7450	8100	10900
ALOMA INDUSTRIAL SPUR							
Sanford and Youngs	2600	3450	3900	5250	6250	6800	9150
Youngs to Aloma	2550	3350	3850	5150	6100	6650	9000
Aloma to Youngs	1950	2600	2950	3950	4700	5100	6900
SAVANNAH SUBDIVISION (EAST ROUTE)							
Savannah to Ogeechee	2700	3550	4050	5450	6450	7050	9500
Ogeechee to Savannah	2550	3350	3850	5150	6100	6650	9000
Savannah and Riceboro	3450	4550	5150	6900	8200	8950	12050
TALLAHASSEE SUBDIVISION							
Baldwin to Lake City	2450	3250	3700	4950	5900	6400	8650
Lake City and Tallahasse	2250	2950	3350	4500	5350	5850	7850
Tallahasse to Chatahoche	1550	2050	2350	3150	3750	4050	5500
Chatahoche to Tallahasee	2000	2600	3000	4000	4750	5200	7000
Lake City to Baldwin	3600	4750	5400	7250	8600	9400	12650
THOMASVILLE SUBDIVISION							
Waycross and Dupont	3750	4950	5600	7500	8900	9750	13100
Dupont to Valdosta	2650	3450	3950	5300	6300	6850	9250
Valdosta to Dupont	3500	4600	5250	7000	8300	9100	12250
Valdosta to Thomasville	2100	2800	3150	4250	5050	5500	7400
Thomasville to Valdosta	2600	3450	3900	5250	6250	6800	9150
WEST COAST SUBDIVISION							
High Springs & Newberry	2450	3250	3700	4950	5900	6400	8650
Newberry to Dunnellon	2750	3600	4100	5500	6550	7150	9600
Dunnellon to High Sprgs	2750	3600	4100	5500	6550	7150	9600
Glf Jct to Rd Lvl Pwr Pl	1950	2600	2950	3950	4700	5100	6900
Rd Lvl Pwr Pl to Glf Jct	1750	2300	2650	3550	4200	4600	6200
WILDWOOD SUBDIVISION							
West Jax to Baldwin	3300	4350	4950	6600	7850	8550	11550
Baldwin to West Jax	5000	6600	7500	10000	11900	13000	17500
Baldwin to Wildwood	3500	4600	5250	7000	8300	9100	12250
Wildwood to Baldwin	3600	4750	5400	7200	8550	9350	12600

Note: When AC44CW or AC60CW locomotives are used in single unit head end service, their rating will be reduced by 10%.


JACKSONVILLE SERVICE LANE
SOUTH CAROLINA
GEORGIA
ALABAMA
FLORIDA
MANCHESTER
FITZGERALD
OGLETHORPE
VIENNA
CORDELE
ALBANY
FITZGERALD
OCILLA
MONTGOMERY
DOTHAN
DOTHAN
BAINBRIDGE
THOMASVILLE
QUITMAN
THOMASVILLE
PEARSON
WAYCROSS
PEARSON
SAVANNAH
OGEECHEE
SAVANNAH S.D.
RICEBORO BR.
RICEBORO
NAHUNTA
JESUP
BRUNSWICK
BRUNSWICK
BLADEN
NAHUNTA
JESUP
FOLKSTON
SEALS
FERNANDINA BEACH
YULEE
FERNANDINA SD.
CALLAHAN
HILLIARD
FANCLAND
CALLAHAN
JACKSONVILLE
BALDWIN
TALLAHASSEE
TALLAHASSEE
TALLAHASSEE
GREENVILLE
PERRY
FOLEY
CHATTAHOOCHEE
PENSACOLA
P&A
BURNETTS LAKE
HIGH SPRINGS
NEWBERRY
BROOKER
CROSS CREEK
GAINESVILLE
WEST COAST
GULF JCT.
RED LEVEL POWER
WILDWOOD
OCALA
VITIS
STARKE
EDGAR
KEUKA
HAWTHORNE
WILDWOOD
SANFORD
SANFORD
ALOMA
ALOMA
ORLANDO
SANFORD
AUBURNDALE
CSX
TRANSPORTATION
JACKSONVILLE SERVICE LANE

1047.00 SPEED TABLE

Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			

..180274TTL

CSX

TRANSPORTATION

LOUISVILLE SERVICE LANE TIMETABLE No. 1

A

EFFECTIVE

WEDNESDAY, JANUARY 1, 1997

AT 0200 HOURS

CSX STANDARD TIME

4800

R.A. Benard
General Manager

OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators –	
E.S. Pack	304–645–4604
G.J. Muneio	313–981–7056
Team Captains –	
Cincinnati, OH.	
K. Edwards	317–473–4212
Louisville, KY. – Cincinnati, OH.	
D. Lambdin	502–477–8900
MS–1–Louisville, KY.	
B. Gibbs	312–945–2415
MS–2–Nashville, TN.	
J. Freeman	502–586–7474
Louisville, KY.	
J. Shepherd	502–543–7640

LOUISVILLE SERVICE LANE TIMETABLE
TABLE OF CONTENTS

SUBDIVISIONS

LOUISVILLE SERVICE LANE SPECIAL INSTRUCTIONS

PHONE NUMBERS

Emergency Only	**1–800–593–6188**
Non–Emergency situations:	
Chief Dispatcher (Bell)	1–904–381–4050
(Company)	8–388–4050
Louisville Service Lsne **Safety Hot Line**	
(Bell)	502–364–1347
(Company)	8–281–1347

LOUISVILLE SERVICE LANE

1701 West Market ST.
Jeffersonvilie, IN. 47131

Louisville Service Lane Officers

R.A. Bernard
General Manager

T.S. Thoburn
Division Engineer

J.M. Dyer
Superintendent Transportation

J.W. Wheller
Mech. Superintendent

M.S. Hawkins
Chief Train Dispatcher

J.D. White
Asst. Superintendent

J.R. Winstead
Division Trainmaster

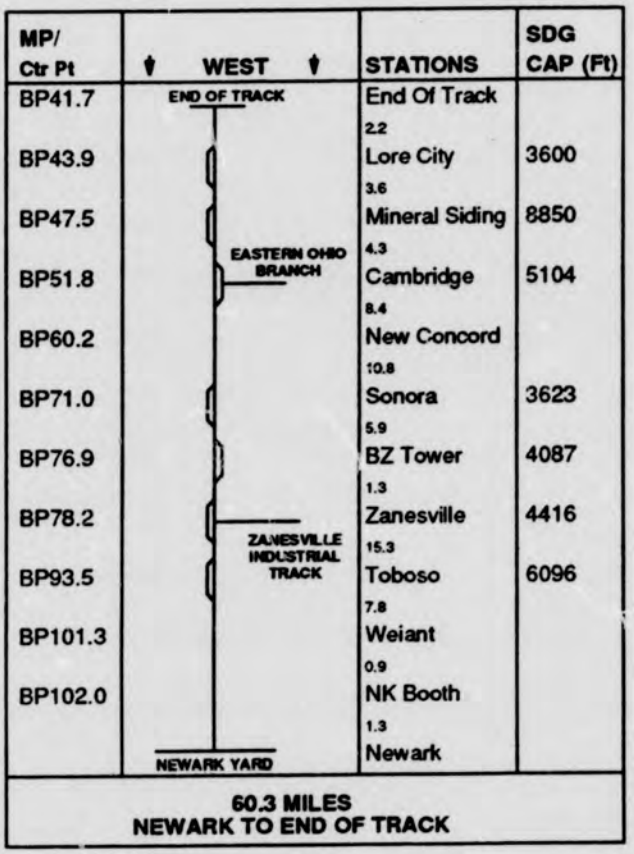
C.F. Lally
Office Manager

Location and Names	Title
Cincinnati, OH	
A.J. Tuchek	Terminal Superintendent
M.J. Holtzapfel	Asst. Terminal Superintendent
A.C. Antczak	Asst. Terminal Superintendent
C.L. Smith	Terminal Trainmaster
W.A. McCormick	Terminal Trainmaster
M.R. Sullivan	Terminal Trainmaster
R.D. Keene	Terminal Trainmaster
T.L. Reynolds	Asst. Terminal Trainmaster – Middletown
K.S. Blomgren	Terminal Trainmaster
D.E. Speaks	Terminal Trainmaster
D.C. Clark	Asst. Terminal Trainmaster
R.E. Fliess	Asst. Terminal Trainmaster
M.A. Rosner	Asst. Terminal Trainmaster
J.W. Vessalo	Asst. Terminal Trainmaster
W.S. Mitchell	Road Foreman of Engines
J.R. Woody	Trainmaster
Dayton, OH	
J.V. Happe	Terminal Manager
A.J. Woodgeard	Trainmaster
Louisville, KY	
J.D. Stickland	Terminal Superintendent
R.M. Morris	Asst. Terminal Superintendent
R.R. Hennig	Terminal Trainmaster
M.C. Lakel	Terminal Trainmaster
D.A. McCoy	Terminal Trainmaster
G.W. Smith	Terminal Trainmaster
E.F. Weatherford	Terminal Trainmaster
B.C. Bierman	Asst. Terminal Trainmaster
R.E. Raleigh	Asst. Terminal Trainmaster
F.J. Sierota	Asst. Terminal Trainmaster
Line Of Road	
R.J. Banet	Trainmaster
G.L. Powers	Trainmaster
C.C. Cockerham	Assistant Trainmaster
M.E. Chapman	Road Foreman of Engines
G.P. Matherly	Assistant Trainmaster

Location and Names	Title
Lima, OH	
J.A. Beekman	Trainmaster
Owensboro, KY	
P.L. Dziennik	Trainmaster
St. Louis, IL	
D.L. Sheppard	Trainmaster
S.T. Smith	Road Foreman of Engines

10.0 CENTRAL OHIO SUBDIVISION - Z2

11.0 STATIONS LISTING AND DIAGRAM



12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 1. Authority for Movement

Between Location/Mile Post	Rules
BP41.7 and BP78.0	120-132
BP78.0 and BP80.3	93
BP80.3 and BP102.0	120-132
BPB0.0 and BPB17.6 (Eastern Ohio Branch)	120-132

Note: Sidings are designated as storage tracks.

12.2 DTC BLOCK LIMITS

Between Cambridge and Cumberland

Table 2. DTC Block Limits

Between Location/Mile Post	Block Names
BPB0.0 and BPB17.6 (Eastern Ohio Branch)	Albin
Between BP41.7 and BQ0.0	
BP41.7 and BP50.4	Lore
BP50.4 and BP70.9	Norwic
BP70.9 and BP78.0	Sonora
BP80.3 and BP93.0	Dillon
BP93.0 and BP102.0	Toboso

12.4 EXCEPTED TRACKS

The following track is designated as excepted track:

BPB9.2 and BPB17.6 (Eastern Ohio Branch)

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 3. Maximum Authorized Speed

Between Location/Mile Post	MPH
BPB0.0 and BPB9.2	25
BPB9.2 and BPB17.6	10
BP41.7 and BP102.0	40

13.2 SPEED RESTRICTIONS

Table 4. Speed Restrictions

Between Location/Mile Post	MPH
BP41.7 and BP62.8	25
BP72.0 and BP77.4	25
Zanesville Station and Bridge 110	10
BP100.9 and BP102.0	**25**
Newark, Bridge 548 Old Shawnee Main	10
Zanesville Industrial Track BPD0.0 to BPD0.2	10
Zanesville Industrial Track BPD0.0 to End of Track	20
All Passing Sidings	10

13.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 5. Engine Speed Indicator And Odometers	
BP98.0 and BP99.0	

14.0 EQUIPMENT RESTRICTIONS

Table 6. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	Wreck Crane	Forward movement 25 MPH
		Shoving movement 15 MPH
Zanesville IT - Muskingum Iron and Metal Fair Oaks conveyor-	Engines and equipment other than gondolas	Must not operate under
Eastern Ohio Branch	Six-axle units	Must not operate
Eastern Ohio Branch	Wreck Crane	Forward movement 25 MPH
		Shoving movement 15 MPH
Cumberland Mine	96 tons or greater high cube loaded covered hoppers	Must not exceed 10 MPH
Newark - Old Shawnee Main bridge 548	Engines in excess of 280,000 lbs.	Must not operate
	Cars in excess of 210,000 lbs.	
BP69.6 and BP69.8	High cube equipment	See Rule 34
BP75.3 and BP75.7		
BP78.5 and BP78.8		

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.100 HIGHWAY AND STREET CROSSINGS

Central Ohio Subdivision and Central Ohio Coal Co. Tracks - All crossings must be protected by a member of the crew unless it is known that highway protective devices are operating.

NCR Crossing - All trains stop and flag crossing at BP51.8.

Cambridge, Ohio - All trains stop and flag road crossing at BP50.1 Byesville Road.

15.105 USE OF SPECIFIED TRACKS

Zanesville - That portion of No. 11 yard track west of Market Street must not be occupied while another train or engine is on the main track.

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 7. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Newark	Daily except Sat. and Sun. 0600-1500	08	Terminal
Newark	Continuous	08	Wayside
Dillon	Continuous	08	Wayside
New Concord	Continuous	08	Wayside
Lore City	Continuous	08	Wayside
Dispatcher (AP)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in number is 6.

AT Train Dispatcher telephone number is 1-800-435-2236.

15.807 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
111	Zanesville	BP78.9
112	Zanesville	BP79.7
16.88	Zanesville Industrial Track	BPD0.5
548	Newark, Old Shawnee Main	0.3
5	West of Byesville	BPB6.3

17.0 INDUSTRIAL TRACKS

17.2 ZANESVILLE INDUSRTIAL TRACK

NOTES:

21.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	NORTH	STATIONS	SDG CAP (Ft)
CA650.5	CINCINNATI SD	Melbourne	
		0.8	
CA651.3		Stevens	
		1.5	
CA652.8		Coney	
		2.1	
CA655.9		Altamont	
		3.1	
CA659.0		Dayton	
		0.8	
CA659.8		Bellevue	
		1.2	
CA661.0		Newport	
		0.1	
CA661.1	TO DECOURSEY	NX Cabin	
		1.5	
CA662.6	No. 2	KC Junction	
	No. 1	1.1	
CA663.7	KC SIDING	Covington	
		0.1	
CA663.8		OB Cabin	
		0.5	
CA664.3		MD Cabin	
		0.6	
CA664.9	TO A TOWER	CT Junction	
	No. 2	0.1	
CA665.0	No. 1	B&O Junction	

13.5 MILES
MELBOURNE TO B&O JCT.

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
T108.6	TO MELBOURNE	NX Cabin	
		0.4	
T108.2	INDS & YD	Mahogany	
		1.7	
T106.5	TO CORBIN	Wilder	
		0.9	
T105.6	S. LEG N.LEG	Latonia	
		1.6	
T104.2	TO LOUISVILLE	South Latonia	

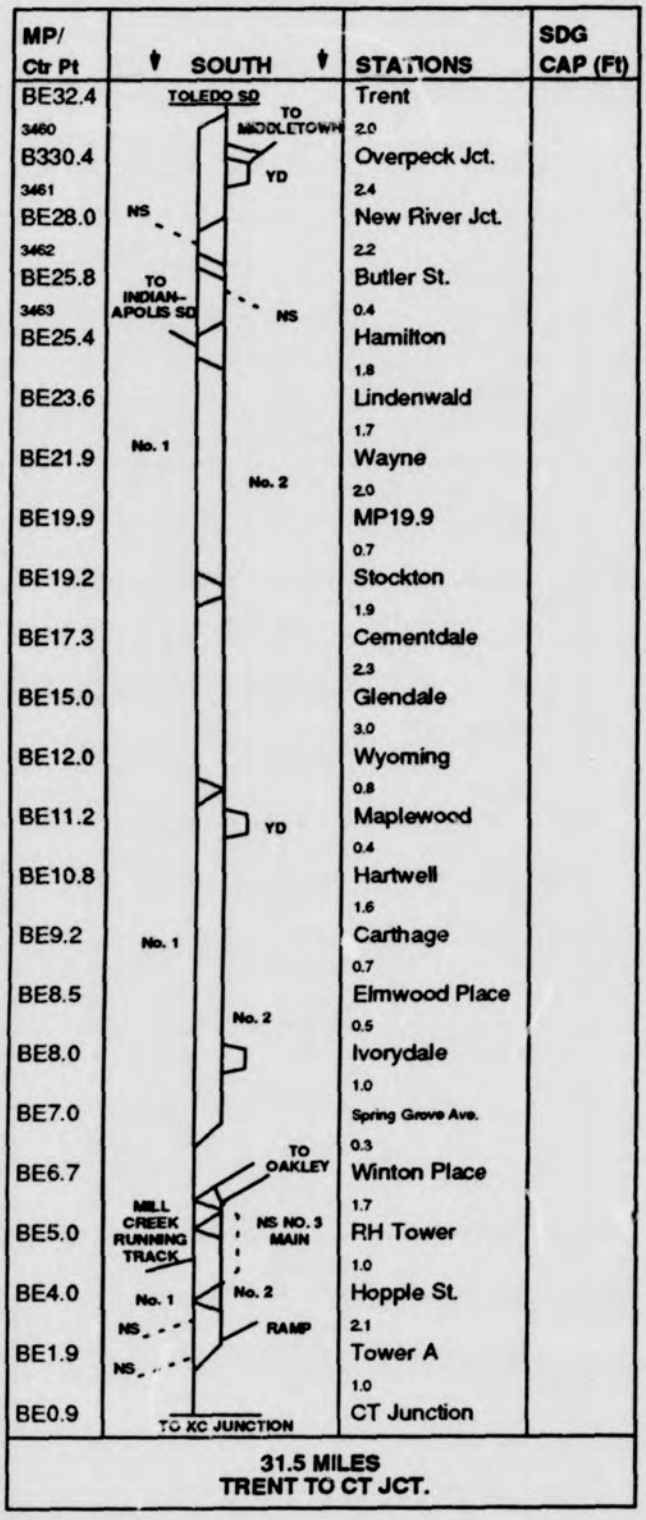
4.6 MILES
NX CABIN TO SOUTH LATONIA

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BD24.5		Hamilton	
		1.5	
BD26.9	INDIANAPOLIS SD	Belt. Jct.	

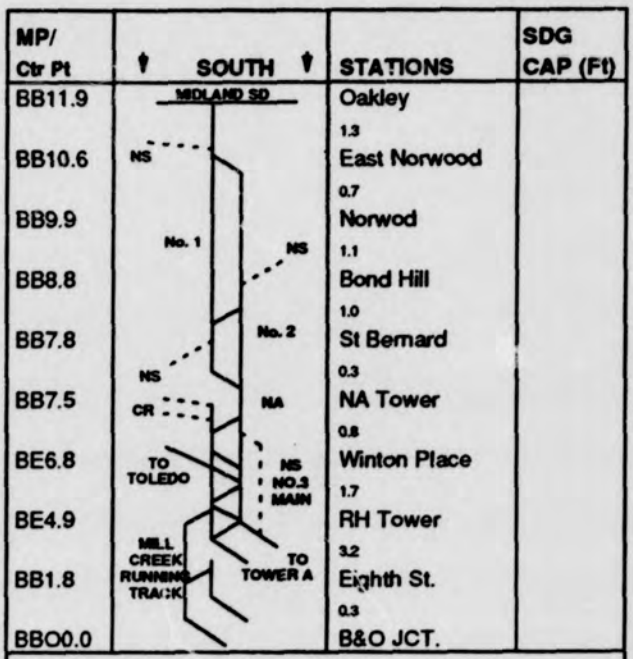
1.5 MILES
HAMILTON TO BELT JCT.

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
KC2.9	No. 1 TO MELBOURNE	KC Junction	
		1.1	
KC3.9	TO LCL SD WILDER BRANCH	Latonia	
		0.2	
KC4.1	No. 2	Southern Ave.	
		1.3	
KC5.2	YD	Rosedale	
		2.2	
KC9.8	No. 1 No. 2 TO CC SD	Spring Lake	

4.8 MILES
KC JCT. TO SPRING LAKE



31.5 MILES
TRENT TO CT JCT.



10.4 MILES
OAKLEY TO B&O JCT.

21.1 DIAGRAM CROSS-REFERENCE

Table 8. Diagram Cross-Reference

Subdivision	Division	Page
Toledo	Louisville	69
Indianapolis	Louisville	31
Midland	Louisville	61
Indiana	Louisville	25
Cincinnati	C&OBU West	C&OBU TTSI
LCL	Louisville	37
CC	Appalachian	Appalachian TT

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Melbourne and B&O Junction

Table 9. Authority for Movement

Between Location/Mile Post	Rules
CA650.5 Melbourne and CA665.0 B&O Jct.	265-271(93)
KC Junction and Spring Lake	
KC2.9 KC Jct. and KC5.1 Rosedale NO. 1 and NO. 2 Tracks	265-271(93)
KC5.1 Rosedale and KC9.8 Spring Lake	265-271-(93)
NX Cabin and South Latonia	
T108.6 NX Cabin and T104.1 South Latonia	265-271(93)
Trent and CT Jct.	
BE32.4 Trent and BE25.9 Butler St.	265-271
BE25.9 Butler St. and BE0.9	265-271(93)
Hamilton and Belt Jct.	
BD25.4 Hamilton and BD26.9 Belt Jct.	265-271(93)
Oakley and Cochran Jct.	
BB12.4 Oakley and BB10.9 East Norwood	120-132
BB10.9 East Norwood and BB6.8 SAS Winton Place	265-271(93)
BB4.9 NAS RH Tower Mill Creek Running Track and BB0.0 B&O Jct.	265-271(93)

22.2 DTC BLOCK LIMITS

Table 10. DTC Block Limits

Between Location/Mile Post	Block Names
BB12.4 and BB10.9	Sugar

22.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 11. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Melbourne CA650.5 and NX Cabin CA661.1	Stevens
NX Cabin CA661.1 and KC Junction CA662.5	Horn
KC Junction CA662.7 and OB Cabin CA663.8	Covington
OB Cabin CA663.8 and CT Junction CA664.9	MD
CT Junction CA664.9 and Eighth St. BB1.8	Bay Miller
Latonia No. 1 KC3.9 and Spring Lake KC9.8	Decoursey
NX Cabin T108.6 and Latonia T105.6	Wilder

Table 11. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Latonia T105.6 and South Latonia T104.1	Latonia
NA BB7.5 and Winton BB6.7	Don
CT Jct. BB0.9 and Tower A BB1.9	Ann
Tower A BB1.9 and Hopple BB4.0	Cut
Hopple BB4.0 and RH BB5.0	Hopple
RH BB5.0 and Winton BB6.7	RH
Winton BB6.7 and Springrove Ave. BE7.0	Head
Springrove Ave BE7.0 and Wyoming BE12.0	Ivory
Wyoming BE12.0 and Stockton BE19.2	Mall
Stockton BE19.2 and Lindenwald BE23.6	Wayne
Lyndenwald BE23.6 and Butler Street BE25.9	Pit
BE32.4 Trent NEDT and BE25.9 Butler Street	New
BE25.4 Hamilton and BE26.9 Belt Jct.	Front

22.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks.

1. **DeCoursey Yard**- All yard tracks between MP OKC5.3 and MP OKC9.8 are excepted tracks other than those named below:
   a) O Track
   b) A-1 Track
   c) A-2 Track
2. Old Toledo Main (also known as the running track) from Cincinnati Junction to Fricke Ave.

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 12 (Page 1 of 2). Maximum Authorized Speed

Between Location/Mile Post	MPH
CA650.5 Melbourne and CA662.6 KC Jct.	79
CA662.6 KC Jct. and CA664.0 North End C&C Bridge	30
CA664.0 North End C&C Bridge and CA664.9 CT Jct.	20
CA664.9 CT Jct. and BB1.8 Eighth St.	15
KC2.8 KC Jct. and KC9.8 Spring Lake	30
T108.6 NX Cabin and T105.6 Latonia	15
T105.6 Latonia and T104.1	30
BE32.4 and BE19.9	60
Hamilton BD25.4 and Belt Jct. BD26.9	50
BE19.9 and BE17.4	50

Table 12 (Page 2 of 2). Maximum Authorized Speed

Between Location/Mile Post	MPH
BE17.4 and BE5.0 RH Tower	35
BE5.0 RH Tower and BE0.9 CT Jct. No. 1 & No. 2 Mains)	40
BB11.9 Oakley and NA Tower BB7.5	40
BB7.5 NA Tower and BB5.0 RH Tower	35
BB5.0 RH Tower and BB1.8 Eighth St..BR Mill Creek Running Track	35

23.2 SPEED RESTRICTIONS

Table 13. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Melbourne and Eighth St. CA650.5 and CA652.6	70	45
CA652.6 and CA653.8	55	40
CA653.8 and CA658.2	60	45
CA658.2 and CA660.1(city limits)	35	35
CA660.1 and CA662.0(city limits)	45	30
CA662.0 and CA662.4	30	30
CA662.4 and CA664.3	25	25
CA664.3 and CA665.0	10	10
NX Cabin and South Latonia		
T108.6 NX Cabin and T105.6 Latonia	10	10
T105.6 Latonia-Through crossovers	15	15
T105.5 North Leg of Wye-Latonia	10	10
T105.5 South Leg Of Wye-Latonia	15	15
T105.5 Latonia Wye and T105 !	20	20
Trent and CT Jct.		
Hamilton Belt-Bridge 2-12	5	5
BE25.9 and BE23.6 Lindenwald	35	35
BE23.6 Lindenwald and BE17.4	45	45
BE8.8 and BE7.0 SEDT Spring Grove Ave.	20	20
BE7.0 SEDT Spring Grove Ave. and BE6.7 Winton Place	25	25
RH Tower (BB5.0) and BE1.9	20	20
BE1.9 and BE0.9 CT. JCT.	10	10
NS Trains entering or leaving New River Jct.	25	25
BE32.0 and BE26.6	50	50
BE26.6 and BE25.9	20	20

Hamilton and Belt Jct.

Table 14. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BD25.4 and BD26.9	15	15

RH Tower and Eighth Street

Table 15. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
RH Tower BB5.0 and BB1.8 Eighth St. (Mill Creek Running Track)	20	20

23.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 16. Engine Speed Indicator And Odometers

BE21 and BE20 (Stockton)	

24.0 EQUIPMENT RESTRICTIONS

Table 17. Equipment Restrictions

Location	Equipment	Restriction
Between NX T108.6 and Latonia T105.6	More than four (4) locomotive units in multiple control	Must not operate
Cincinnati NA Tower Pit Track	89 foot or longer cars	Must not operate
Hatfield Coal Unloading Facility	Engines	Must not operate
Melbourne Agrio	All Equipment	5 MPH
Tresslor Oil	Two Six Axle Tanks	Must not be coupled while handling
Springdale HVC Chemical	All Equipment	5 MPH

Notes:

a) Handling of excessive dimension cars is restricted as follows:

All excessive height cars measuring in excess of 19 feet 3 inches above top of rail must not be moved without the authority of the Division Superintendent.

All excessive height cars measuring en excess 17 feet 3 inches above top of rail, but not exceeding 19 feet 6 inches above top of rail, are restricted account of clearance and must be moved between KC Jct. and OB Cabin with the following restrictions:

1) May be moved on Tracks 1 and 2 only under 15th St. Bridge.

2) May be moved on Tracks No. 1 and 2 only under 12th and 11th St. Bridge.

3) May be moved on Tracks No. 1 and 2 only under Robbins St. Bridge.

4) When such cars are moved between KC Jct. and OB Cabin the following additional instructions will apply:

a. Conductors and engineers must know that excessive height shipments are not in train when using other than No. 1 and No. 2 tracks between KC Jct. and OB Cabin.

b) Restricted Equipment Rule 34 will apply at the following locations.

1) CA662.4 and CA663.4

2) CA664.4 and CA665.5

3) CT CA664.9 and Eighth St. Viaduct BB1.8.

4) On connection BE6.7 Winton Place and BE7.2

5) BC1.8 and BC1.9 (Storrs)

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.M LATONIA TUNNEL

Employees are prohibited from walking in the Latonia Tunnel located at MP KC3.2.

25.14 ENGINE HORN INSTRUCTIONS

At the entrance to the following limits. The standard crossing warning signal shall be sounded with the engine horn. Within those limits, the engine bell will be rung continuously, except in cases of imminent danger, in which the engine horn shall be sounded in addition to the bell.

1. MP T105.3 to and including MP T.06.5
2. MP KC2.9 to and including MP KC9.8

25.58 DEFECT DETECTORS

Table 18. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Stockton, Ohio BE 20.8	AD	Voice Instructions
New River Jct. BE27.7	AD	Voice Instructions

Notes:

1. **South Latonia T104.2**

   This defect detector will continue to broadcast on radio frequency 84. crews of Northbound Trains at this location will monitor radio frequency 84 and will not change to 08 until the rear of the train passes the defect detectors and a clear voice message is received indicating no defects.

25.83-A TRAIN BULLETIN AND RELEASE FORM

1. Printers - printers and/or telecopier (omnifax, facsimile and telefax machines are located at the on duty locations of train and engine crews listed below.

STATION	LOCATION
Queensgate	Trim
Queensgate	Industrial
Queensgate	Crew Room
Queensgate	Decoursey
Queensgate	June Street
Queensgate	Lockland
Queensgate	Springdale
Queensgate	Hurnp
New River	Crew Room

25.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **JUNCTIONS**

a) NS connection track Eighth Street -

The electrically locked hand-operated switch in NS Connection Track Eighth St. is lined normal for movement to and from west lead of NS Railway an all such movements are governed by signal indication; however, unlock must be secured before passing signal governing movement across CSX rails.

Movements which are to be made from NS Railway through this switch reversed must stop before reaching NS Railway West Lead and secure unlock and authority to occupy NS Connection Track from Queensgate train director, as such movements are not governed by signal indication.

Cars and equipment must not be left fouling crossing of NS Railway West Lead with NS Connection Track where it can be avoided. Cars or equipment on either track fouling this crossing will prevent movement across CSX rails by signal indication.

Incomplete movements on NS Connection Track at crossing of CSX rails will not permit automatic restoration of Special Crossing Circuit. An incomplete movement exists when engine or leading car passes signal at crossing permitting movement to proceed, or in the case of movement from NS Railway through electrically-locked switch in reverse position when engine or leading car crosses West Lead, and then reverses movement without having occupied the track section on either side of crossing. Even though reverse movement is made in accordance with the rules and clears these limits, movement cannot be made by signal indication on CSX rails or NS Connection Track over the crossing until the Special Crossing Circuit is restored. When such a condition exists, the track model light for the NS Connection Track will remain illuminated on Control Machine.

When instructed by the train director, a member of crew will operate emergency push button located in control box on instrument house in southwest quadrant of crossing, but only if crossing is seen to be clear of all cars or equipment. When Special Crossing Circuit is restored, the track model light will be extinguished and movement by signal indication should now be possible.

b) **Railroad Crossings at Grade**

Table 19. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Eighth Street	NS	Tilting Target	98-D Note 1

Note:

1) **Eighth Street** - Normal position of tilting target is for NS Railway. Vertical position is for CSX.

25.100 ROAD CROSSINGS AT GRADE

Rusty Rail and/or Short Approach Circuits

Due to rusty rail conditions and/or short approach circuits, all trains and engines must approach the following grade crossings prepared to stop and provide flag protection unless it is known that the automatic grade-crossing protection has operated for at least 20 seconds before occupying the crossing:

Hamilton - Old Toledo Main Vine and Heaton Sts.

Cincinnati Industrial Track - Crawford and Mitchell Aves. Gest, Evans and Harriet Sts.

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

   St. Bernard: Vine Street - Trains and engines will stop and provide protection before moving over crossing.

   East Access Road at Hopple Street: Queensgate - Trains and engines will not exceed 5 MPH when occupying approach circuits until engine or leading car (when shoving cars) reaches crossing.

   Latonia - Northward movements from the siding at Latonia must not exceed 6 MPH until movement reaches Decoursey Avenue.

2. The movement of trains and engines will be governed as follows:

   Hanover St. - Approach circuit for flashlight crossing signals on No. 2 Track will time out after 2 minutes and restart at cut section located at BE25.06 for northbound movement.

   Overpeck Cut Off - Hamilton - Trenton road - All trains and engines must approach these grade crossings prepared to stop and provide flag protection unless it is known that the automatic grade-crossing protection has operated for at least 20 seconds before occupying the crossing.

3. **Old Main Beckett Paper Siding:** Crossing protection may not operate properly at Heaton St., BE25.9 and Vine St., BE26.1. All trains must stop and flat these crossings.

25.100-D MOTION DETECTORS

The following crossing is equipped with a constant time motion detector, Rule 100-E, paragraph five applies.

MP BE30.14	Trenton Road (on No.1 and 2 Main track.
MP BE28.67	Augsburger Road (New Miami)
MP BE19.2	Seward Street

25.104 SWITCHES, DERAILS OR GATES

Queensgate - A derail equipped with a flashing blue light approximately 150 feet South of the pit switch derail, protecting tracks P-3 and P-4 on the North end of the pit area in Queensgate Yard. This derail is an electrically controlled derail. Permission to enter and leave these service tracks must be obtained from the pit foreman who will issue verbal authority for these movements. Such movements are subject the the same outstanding instructions pertaining to the derail at the North end of the pit area.

24.103 SWITCHING

1. **Bids Termina!** - 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 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.

Table 20. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Cincinnati Terminal	Cincinnati	Monday, Tuesday & Friday between 1500 and 2300
		Wednesday and Thursday between 0800 and 1200

25.105 USE OF SPECIFIED TRACKS

1. **NA Tower** - Trains or engines must not clear in Industrial Spur Track serving Western Paper Company and Queen City Lumber Company per Rule 267.
2. **Lockland** - Account close clearance on the Lead Track leading to Smurfit Diamond and the Celotex tracks, employees are prohibited from making simultaneous moves on this lead and Celotex tracks.
3. **Queensgate** - Crews asking permission to enter or leave engine servicing facility will be in immediate vicinity of switch before contacting pit personnel to remove derail and blue flag. Crew must report immediately when clear of derail.
4. **Trains Clearing the Main** - A train or engine must not clear up at the following locations per Rule 267.

   BE9.6 Fredrick Steel

   BE13.8 Material Distributors

   BE14.3 U. S. Ink

   BE14.4 Jorgenson Steel

   BE17.3 84 Lumber

   BE17.5 Dundee Cement

   BE17.5 Reading Rock

   BE17.7 Sexton Foods

   BE17.8 Tri-County Warehouse

   BE17.8 Sabin Robins

   BE21.0 Chem Central

5. Industrial Lead - Chickering Avenue and Dane Street - under control of Cincinnati Train Dispatcher.
6. Industrial Lead - CJ to Fricke Ave. - under control of Cincinnati Train Director.
7. **New River** - In addition to train dispatchers permission, all trains entering or leaving Middletown Branch via New River yard must also secure permission from the yardmaster at North Excello.

25.268 REVERSE MOVEMENT

Southward trains or engines switching on No.1 or No. 2 lead tracks Eighth Street may reverse direction without permission of train dispatcher or signal indication when rear of movement stops north of Northward Absolute Signals at Eighth Street.

25.400 RADIO STATIONS AND INSTRUCTIONS

1. **RADIO STATIONS**

   All road trains will monitor channel 08.

Table 21. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
CK Train Dispatcher	Continuous	08	Wayside
Queensgate Yard	Continuous	08	Terminal
East Norwood	Continuous	08	Terminal
Covington	Continuous	08	Terminal
Decoursey	Continuous	08	Terminal
Hamilton	Continuous	08	Wayside
Dispatcher (CK)	Continuous	66	Wayside

Note:

1. When calling the Hump and Trim Tower Offices, designate channel number being used.
2. When communicating by radio, all crews will use full CSX train identification. This will also include any non-CSXT train. Example: Train NS144 will use Z102 followed by the date - proper CSX train identification, not NS144.
3. CK Train Dispatcher call-in No. is 1.
4. CK Train Dispatcher telephone No. is 1-800-628-4702.
5. AR Train Dispatcher telephone No. is 1-800-854-5708.
6. CF Train Dispatcher telephone No. is 1-800-435-2217.

2. **HANDLING AND SAFEGUARDING RADIOS**

(Location of Portable Radio Check-out and Check-In Points)

Table 22. Location of Portable Radio Check-out and Check-In Points

Location	Control Point	Control Point Employee
Lockland	Yard Office	Yardmaster
Queensgate	Hump Office	Yardmaster
Queensgate	Trim Yard Office	Clerk

25.THR#1.1.2. AIR BRAKE INSTRUCTIONS

Inbound Inspection Of Train Brakes

Inbound inspection of air brakes will be made by car inspectors on all cars yarded in Queensgate Yard.

25.704 ON-TRACK EQUIPMENT INSTRUCTIONS

Movement of on-track equipment may be made on verbal permission as follows:

1. B&O JCT. and Eighth Street connection track between NS Railway and Eighth Street - verbal permission of Train Director.
2. Oklahoma Track between Eighth Street and Eastward Absolute Signal at east end Storrs - verbal permission of Train Director.

25.807 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
6618	Licking River	CA661.8
6660 (C&C)	Ohio River	CA666.0
CUT	Cincinnati	BB0.9
2	Hamilton	BD26.1

26.0 MISCELLANEOUS INSTRUCTIONS

1. **CLOSE CLEARANCES**

   Cementdale - Lookout for close clearance between stairways and track serving Mortgage Growth investors. Personnel are prohibited from riding side of moving equipment and from walking between moving equipment and substandard clearance while serving this industry.

2. **QUEENSGATE HUMP ENGINES** -When shoving North in tower automatic and a stop signal is received on engine, the engineer will immediately move throttle to #1 position to prevent independent brake cylinder pressure from developing on engines. This action will also annul computer hump mode and throttle will then be placed in idle position. After slack is adjusted, trains will be stopped in accordance with Train Handling Rules.

   On southward move when pulling to clear Crest Building, and instructed to stop, engineer will gradually reduce throttle to idle and allow slack to adjust before applying independent brake. Apply 5 pounds initially and the 5 pound increments until stop is made.

   On southward move when pulling to clear Crest Building, trainmen will not signal engineer to stop (unless emergency conditions exist) until the east car in the cut is located 100 feet south of Crest Building to allow for adjustment of slack.

   After coupling to or pulling back to start humping, allow engineer to start train. Hump will then take over when proper speed is reached. Engineer must be aware of loads, empties and tons being humped.

3. **MOUNTING & DISMOUNTING MOVING EQUIPMENT - QUEENSGATE HUMP YARD** -It is permissible to dismount moving equipment if the employee dismounting determines it can be done safely, on cuts pulling southward over the crest of the hump at Queensgate Yard, on the paved area only. This is to avoid being on the equipment when slack runs in.

4. **HEARING PROTECTION AREAS** -The following areas at Queensgate Hump Yards surrounding car retarders are designated as mandatory hearing protection areas.

   The following dimensions apply to the mandatory hearing protection areas:

a) Fifty feet up track of the master retarder(s) to fifty feet down track of the group retarders.

b) One hundred feet laterally on each side of the track described in item a).

All employees who enter the mandatory hearing protection area are required to wear CSXT approved hearing protection devices and to comply with the administrative control methods described below:

TRANSPORTATION DEPARTMENT EMPLOYEES - Working in a CSXT hump yard with active retarders will be issued the Ear Model 600 Caboflex hearing protection device, and will be required to have this hearing protection on their person while on duty, and to wear such protection when in the mandatory hearing protection area.

ENGINEERING DEPARTMENT EMPLOYEES - Will be required to wear hearing protection devices within the mandatory hearing protection area. Any type of CSXT approved hearing protection may be used except (repeat, EXCEPT) the Ear Ultra 9000 ear muff. CSXT recommends either the Ear 200 disposable foam plugs or the Ear Model 600 Caboflex be used. Engineering department employees working in hump yards with active retarders will be issued protection devices and will be required to have such protection on their person while on duty.

Employees working on the track structure within mandatory hearing protection area will be governed by Operating Rule 704A.

Signs stating "Hearing Protection Notice Sign" will be posted along the perimeter of the mandatory hearing protection area, including any parking lot, walking path, or track within the area.

5. **TRACK TESTING LOCOMOTIVES ON WEST OPEN** -The West Open have been approved to load test locomotives with a limited speed of 40 MPH. The required stopping distance markers have been painted on the West Open Road and the Cart Path west of the West Open.

   Switches #65 and #73 are to be lined against the West Open when track testing is performed. The hostlers or shop crafts will request this from the train dispatcher. A blue flag has been installed north of the #65 switch and south of the #73 switch. A blue light will be used after dark.

6. **DERAILMENT DETECTORS** -An Audible derailment detector system has been installed on the C & O bridge on NO. 1 and NO. 2 tracks between MP CA66[illegible], CT Junction, and MP CA663.5, OB Cabin.

   Upon entering these limits from either direction, a train will receive an "integrity message" saying "CSX train integrity monitor (Track NO. 1 or Track NO. 2) end of transmission." This message will indicate all derailment detectors are intact.

   If the "integrity message" is not received or if it is not understood, there is a possibilty of a derailed train ahead. The train dispatcher must be contacted immediately for instructions.

   While moving through the audible derailment detector system limits, the crew must be alert for an "alarm" transmission, saying "Derailment detector alarm (Track NO. 1 or Track NO.2) between MP CA665.0 and MP CA663.5" repeated three times.

   When an "alarm" transmission is received, the train must be immediately stopped, consistent with good train handling techniques.

   When train has been brought to a stop, the train dispatcher must be contacted and a walking inspection of the train must be made. The train dispatcher must be advised of the results of the inspection.

   When a train has completely moved through the limits with no problems encountered, there will be no further transmission from the monitor system.

NOTES:

30.0 C & N SUBDIVISION - CN

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BP104.1	CUOH	5th St. Newark	
	LAKE ERIE SD LEAD / CENTRAL OHIO SD LEAD	0.1	
BP104.2		ND Cabin	
	No. 1 / No. 2	4.6	
BP107.9		Heath	
		14.1	
BP122.9		Summit	
		5.6	
BP128.5		Taylor Station	
		1.7	
BP130.2	No. 1	Port Columbus	
		2.0	
BP132.2	No. 2	East Columbus	3991
		0.9	
BP133.1		Cassidy Ave.	
		0.7	
BP133.8		Alum Creek	
		2.9	
BP136.4	CR	Grant	

32.3 MILES
5TH STREET NEWARK TO GRANT

31.1 DIAGRAM CROSS-REFERENCE

Table 23. Diagram Cross-Reference

Subdivision	Division	Page
Lake Erie	Louisville	35
Central Ohio	Louisville	1

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 24. Authority for Movement

Between Location/Mile Post	Rules
BP104.1 and BP104.2	93
BP104.2 and BP136.4 Grant (See Note)	120-132
BP136.4 and Russ and/or Grant and Frankfort Street	See Conrail Rules and Timetable

Note: Rule 243-247 are in effect between westward number plate signal 1349 and WAS Grant for westward movements

Note: Sidings are designated as storage tracks.

32.2 DTC BLOCK LIMITS

Table 25. DTC Block Limits

Between Location/Mile Post	Block Names
BP104.2 and BP105.5	Nerk
BP105.5 and BP107.9	Heath
BP107.9 and BP115.5	Kyle
BP115.5 and BP122.2	Johnston
BP122.2 and BP129.0	Taylor
BP129.0 and BP130.2	Kroger
BP130.2 and BP132.2	East
BP132.2 and BP133.1	Cass
BP133.1 and BP136.4	Alum

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 26. Maximum Authorized Speed

Between Location/Mile Post	MPH
BP104.1 and BP136.4	40

33.2 SPEED RESTRICTIONS

Table 27. Speed Restrictions

Between Location/Mile Post	MPH
BP104.1 and BP108.0	**25**
BP131.1 and BP133.3	**25**
BP136.2 and BP136.4	**25**
Passing Siding - East Columbus	10

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 28. Engine Speed Indicator And Odometers

BP119.0 and BP120.0	

34.0 EQUIPMENT RESTRICTIONS

Table 29. Equipment Restrictions

Location	Equipment	Restriction
Summit - Ohio Steel Ind.	Multiple units ---------- Cars 65 feet or longer	Single units only ---------- Cars 65 feet or longer must be placed indiv- idually
East Columbus - Warehouse Service Plant	Engines	Must not operate beyond gates
Pataskala - 84 Lumber	Six-axle and multiple units	Must not operate

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.36 SPRING SWITCHES

Table 30. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
EEDT ND Cabin BP104.1 (See Note)	C & N SD to Central Ohio lead	15 MPH	25 MPH
EEDT ND Cabin BP104.1	Single main to No. 1 main track	15 MPH	25 MPH
WEDT Heath	Single main to No. 2 main track	25 MPH	25 MPH
EEDT Port Columbus	Single main to No. 2 main track	25 MPH	25 MPH

Note:

Exception: CUOH Eastward trains exceeding 40 cars may leave switch in position last used.

35.83-A TRAIN BULLETIN AND RELEASE FORM

Eastward CUOH trains en route C&N Subdivision must receive train bulletin and release form at Scioto or Buckeye yard.

Westward and originating CUOH trains must receive train bulletin and release form at Newark.

35.98 RAILROAD CROSSINGS AT GRADE

Table 31. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Newark	CUOH	Hori-zontal for CSXT move-ments (See Note)	

Note: Tilting tagret will be handled by train crew and left in position last used.

35.100 HIGHWAY AND STREET CROSSINGS

1. PROVIDING CROSSING PROTECTION

Trains will provide protection against vehicular and pedestrian traffic before fouling crossings as indicated below:

Newark - 21st. Street - Packaging Corporation of America (See Note 1)

Note 1 - Crew must operate switch key control located on pedestal in northeast quadrant of crossing to cause gate located on No. 1 track to lower. After movement is clear of crossing crew must operate control to raise gate. This control does not effect automatic operation of the crossing protection for movements on the main tracks.

Yearling Road BP130.7 - No. 1 track - Crossing must be protected by a member of the crew unless it is known that crossing protection is properly operating.

Crossing protection at Cassidy Avenue BP133.1 is inoperative on No. 1 main track.

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 32. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Newark	Continuous	08	Wayside
Outville	Continuous	08	Wayside
Columbus	Continuous	08	Wayside
Dispatcher (AT)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in number is 6.

AT Train Dispatcher telephone number is 1-800-435-2236.

NOTES:

40.0 DAYTON AND UNION SUBDIVISION-DU

41.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
BEC0.0	TOLEDO SD	Miami City Jct.	
		2.1	
BEC2.1	END OF CSX TRACK	End CSX Track	
2.1 MILES MIAMI CITY TO END OF CSX TRACK			

41.1 DIAGRAM CROSS-REFERENCE

Table 33. Diagram Cross-Reference

Subdivision	Division	Page
Toledo	Louisville	9

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 34. Authority for Movement

Between Location/Mile Post	Rules
BEC0.0 and BEC2.12	93

42.4 EXCEPTED TRACK

The following tracks are designated as excepted tracks.

1. Dayton and Union main track beginning 300 feet from point of mainline switch between BEC0.0 and BEC2.12.

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 35. Maximum Authorized Speed

Between Location/Mile Post	MPH
BEC0.0 and BEC2.1	25

43.2 SPEED RESTRICTIONS

Table 36. Speed Restrictions

Between Location/Mile Post	MPH
BEC0.0 and BEC2.1	10

44.0 EQUIPMENT RESTRICTIONS

Table 37. Equipment Restrictions

Location	Equipment	Restriction
Entire subdivision	Wreck Cranes - 250 ton or greater capacity	Must not operate on

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

   Between Miami City Junction and BEC2.1 - Due to rusty rail condition, trains and engines must approach crossings equipped with automatic grade crossing warning devices prepared to stop, and must not foul crossing unless automatic grade crossing warning devices are operating properly (for 20 seconds) or crossing is protected by crew member on the ground at the crossing.

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

AR Train Dispatcher's call-in number is 2.

AR Train Dispatcher radio channel is 14.

AR Train Dispatcher telephone No. is 1-800-435-2239.

NOTES:

NOTES:

NOTES:

50.0 HOOSIER SUBDIVISION-HO

51.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
Q245.8		Bedford	
	SOO	9.5	
Q255.3		Mitchell	1895
	INDIANA SD	6.2	
Q261.5		Orleans	7340
		22.5	
Q284.0		Fogg	8550
		9.4	
Q293.4		Pekin	3655
		6.1	
Q299.5		Borden	3765
		16.1	
Q315.6		Vernia	7175
	NABB BRANCH	2.1	
Q317.7		VI Tower	
		1.5	
Q319.2	OPERATION FROM VI TO K&I JCT VIA NS	DI Tower	
		0.2	
Q319.4		Osborn	

74.4 MILES
BEDFORD TO OSBORN

51.1 DIAGRAM CROSS-REFERENCE

Table 38. Diagram Cross-Reference

Subdivision	Division	Page
Indiana	Louisville	25
Louisvillle Terminal	Louisville	45

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Table 39. Authority for Movement

Between Location/Mile Post	Rules
251.7 and Q316.1	120-132 (243-247)

52.2 DTC BLOCK LIMITS

Table 40. DTC Block Limits

Between Location/Mile Post	Block Names
Q251.7 and Q261.7	Orleans
Q261.7 and Q284.7	Fogg
Q284.7 and Q299.9	Borden
Q299.9 and Q316.1	Vernia

52.4 EXCEPTED TRACK

The following track is designated as excepted track:

Bedford Q245.8 and Q245.0

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 41. Maximum Authorized Speed

Between Location/Mile Post	MPH
Q251.7 and VI Tower	40

53.2 SPEED RESTRICTIONS

Table 42. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Q251.7 and Q254.0	--	10
Q254.0 and Q256.5	--	25
Q256.5 and Q262.0	--	30
Q281.0 and Q283.0	--	25
Q314.9 and Q316.5	--	30
Q316.5 and VI Tower	--	10
All Passing Sidings	10	10

53.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

Table 43. Engine Speed Indicators and Odomoters

Q306 and Q307	Q307 and Q308	

54.0 EQUIPMENT RESTRICTIONS

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

Table 44 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
MP Q251.7 and VI Tower	4-Axle Wrecker 6-Axle Wrecker	30 MPH

Table 44 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
New Albany, In Southern Bridge	6-Axle Engines	Must operate as follows: No more than four units coupled with both tracks occupied. No more than five units coupled with only one track occupied. If units are in tow they must be in accordance with above and spaced six cars apart.
	4-Axle Engines	Must operate as follows: No more than six units coupled with both tracks occupied. No more than seven units coupled with one track occupied.

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.36 SPRING SWITCHES

The normal position for the following spring switches is for CSX Main Track.

Table 45. Spring Switches

Location	End Location	Normal Position
Mitchell	South end siding	CSX Main Track
Orleans	Both ends siding	CSX Main Track
Fogg	Both ends siding	CSX Main Track

Special Instructions For Spring Switch Signal

A dwarf signal displaying indications in accordance with Rule 290 or 292, of the Operating Rules located at the clearance point of a spring switch does not provide any block indications. When displaying a lunar indication train movement is permitted to the main track at restricted speed to the first signal providing block information. When displaying a stop indication the movement will be governed by Rule 244 and Rule 245.

55.58 DEFECT DETECTORS

Table 46. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Orleans, IN. Q257.3 (See Note)	AD	East Side
Hitchcock, IN Q277.3	AD	East Side
Borden, IN. Q302.1	AD	East Side

Note:

1. The following instructions apply only to northward trains at the defect detector located at Orleans, Indiana Q257.3, Hoosier Subdivision.

   If a train stops or moves slower than 5 MPH over the defect detector at Orleans, Q257.3, it will not be necessary to make a complete walking inspection of the entire train, provided the train is permitted to proceed under the provisions of Operating Rule 58-F(F)(G). Instead, a running inspection must be made from the head end of the train and, if equipped with a caboose, from the rear end.

   If a train stops or moves slower than 5 MPH over defect detector and later the defect detector indicates "Malfunction", but does not indicate any other defect, it will not be necessary to make a complete walking inspection of the entire train. Instead, a running inspection must be made from the head end of the train and, if equipped with a caboose, from the rear end.

   If a tain stops or moves slower than 5 MPH over this defect detector, and a voice message is received indicating a defect, a complete walking inspection must be made if the defect is not found at the location indicated.

   EXCEPTION: The foregoing will not apply if the previous defect detector or the next defect detector has been temporarily removed from service.

   All other rules and instructions not inconsistent herewith, remain in effect.

55.83-A TRAIN BULLETIN AND RELEASE FORM

Trains must receive train bulletins and release forms from the printer and/or telecopier (omnifax, facsimile and telefax) machines as designated below:

Crews that do not receive a train bulletin and release form when reporting for duty (as instructed above) will promptly contact the CSX train dispatcher.

Trains must obtain Train Bulletins and Release Form at the following locations:

1. **Bedford** - Southward Soo trains enroute Hoosier subdivision will receive Release Form at Van Yard Office, Terre Haute, Ind.
2. Northward trains enroute Monon Subdivision must receive Release Form at Osborn Yard, except Soo trains originating at Youngtown must receive Release Form at Louisville Southern Yard, Floyd siding.

55.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossings At Grade**

   When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 47. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Mitchell Q256.0	CSX	Remotely	Note 1

Note 1. Controlled by CSX operator at Mitchell.

55.103 SWITCHING

Cars must not be kicked in southward direction toward crossing at Mitchell, such moves will be made by pushing cars down with engine and cutting off, to prevent their entering interlocking limits.

If necessary to fill out and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with engines.

55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 48. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Mitchell-TD	Continuous	84	Wayside
Pekin-TD	Continuous	84	Wayside
Louisville-OP Southern	Continuous	84	Terminal
Dispatcher (CF)	Continuous	94	Wayside

Note: CF Train Dispatcher call-in No. is 7.

CF Train Dispatcher telephone number is 1-800-435-2217.

56.0 MISCELLANEOUS INSTRUCTIONS

NOTES:

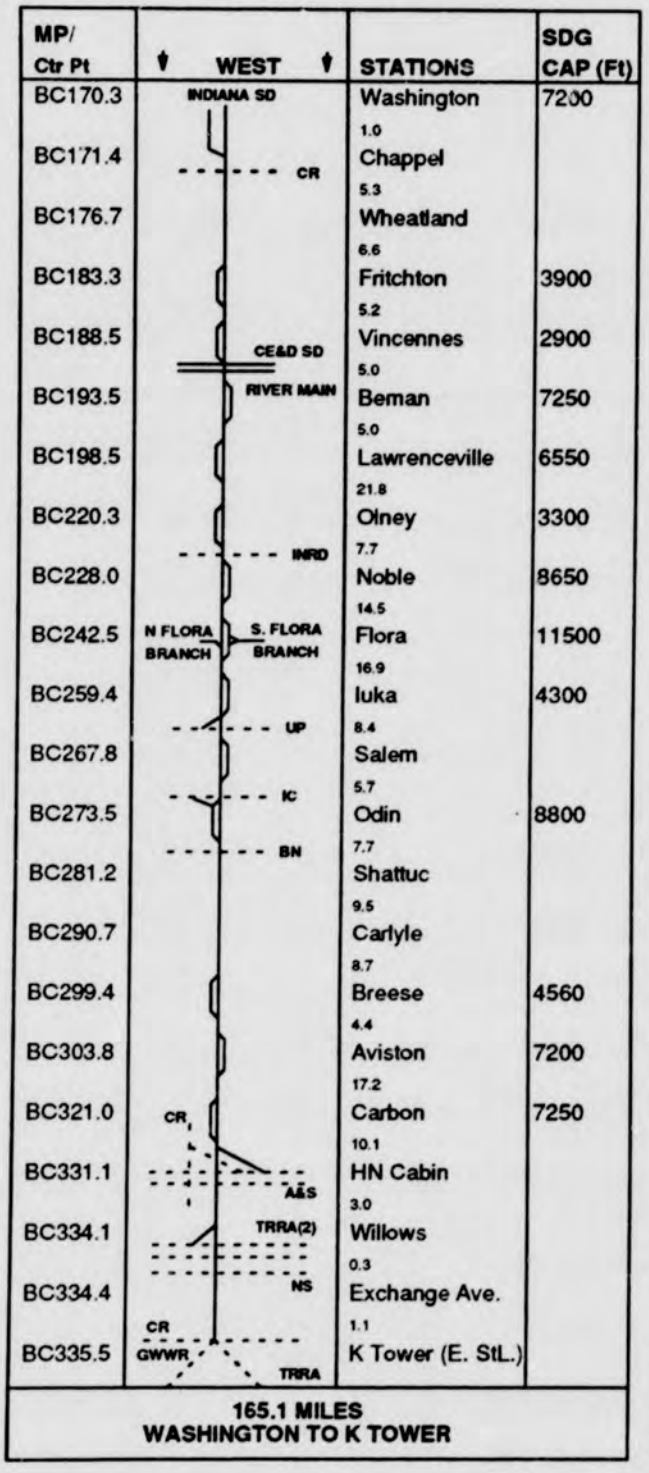
NOTES:

NOTES:

NOTES:

60.0 ILLINOIS SUBDIVISION-IL

61.0 STATIONS LISTING AND DIAGRAM



165.1 MILES
WASHINGTON TO K TOWER

61.1 DIAGRAM CROSS-REFERENCE

Table 49. Diagram Cross-Reference

Subdivision	Division	Page
CE&D	Chicago	TTSI
Indiana	Louisville	41

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 50. Authority for Movement

Between Location/Mile Post	Rules
BC170.3 and BC329.6	120-132 (243-247)
BC329.6 and HN Cabin	93 (255-259)
HN Cabin	255-259
HN Cabin and Willows	265-271
Willows	255-259 (93)
Willows and BC335.5	105

62.2 DTC BLOCK LIMITS

Between Washington And East St. Louis

Table 51. DTC Block Limits

Between Location/Mile Post	Block Names
BC170.3 and BC183.3	Wash
BC183.3 and BC187.6	Wheat
BC187.6 and BC192.6	Vince
BC192.6 and BC198.4	Beman
BC198.4 and BC219.3	Bridge
BC219.3 and BC227.8	Olney
BC227.8 and BC241.5	Noble
BC241.5 and BC259.1	Flora
BC259.1 and BC273.5	Iuka
BC273.5 and BC298.2	Odin
BC298.2 and BC303.2	Meyer
BC303.2 and BC320.7	Avis
BC320.7 and BC329.6	Casey

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 52. Maximum Authorized Speed

Between Location/Mile Post	MPH
Washington, BC170.3 and Willows, BC334.1	60

63.2 SPEED RESTRICTIONS

Table 53. Speed Restrictions

Between Location/Mile Post	MPH
Other than Intermodal Trains	50
BC170.4 and BC171.8	35
BC186.9 and BC189.3 (Vincennes)	25
Connection Track Vincennes	20
BC198.0 and BC198.5 (Lawrenceville)	40
BC241.4 and BC243.6 (Flora)	45
BC324.4 and BC328.1	30
BC331.1 and BC331.2	25
Willows and Exchange Ave.	10
Vincennes, Flora and Cone Yard Tracks	10
Over connection Track between the CE&D Subdivision Main Track and the Illinois Subdivision Main Track in the Southwest quardrant of Interlocking	20
All Tracks other than Main Track	10

63.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

Table 54. Engine Speed Indicator And Odometers

BC178 and BC179	BC316 and BC317

64.0 EQUIPMENT RESTRICTIONS

Table 55. Equipment Restrictions

Location	Equipment	Restriction
Sumner IL Brian Spur Track (Over Pit)	Engines	Must not operate on
Flora, IL East and West Leg of Wye	6-Axle units	
Vincennes, IN Middle south Track	6-Axle units	
Odin IL IC Interchange	6-Axle units	
Shattuc, IL BN Interchange	6-Axle units	
Salem, IL Connection Track Between UP Salem Yard & CSXT Main Track	Eastward trains handling loaded unit type pipe movements	Must not exceed 5 MPH

64.02 Locomotive Restrictions

The following industry tracks have been upgraded to allow six axle locomotives to operate on:

PFD Industry at Lebanon, Illinois.
World Color Oress at Salem, Illinois
Circle Smelter at Beckemeyer, Illinois.
Hexagon at Summerfield, Illinois.
Bridgeport Grain at Bridgeport, Illinois
Consolidated Grain at Olney, Illinois

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.58 DEFECT DETECTORS

Table 56. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Vincennes, IN. BC190.8	AD	South Side
Olney, IL BC215.9	AD	South Side
Flora, IL. BC239.1	AD	South Side
Bannister, IL. BC263.0	AD	South Side
Huey, IL BC288.0	AD	South Side
Summerfield, IL BC311.2	AD	South Side

65.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (omnifax, facsimile and telefax) machines as designated below:

Table 57. Train Bulletin and Release Form

Station	Location	Trains
E. St. Louis	Yard Office	Originating
Flora	Yard Office	Originating
Vincennes	Office	Originating
Washington (Note 2)	Relay Office	Originating

Note:

1. Crews that do not receive a train bulletin and release form when reporting for duty (as instructed above) will promptly contact the CSX train dispatcher.
2. All trains enroute the UP Railroad msut secure UP Track Warrant from the UP Train Dispatcher before departing Washington, Indiana. Phone number 402-636-7996.

65.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

Table 58. Railroad Crossings at Grade

Location	Railroad	Protection
Chappel	Conrail	See Note (a)
Vincennes	River Main	See Note (b)
Olney	INRD	See Note (c)
Salem	UP	See Note (d)
Odin	IC	See Note (e)
Shattuc	BN	See Note (f)
K Tower BC335.5	CR	98-F

Note: (a). Chappel-Conrail Crossing

After contacting CSX train dispatcher, crew will:

Determine Conrail train or engine is not fouling or approaching crossing;

Press and hold button for 5 seconds, white indicator light will be illuminated;

Wait 2 minutes, white indicator light should go out;

Signal should now clear for CSX trains. If signal does not display aspect to proceed, conductor or engineer will secure permission of train dispatcher and;

Pass signal at least 30 feet but not foul crossing;

Wait 5 minutes; and

Proceed in accordance with Rule 233.

Note: (b). Vincennes-River Main Crossing

After contacting CSX train dispatcher crew of train on main track will:

Determine train or engine on River Main is not fouling or approaching crossing;

Proceed at Restricted Speed to the next signal.

To make a reverse move over crossing crew will operate control on signal mast.

After contacting CSX train dispatcher crew of train on River Main will:

Determine train or engine on main track is not fouling or approaching crossing;

Press and hold "Take" push button for 5 seconds, signal should clear.

If signal does not clear:

Wait 8 minutes, if signal does not display aspect to proceed;

Pass signal at least 30 ft. but do not foul crossing;

Wait 5 minutes;

Proceed in accordance with Rule 233.

Note: (c). Olney-INRD Crossing

After contacting CSX train dispatcher, crew will:

Determine INRD train or engine is not fouling or approaching crossing;

Press and hold push button, located in the southeast quadrant of crossing for 5 seconds. Lighted lamp in CSX push button box indicates INRD signals are at STOP;

Wait 3 minutes;

Signals should now clear for CSX trains. If signal does not display aspect to proceed, conductor or engineer will secure permission of train dispatcher and;

Pass signal at least 30 feet but not foul crossing;

Wait 5 minutes, and

Proceed in accordance with Rule 233.

To return to train after making switching move over crossing, operate switch key controller located on mast of absolute signal. Turn key clockwise as far as possible and hold for 5 seconds. Signal should now display aspect to proceed. If signal fails to display a more favorable aspect than STOP, trainmen will proceed to crossing and comply with above instructions.

Note: (d). Salem-UP Crossing

After contacting CSX train dispatcher, crew will:

Determine UP train or engine is not fouling or approaching crossing;

If indicator light in box marked B&O, located on pole in southwest quadrant of crossing is illuminated, press and hold push button for 5 seconds;

If light is not illuminated, wait 5 minutes and if no conflicting movement is evident, comply with above;

Signal should clear after 7 minutes for CSX trains. If signal does not display aspect to proceed, conductor or engineer will secure ion permission of CSX train dispatcher and;

Pass signal at least 30 feet but not foul crossing;

Wait 5 minutes; and

Proceed at Restricted Speed to the next signal.

To return to train after making switching move over crossing, operate switch key controller located on mast of absolute signal. Turn key clockwise as far as possible and hold for 5 seconds. Signal should not display aspect to proceed. If signal fails to display a more favorable aspect than STOP, trainmen will proceed to crossing and comply with above instructions.

Note: (e). Odin-IC Crossing

After contacting CSX train dispatcher, crew will:

Determine IC train or engine is not fouling or approaching crossing;

If indication light in box marked B&O located in southwest quadrant of crossing is illuminated, turn switch key release to right as far as possible and hold for 5 seconds;

If light is not illuminated, wait 5 minutes and if no conflicting movement is evident, comply with above;

Signal should clear after 6 minutes for CSX trains. If signal does not display aspect to proceed, conductor or engineer will secure permission of CSX train dispatcher and;

Pass signal at least 30 feet but not foul crossing;

Wait 5 minutes; and

Proceed at Restricted Speed to the next signal.

Note: (f). Shattuc-BN Crossing

After contacting CSX train dispatcher, crew will:

Determine BN train or engine is not fouling or approaching crossing;

Observe lights in CSX control box located on northeast side of relay house in southwest quadrant of crossing:

Red light illuminated indicated BN signals are stop,

White light indicates push button activated;

If red lamp is not illuminated and if no conflicting movement is evident, depress and hold push button 5 seconds and white lamp should illuminate. After 6 minutes, red lamp should illuminate and signal may clear.

If signal does not display aspect to proceed, conductor or engineer will secure permission of CSX train dispatcher and

Pass signal at least 30 feet, but not fouling crossing;

Wait 5 minutes and

Proceed in accordance with Rule 233.

Instructions for CSX emergency control box operation is located in box on the northeast side of bungalow in the northeast quadrant.

2. E. ST. Louis - K Tower

STOP SIGNS- Proceed in accordance with Rule 98-F.

TIME OUT CIRCUITS

1. Automatic Railroad crossings at the following locations are equipped with time out circuits as designated below:

(a). Chappel - If westward trains consume more than 2 minutes from a point 1670 feet west of TO Office Washington to signal 1713, signal 1713 will display APPROACH aspect Rule C-285 and the Absolute Signal at Conrail crossing will display STOP aspect, Rule C-292. Also, westward trains having route must not consume more than 2 minutes from signal 1713 to the Absolute Signal at Conrail Crossing or they can expect Absolute Signal to display STOP aspect Rule C 92.

(b). Olney - Eastward and westward signals at INRD crossing are equipped with 8 minute time out circuit.

Eastward trains consuming more than 8 minutes between signal 2242 and the switch at Camp St., Olney can expect the Eastward Absolute Signal at INRD crossing to display STOP aspect Rule C-292.

Westward trains consuming more than 8 minutes between Cut Section located 4400 ft. east of signal 2177 and Morgan St., Olney, can expect Westward Absolute Signal at INRD Crossing to display STOP aspect Rule C-292.

(c). Salem - Eastward and westward Absolute Signals at UP crossing are equipped with 13 minute 17 seconds time out circuit.

Eastward trains, after passing signal 2704, and westward trains, after passing signal 2619 will have 13 minutes 17 seconds to pass Absolute Signal at UP crossing. Trains using more than the allotted time can expect Absolute Signal to display STOP aspect Rule C-292.

(d). Odin - Eastward signals at IC crossing are equipped with 8 minute time out circuit.

Eastward trains consuming more than 8 minutes between Broadway St., Sandoval and signal 2754 can expect signal 2754 to display APPROACH aspect Rule C-285, and Absolute Signal at IC crossing to display STOP aspect, Rule C-292.

Westward trains consuming more than 7 minutes between signal 2705 and signal 2719 can expect signal 2719 to display APPROACH aspect Rule C-285, and Absolute Signal at IC crossing to display STOP aspect, Rule C-292.

(e). Shattuc - Time out and reclearing circuits are provided for eastward and westward trains. Eastward trains, after passing a point 5093 feet west of automatic Signal 2844 and point 200 feet west of EAS: also westward trains passing a point 4918 feet east of automatic Signal 2791 and point 200 feet east of WAS and using more than 15 minutes, 49 seconds, can expect Absolute Signals to display Stop aspect. Signal may display aspect to proceed when train passes restart section.

65.100 HIGHWAY AND STREET CROSSINGS

1. **Providing Crossing Protection**

a) **Vincennes** - Due to rusty rail conditions train and engines on other than main track must not foul highway grade crossings at Vincennes, which are protected by flasher lights and/or gates, until it is known that flasher protection has been operating for at least 20 seconds or gates have operated properly. If crossing protection fails to operate, movement over crossing must be protected by a member of the crew involved.

b) **Flora** - Movement over highway crossing Route 50 and North St. must be protected by a member of crew involved.

c) **Carlyle, Il. House Tracks** - trains will protect vehicular traffic before movement over 8th Street crossing.

d) **Exchange Avenue** - Highway Grade Crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-D.

65.105 USE OF SPECIFIED TRACKS

(a) Trains delivering Interchange Traffic directly to the Union Pacific at Salem, Illinois, will lay back at least 200 ft. east of the entrance switch to the Union Pacific connection until permission is received from the proper authority of the Union Pacific. Switches and derails will not be opened until permission is received.

This will eliminate activating the short approach to the signal system connected with the automatic railroad crossing at grade at Salem.

65.243 AUTOMATIC BLOCK SIGNAL RULES

Directional Circuits - Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of sidings and occupying main track to meet an opposing train automatically set the signals governing eastward train at STOP to the next siding west. Member of crew of westward trains will immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button, it should be held depressed not less than 15 seconds.

When trains move out of sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast which governs or on side of relay box adjacent to the signal to restore operation of the signal.

When a train is entering or leaving a siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

65.277 SELF-RESTORING POWER OPERATED SWITCHES

Table 59. Self-Restoring Power Operated Switches

Location	Milepost
East End Beman	Bc192.7
West End Beman	BC194.2
East End Noble	BC227.8
West End Noble	BC229.5
East End Flora	BC241.5
West End Flora	BC244.2
West End Odin	BC275.2
East End Aviston	BC303.2
West End Aviston	BC304.7
East End Carbon	BC320.7
West End Carbon	BC322.3
A&S Connection	BC330.8

65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 60. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
BC185.5-TD	Continuous	08	Wayside
BC208.2-TD	Continuous	08	Wayside
BC228.0-TD	Continuous	08	Wayside
Flora	0600-1400 Ex Sat & Sun	08	Terminal
BC249.0-TD	Continuous	08	Wayside
BC263.1-TD	Continuous	08	Wayside
BC281.5-TD	Continuous	08	Wayside
BC299.5-TD	Continuous	03	Wayside
BC320.8-TD	Continuous	08	Wayside
HN Cabin-OP	Continuous	08	Terminal
Collinsville-YM	Continuous	08	Terminal
Dispatcher (CF)	Continuous	14	Wayside

Note: CF Train Dispatcher call-in No. is 5.

CF Train Dispatcher telephone No. is 1-800-435-2217.

66.0 MISCELLANEOUS INSTRUCTIONS

1. **Close Clearance -**

   Look out for close clearance on south side of elevator track, Summerfield, IL. BC312.0.

   Wheatland - Close clearance between passing siding and back track.

NOTES:

NOTES:

NOTES:

70.0 INDIANA SUBDIVISION-ID

71.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↑	STATIONS	SDG CAP (Ft)
	CINCINNATI TERM SD		
BC1.5		East End Storrs	
		0.1	
BC1.6		Storrs	
		0.9	
BC2.5	No. 1 / No. 2	Storrs Jct.	
		4.2	
BC6.7		CW Cabin	
		3.8	
BC10.5		Delhi	
		4.6	
BC15.1		North Bend	
		3.2	
BC18.3	No. 1 / No. 2	Finney	
		3.4	
BC21.7		Dearborn	
		0.4	
BC22.3	CIND	Lawrenceburg	
		8.0	
BC30.3		Cochran Jct.	
		12.3	
BC42.6		Milan	9000
		8.9	
BC51.5		Osgood	
		14.1	
BC65.6		Butlerville	14,550
		6.6	
BC72.2	MRR	North Vernon	6000
		15.0	
BC87.2	L&R	Seymour	E–5600
		0.1	
BC87.3		JO Tower	
		10.5	
BC97.8		Brownstown	3300
		7.6	
BC105.4		Medora	9000
		21.0	
BC126.4	HOOSIER SD	Mitchell	10,900
3815		5.5	
BC131.9		Georgia	4100
3814–3813		6.1	
BC138.0		Huron	3800
3812–3811		9.7	
BC147.7		Martin	
3808–3807		7.8	
BC155.5		Loogootee	9000
3806–3805		7.0	
BC162.5		Montgomery	4000
3804–3805		7.9	
BC170.3	ILLINOIS SD	Washington	7200
3802			

168.8 MILES
EAST END STORRS TO WASHINGTON

71.1 DIAGRAM CROSS-REFERENCE

Table 61. Diagram Cross-Reference

Subdivision	Division	Page
Cincinnati Terminal	Louisville	3
Illinois	Louisville	19
Hoosier	Louisville	15

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 62 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
BC1.3 Cincinnati Jct. and BC1.5 East End Storrs	265-271(93)
BC1.5 East End Storrs	255-259(93)
BC1.5 East End Storrs and BC6.7 CW Cabin	D-251(93)
BC6.7 CW Cabin and BC6.8	93(243-247)
BC6.8 and BC18.1	120-132 (243-247)
BC18.1 and BC21.5 No. 1 track	120-132 Notes A & C
BC18.1 and BC21.5 No. 2 track	120-132 Notes B & C
Dearborn	255-259
BC21.7 and BC22.6	265-271(93)
BC22.6 and BC126.4	120-132 (243-247)
Mitchell	255-259 (243-247)

Table 62 (Page 2 of 2). Authority for Movement	
Between Location/Mile Post	**Rules**
BC126.5 and BC170.3	265-271 (243-247)

Note:

a) Rules 243-247 are in effect for westward movements on No. 1 track

b) Rules 243-247 are in effect for eastward movements on No. 2 track.

c) Block Authority

1) Trains will be given an absolute River DTC block only, to enter and move within the section of track between BC18.1 and BC21.5. The absolute block authority must also include the track number.

2) After securing an absolute River DTC block:

a. Westward trains on No. 1 track and Eastward trains on No. 2 track will be governed by signal indication, and

b. Eastward trains on No. 1 track and Westward trains on No.2 track will not be governed by signal indication.

3) Only two trains at a time will be allowed within the River DTC block. One train on No. 1 track and one train on No. 2 track within the River DTC block.

72.2 DTC BLOCK LIMITS

Between CW Cabin And Mitchell

Table 63. DTC Block Limits	
Between Location/Mile Post	**Block Names**
BC6.8 and BC10.0	St. Joe
BC10.0 and BC18.1	Delhi
BC18.1 and BC21.7	River
BC22.6 and BC43.3	Nebo
BC43.3 and BC65.6	Milan
BC65.6 and BC73.8	Butler
BC73.8 and BC85.9	Hayden
BC85.9 and BC97.0	Dunham
BC97.0 and BC105.3	Vallo
BC105.3 and BC117.7	Medora
BC117.7 and BC126.4	Spark

72.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 64. Suspension of Signal System-(and Movements against Current of Traffic)	
Between Location/Mile Post	**Block Names**
BC126.4 and BC130.9 East Switch Georgia	Mitchell
BC130.9 East Switch Georgia and BC137.5 East Switch Huron	Georgia
BC137.5 East Switch Huron and BC155.3 East Switch Loogootee	Huron
BC155.3 East Switch Loogootee and BC162.5 East Switch Montgomery	Loogootee
BC162.5 East Switch Montgomery and BC170.3 East Switch Washington	Montgomery

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 65. Maximum Authorized Speed	
Between Location/Mile Post	**MPH**
BC1.5 East End Storrs and BC6.7 CW Cabin	50
BC6.7 CW Cabin and BC170.3 Washington	60

73.2 SPEED RESTRICTIONS

Bold MPH denotes City Ordinance

Table 66 (Page 1 of 2). Speed Restrictions	
Between Location/Mile Post	**MPH**
Other than Intermodal Trains	50
BC1.3 and BC1.4 EAS East End Storrs	10
BC1.5 East End Storrs and BC7.0	25
BC13.1 and BC15.4	35
BC21.7 Dearborn, entering or leaving No. 1 Track	15
BC21.6 and BC22.3 (Lawrenceburg)	**15**
BC22.3 and BC22.5	15
BC25.4 and BC27.0 (Aurora)	**25**
BC27.0 and BC42.5	40
BC48.8 and BC49.2	45
BC51 and BC52	**35**
BC60.7 and BC60.9	45
BC69.3 and BC71.5	40
BC71.5 and BC73.1 (See Note 1)	**25**
BC86.2 and BC88.2 (See Note 2)	**25**
BC97.5 and BC99.9	40
BC105.2 and BC105.8	**35**
BC108.7 and BC112.7	45
BC112.7 and BC113.2	40
BC113.2 and BC119.1	45
BC119.1 and BC119.9	35
BC119.9 and BC125.8	45
BC125.8 and BC126.7	**30**
BC133.4 and BC140.4	50
BC140.4 and BC146.7	45

Table 66 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
BC146.7 and BC147.3	**30**
BC147.3 and BC150.3	45
BC150.3 and BC152.0	50
BC155.0 and BC155.7	**20**
BC168.0 and BC170.3	**35**
Passing Sidings - Butlerville, North Vernon, Seymour, Brownstown, Mitchell, Georgia, Huron, Montgomery and Washington	10

Note:

1. Trains must approach highway crossings at Fifth Street, Madison Street and railroad crossings with Madison Railroad North Vernon, In. at a speed not to exceed 10 MPH. After engine or leading car crosses Fifth Street and Madison Street, unless otherwise restricted, speed may be increased to 25 MPH.

2. After engine or leading car crosses last street crossing at grade, Seymour, unless otherwise restricted, maximum authorized speed may be resumed.

73.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

Table 67. Engine Speed Indicator And Odometers

BC11 and BC12	BC64 and BC65
BC80 and BC81	BC165 and BC166

74.0 EQUIPMENT RESTRICTIONS

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

Table 68. Equipment Restrictions

Location	Equipment	Restriction
North Vernon Tracks 5 and 6 All Industrial Tracks except Indiana Farm Bureau Loogootee, In. and Cargill Seymour, In.	6-axle Units	Must not operate on
Seymour -Conrail Connection	Multiple Units	

Note: Restricted Equipment Rule 34 will apply at the following locations:

1. BC1.8 and BC1.9 (Storrs)

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

75.36 SPRING SWITCHES

Table 69. Spring Switches

Milepost	Location
BC6.7	CW Cabin
BC18.1	Finney

75.58 DEFECT DETECTORS

Table 70. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Nebo, IN. BC24.2	AD	Voice Instructions
Delaware, IN. BC46.8	AD	South Side
Butlerville, IN. BC64.3	AD	South Side
Hayden IN BC83.0	AD	South Side
Vallonia, IN BC101.7	AD	South Side
Rivervale, IN BC120.7	AD	South Side
Shoals, IN. BC143.5	AD	South Side
Blackoak, IN. BC169.0	AD	South Side

75.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or Telecopier (Omnifax, Facsimile and Telefax) machines as designated below:

Table 71. Train Bulletin and Release Form

Station	Location	Trains
Cincinnati	Crew room or TOFC Ramp	Originating
Washington	Relay Office	Originating
Mitchell	Depot	Originating
St. Joe	Cargill Crew Room	Originating

75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 72. Railroad Crossings at Grade

Location	Railroad	Position of Target for CSX Movement
North Vernon	Madison RR	See Note 1 (98-D)

Table 73. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
JO Tower-Seymour	LI&R	Automatic	234-B(1) Note 2
Mitchell BC126.4	CSX	Remotely	234-B-2 Note 4

Notes:

1. Position of target for CSX movement across Madison RR is horizontal.
2. When STOP aspect is displayed by absolute signal governing movement over railroad crossing at grade, after contacting the CSX train dispatcher, the crew will;
   a) Determine LI&R train or engine is not fouling or approaching crossing,
   b) If indicator light in box, located on southeast quadrant of bungalow located in the northeast quadrant, is illuminated, press pushbutton. Signal should clear. If signal does not clear after 7 minutes, proceed through interlocking in accordance with CSX Operating Rule 234-B.
   c) To return to train after making switching move over crossing, operate pushbutton located on mast of absolute signal. Push button and hold for 5 seconds. Signal should now display aspect to proceed. If signal fails to display a more favorable aspect than stop, trainmen will proceed to crossing and comply with above instructions.
3. **Junctions**
   a) CI Connection Track North Bend, Ohio -

   To enter Central Indiana (formerly Conrail) track at MP BC14.9 to service consolidated grain, radio Central Indiana control station at Lawrenceburg, Indiana, on Channel 29, on a multi-channel radio, for permission to enter track. Central Indiana crews also monitor this channel.

   If radio communication cannot be established, the telephone number for Central Indiana Railroad at Lawrenceburg is (812) 537-5088.

   Operating Rule 93 is in effect on Main Track on this portion of railroad.
4. Controlled by CSX Train Dispatcher Jacksonville

75.100 HIGHWAY AND STREET CROSSINGS

1. **Road Crossing**

   All trains using sidings must not exceed two (2) miles per hour when approaching highway crossings equipped with automatic grade crossing warning devices, this to allow for the warning devices to operate for 20 seconds prior to train entering the crossings.

75.243 AUTOMATIC BLOCK SIGNAL RULES

(1) Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of sidings and occupying main track to meet an opposing train automatically set the signals governing eastward train at STOP to the next siding west. Member of crew of westward trains will immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button it should be held depressed not less than 15 seconds.

When trains move out of sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast which governs or on side of relay box adjacent to the signal to restore operation of the signal.

When train is entering or leaving a siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

75.275 DUAL CONTROL SELF-RESTORING SWITCHES IN SERVICE,
See Item 1040.18.

1. Milepost BC43.3 west end Milan siding.
2. Milepost BC41.4 East end Milan siding.

75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 74. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
BC15.1-TD	Continuous	08	Wayside
BC30.4-TD	Continuous	08	Wayside
BC39.0-TD	Continuous	08	Wayside
BC55.7-TD	Continuous	08	Wayside
BC76.1-TD	Continuous	08	Wayside
BC96.7-TD	Continuous	08	Wayside
BC114.6-TD	Continuous	08	Wayside
BC126.5-TD	Continuous	08	Wayside
BC138.0-TD	Continuous	08	Wayside
BC147.1-TD	Continuous	08	Wayside
BC162.6-TD	Continuous	08	Wayside
Dispatcher (CF)	Continuous	14	Wayside

Note: CF Train Dispatcher call in number is 4.

CF Train Dispatcher telephone number is 1-800-435-2217.

75.807 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
19-95	Lawrenceburg	BC19.95

76.0 MISCELLANEOUS INSTRUCTIONS

1. CLOSE CLEARANCE

Be on the look out for close clearance at the following locations:

Table 75. DTC Block Limits

Milepost/Location		Industry
BC42 Milam		Station track
BC86 Seymour	Cargill	
	Ben Franklin	
BC98 Brownstown		Kieffer Paper
BC141 Willow Valley		U.S. Gypsum
BC145 Shoals		Natl. Gypsum
BC156 Loogootee		In. Farm Bureau

NOTES:

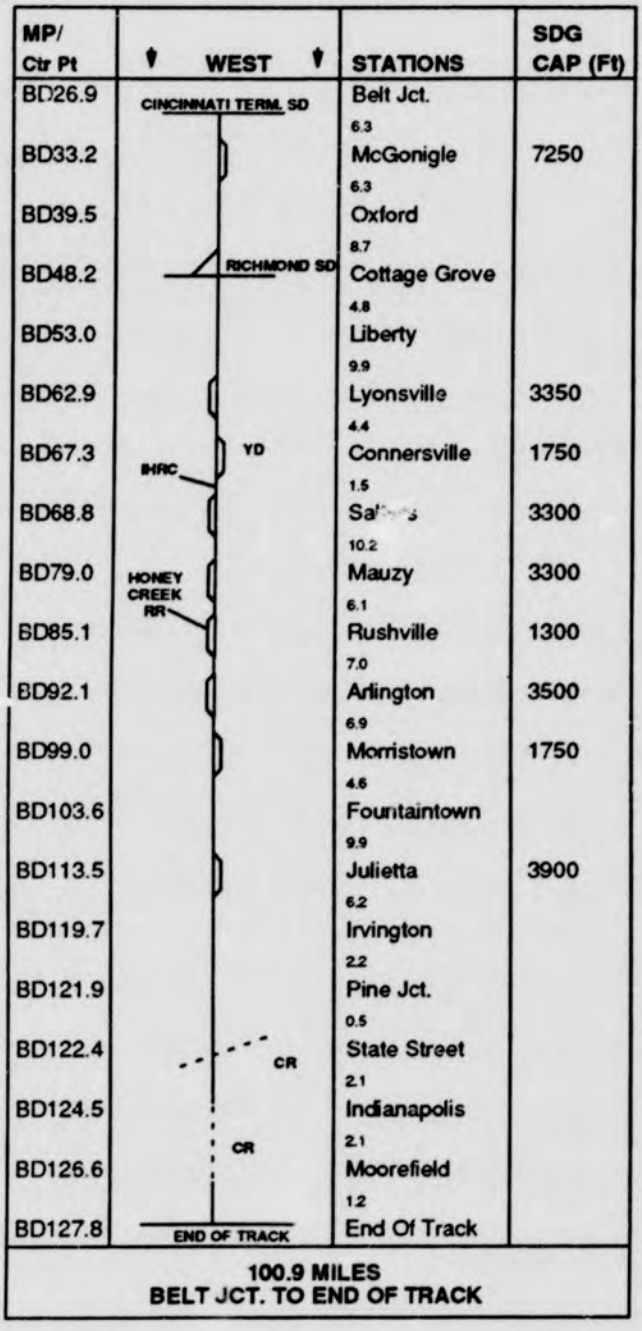
NOTES:

NOTES:

NOTES:

80.0 INDIANAPOLIS SUBDIVISION - HL

81.0 STATIONS LISTING AND DIAGRAM



81.1 DIAGRAM CROSS-REFERENCE

Table 76. Diagram Cross-Reference

Subdivision	Division	Page
Cincinnati Terminal	Louisville	3
Richmond	Louisville	65

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 77. Authority for Movement

Between Location/Mile Post	Rules
Hamilton and BD27.0	265-271 (93)
BD27.0 and BD123.7	120-132 (243-247)
BD123.7 and BD126.5	Conrail
AMTRAK Station Tracks	Conrail
BD126.5 and BD127.8	105

82.2 DTC BLOCK LIMITS

Table 78. DTC Block Limits

Between Location/Mile Post	Block Names
BD27.0 and BD34.1	Mack
BD34.1 and BD46.4	Corner
BD46.4 and BD48.3	Grove
BD48.3 and BD63.8	Lyon
BD63.8 and BD69.4	Salty
BD69.4 and BD79.5	Glenn
BD79.5 and BD85.3	Rush
BD85.3 and BD92.9	Arlin
BD92.9 and BD100.0	Morris
BD100.0 and BD113.5	Julie
BD113.5 and BD122.0	State
BD122.0 and BD123.0	Brick
BD123.0 and BD123.7	Indy

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 79. Maximum Authorized Speed

Between Location/Mile Post	MPH
Hamilton and BD68.1	50
BD68.1 and BD119.4	60
BD119.4 and BD123.7	30

83.2 SPEED RESTRICTIONS

Bold MPH denotes City Ordinance

Table 80. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BD25.4 and BD27	15	15
BD27.0 and BD30	35	35
BD38.3 and BD40.0 (Oxford)	**35**	35
BD48.1 and BD48.3	40	40
BD48.3 and BD52.5	-	40
BD52.5 and BD53.3	35	35
BD53.3 and BD59.0	-	40
BD59.0 and BD60.5	35	35
BD60.5 and BD66.7	-	40
BD66.7 and BD68.1	25	25
BD68.1 and BD71.0	-	40
BD71.0 and BD73.0	35	35
BD73.0 and BD75.1	50	40
BD75.1 and BD84.5	-	40
BD84.5 and BD85.5 (Rushville)	**35**	35
BD85.5 and BD119.4	-	40
BD123.0 and BD126.6	15	15
All Passing Sidings	10	10

83.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below.

Table 81. Engine Speed Indicator And Odometers

BD36 and BD37	
BD112 and BD113	

84.0 EQUIPMENT RESTRICTIONS

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

Table 82. Equipment Restrictions

Location	Equipment	Restriction
Connersville House Track	All Engines	Must not move beyond north end fertilizer building
Rushville Lotus Warehouse	All Engines	Must not operate under loading spout

2. Between Hamilton and BD26, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the hazard graph or be furnished a message notifying them when their train contains any of these cars.

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.1 STANDARD CLOCKS

Table 83. Standard Clocks

Station	Location
State Street	Crew Room

85.36 SPRING SWITCHES

Table 84. Spring Switches

Locations	Normal Position For Movement On	Designated Speed in Normal Position	
		Facing Movement	When Springing Switch
McGonigle - East and West End of Siding	Main Track	Max. Auth. Speed	15 MPH

Note:

1. Push button is located in box attached to governing signal.
2. Conductor or Engineer will operate push button and be governed by the aspect display by the leaving signal, then wait five minutes before fouling the track to be entered. To expedite their movement, push button should be operated immediately after the passage of train they have authority to follow.

   When trains meet at siding, push button will be operated as soon as the rear of the train to be met has passed the fouling point of the siding. Movement from siding to main track will be governed by the indication displayed by the leaving signal.

85.58 DEFECT DETECTORS

Table 85. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
BD43.5	AD	North Side
BD65.5	AD	North Side
BD86.3	AD	North Side
BD104.5	AD	North Side

85.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (Omnifax, Facsimile and Telefax) machines as designated below:

Table 86. Train Bulletin and Release Form

Station	Location	Trains
State Street	Crew Room	Originating
Indianapolis (AmTrak)	Crew Room	Originating

85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossing At Grade**

   When STOP aspect is displayed by absolute signals govern ing movement over Railroad Crossing at Grade listed below, crew will be governed as indicated:

Table 87. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Cottage Grove - See Note A & B	CSX	Auto-matic	234-B(3)

Note:

a) Indianapolis and richmond Subdivision after contacting train dispatcher:

   1) Determine opposing railroad's train or engine is not fouling or approaching crossing;

   2) If indication light in box marked for the railroad requesting signal, located on side of bungalow is illuminated, press and hold button for five seconds;

   3) If indication light is not illuminated, wait for five minutes and if no conflicting movement is evident press and hold button for five seconds;

   4) Signal should clear after five minutes for railroad requesting movement. If signal does not display aspect to proceed, conductor or engineer will secure permission of train dispatcher and;

   -Pass signal at least 30 feet but not foul crossing;

   -Wait five minutes;

   -Proceed in accordance with rule 233;

b) Rules 243-247 are in effect. To make reverse movement over crossing, operate push button located on mast of absolute signal and hold for 5 seconds. If signal fails to display aspect to proceed, trainmen will proceed to crossing and comply with above instructions.

85.100 HIGHWAY AND STREET CROSSINGS

1. Trains and engines will stop before moving over highway and/or street crossings designated below:

   Glenwood -Main St. (House Track)

2. Due to rusty rail conditions, train and engines must not foul highway grade crossings between BD126.6 and BD130.3 protected by flasher lights and/or gates until it is known that flashers have been operating for at least 20 seconds or gates have lowered.

   If traffic control devices fail to operate, movements over cross ing must be protected by a member of the crew involved.

3. **Moorefield** -Due to rusty rail conditions, trains using other than main track must not foul highway grade crossing at Belmont Avenue located at BD126.6 until it is known that flashers have been operating for at least 20 seconds and gates have lowered. If traffic control devices fail to operate, movements over crossing must be protected by a member of crew involved.

4. All trains using sidings must not exceed two (2) miles per hour when approaching highway crossings equipped with automatic grade crossing warning devices, this to allow for the warning devices to operate for 20 seconds prior to train entering the crossings.

85.243 AUTOMATIC BLOCK SIGNAL RULES

1. Signal circuits are arranged for westward traffic as superior movement. When eastward trains or engines occupy the main track to the east end of siding and arrive at a meeting point before westward opposing train has entered the route, a member of the crew must immediately operate the push button located at the east end of all siding tracks, with the exception of Rushville and Connersville, in order to clear opposing absolute signal for the westward trains.

2. **McGonigle** -Push button labeled "A-327 STOP" will be used when complying with (1) above. Push button labeled "A-326 CLEAR" will be used upon permission of the train dispatcher.

   When trains move out of siding to make reverse move on main track, a member of crew will operate push button located in box on signal which governs to restore operation of the signal.

85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 88. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hamilton	Continuous	08	Wayside
BD27.0	Continuous	08	Wayside
BD39.5	Continuous	08	Wayside
BD48.2	Continuous	08	Wayside
BD59.2	Continuous	08	Wayside
BD76.8	Continuous	08	Wayside
BD96.9	Continuous	08	Wayside
BD114.3	Continuous	08	Wayside
BD129.3	Continuous	08	Wayside
BD130.3	Continuous	08	Wayside
State St.	0900-1700	08	Terminal
Dispatcher (CF)	Continuous	14	Wayside

Note: CF Train Dispatcher call-in No. is 3.

CF Train Dispatcher telephone No. is 1-800-435-2217.

85.704 ON-TRACK EQUIPMENT INSTRUCTIONS

Between Hamilton and Belt Jct. -The CK Train Dispatcher Jacksonville will issue 234-A 704 and 707 Authorities within these limits directly to the employee requesting the authority.

85.807 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
2	Hamilton	BD26.1
29	Connersville	BD66.8

86.0 MISCELLANEOUS INSTRUCTIONS

1. CLOSE CLEARANCE

Table 89. DTC Block Limits

Milepost/Location	Industry
BD67 Connersville	Fayette Count between North & South elevator tracks
BD77 Glenwood	Taylor track - South side at elevator Elevator track - West end of south side & storage building
BD86 Rushville	Lotus Warehouse - South side of North track between silo's
BD98.1 Morristown	Central Soya Tracks 1 and 2
BD99 Morristown	Morristown grain elevator South side passing siding
BD117 Irvington	Georgia Pacific - Both sides of track, inside building
BD122.5 Indianapolis	Between Conrail main and B&O main

NOTES:

NOTES:

90.0 LAKE ERIE SUBDIVISION - LM

91.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BQ0.0	CENTRAL OHIO SD	Newark	
	CUOH / C&N SD	1.4	
BQ1.4		Kibler	
		4.6	
BQ6.0		Vanatta	
		2.5	
BQ8.5		St. Louisville	
		4.5	
BQ13.0		Utica	1875
		6.5	
BQ19.5		Hunt	4654
		4.8	
BQ24.7		Mt. Vernon	3711
		5.5	
BQ30.2		Knox	
		1.5	
BQ31.7		Fredericktown	
		0.5	
BQ32.2	END OF TRACK	End Of Track	

32.2 MILES
NEWARK TO END OF TRACK

91.1 DIAGRAM CROSS-REFERENCE

Table 90. Diagram Cross-Reference

Subdivision	Division	Page
C & N	Louisville	11
Central Ohio	Louisville	1

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 91. Authority for Movement

Between Location/Mile Post	Rules
BQ0.0 and BQ32.2	120-132

Note: Sidings are designated as storage tracks.

92.2 DTC BLOCK LIMITS

Between BQ1.8 and End of Track

Table 92. DTC Block Limits

Between Location/Mile Post	Block Names
BQ1.8 and BQ19.8	St.Lou
BQ19.8 and BQ32.2	Vernon

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 93. Maximum Authorized Speed

Between Location/Mile Post	MPH
Newark and End of Track	40

93.2 SPEED RESTRICTIONS

Table 94. Speed Restrictions

Between Location/Mile Post	MPH
BQ0.0 and BQ0.7	10
BQ0.7 and BQ32.2	25
All Passing Sidings	**10**

93.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 95. Engine Speed Indicator And Odometers

BQ4.0 and BQ5.0	

94.0 EQUIPMENT RESTRICTIONS

Table 96. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	Wreck crane	Forward movement 25 MPH --- Shoving movement 15 MPH
Entire SD	High cube equipment	See RE 34

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.100 HIGHWAY AND STREET CROSSINGS

Trains and engines between BQ0.0 and BQ32.2 must approach highway grade crossings equipped with automatic grade crossing warning devices prepared to provide crossing protection in accordance with operating rule 100-D.

95.104 SWITCHES

1. **Hand-Operated Switches**

   Newark - Normal position of the switch leading from Lake Erie Subdivision to the east leg of the wye is for the east leg of the wye.

95.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 97. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Newark	0600-1500 daily exc. Sat. and Sun.	08	Terminal
Newark	Continuous	08	Wayside
Mt. Vernon	Continuous	08	Wayside
Dispatcher (AT)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in number is 6.

AT Train Dispatcher telephone number is 1-800-854-5698.

95.807 THRU-TRUSS BRIDGES

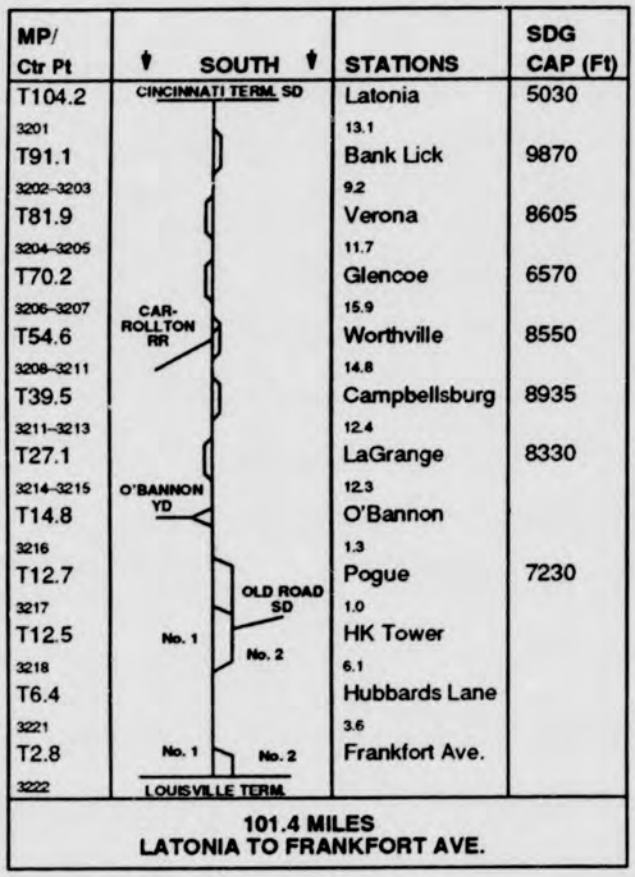
Bridge Number	Location	Mile Post
569	Mt. Vernon	BQ23.9
570	Mt. Vernon	BQ24.3

NOTES:

NOTES:

100.0 LCL SUBDIVISION-LC

101.0 STATIONS LISTING AND DIAGRAM



101.4 MILES
LATONIA TO FRANKFORT AVE.

101.1 DIAGRAM CROSS-REFERENCE

Table 98. Diagram Cross-Reference

Subdivision	Division	Page
Cincinnati Terminal	Louisville	3
Old Road	Appalachian	Appalachian TT
Louisville Terminal	Louisville	45

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 99. Authority for Movement

Between Location/Mile Post	Rules
Latonia (South End) and T4.1	265-273
T4.1 and Frankfort Ave.	265-273(93)

102.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 100. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Frankfort Ave., T2.8 and Hubbards Lane, T6.4	Frank
Hubbards Lane, T6.4 and Pogue, T12.6	Hub
Pogue, T12.6 and LaGrange, T27.0	Pogue
LaGrange, T27.0 and Campbellsburg, T39.5	Grange
Campbellsburg, T39.5 and Worthville, T54.6	Camp
Worthville, T54.6 and Glencoe, T70.2	Worth
Glencoe, T70.2 and Verona, T81.9	Glen
Verona, T81.9 and Banklick, T91.1	Vern
Banklick, T91.1 and Latonia, T104.2	Bank

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 101. Maximum Authorized Speed

Between Location/Mile Post	MPH
Latonia South End and Frankfort Ave.	50

103.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 102 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Other than Intermodal Trains between Latonia and LaGrange	45
Trains handling blocks of 30 or more cars of coal, grain, phosphate or aggregates (including lime rock, sand, etc.) between Latonia and LaGrange	40
T2.6 and T4.3	25
T4.3 and T5.2	35
T5.2 and T6.4	**30**
T11.0 and T12.9	25
T12.9 and T15.8	45
T15.8 and T17.5	**35**
T17.5 and T26.2	45

Table 102 (Page 2 of 2). Speed Restrictions	
Between Location/Mile Post	**MPH**
T26.2 and T27.1 Until engine blocks streets	**10**
T26.2 and T27.1 After engine blocks streets	**20**
T27.1 and T33.0	40
T33.0 and T.37.9	35
T37.9 and T47.8	25
T47.8 and T50.9	30
T50.9 and T53.2	35
T53.2 and T57.2	45
T57.2 and T59.0	40
T59.0 and T72.0	45
T72.0 and T95.5	35
T95.5 and T104.2	25
Passing Sidings - Verona, Glencoe, Worthville, Lagrange and Pogue	10

103.8 SPEED AND ODOMETERS

Table 103. Engine Speed Indicator And Odometers	
T9 and T10	T96 and T97

104.0 EQUIPMENT RESTRICTIONS

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

Table 104. Equipment Restrictions		
Location	**Equipment**	**Restriction**
All Industrial House and Team Tracks except Quality Forest Products, Walton, and Wye Track, O'Bannon.	6-Axle Engines	Must not operate on

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.1 STANDARD CLOCKS

Table 105. Standard Clocks	
Station	**Location**
O'Bannon	Yard Office

105.14 Engine Bell And Horn Signals

1. When entering the following limits, the standard crossing signal shall be sounded with the engine horn. Within those limits, the engine bell will be rung continuously, except in cases of imminent danger, in which the engine horn shall be sounded in addition to the bell:
   a) MP T2.8, Frankfort Avenue, to and including MP T7.6, Washburn Lane.
   b) Within the city limits of Lagrange, MP T26.2 to and including MP T27.0.
   c) MP T105.3 to and including MP T106.5, Covington, KY.
2. When approaching the following highway crossings, the following warning devices shall be used:

Table 106. Warning Devices		
Location	**Mile Post**	**Device**
Bellwood-Lagrange	MP T11.93	Horn and Bell
Evergreen Road	MP T12.17	Bell Only
Glenbrook Road	MP T12.58	Bell Only
Maple Crest	MP T13.84	Horn and Bell

In cases of imminent danger, the engine horn shall be sounded in addition to the bell at Evergreen Road and Glenbrook Road.

105.58 DEFECT DETECTORS

Table 107. Defect Detectors		
Mile Post/ Location	**Type**	**Location of Indicators/ Personnel Reading Charts**
Glenarm T21.4	AD	West side
Barnes T49.6	AD	East side
Sparta T67.8	AD	East side
Walton T87.7	AD	East side (Note 1)
T58.5	ADD	Both sides (Note 2)
T93.2	ADD	Both sides (Note 2)
T104.2	ADD	Both sides (Note 2)

Notes:

1. The following instructions apply only to the defect detector located at Walton, Kentucky, T87.7, LCL Subdivision.

   If a train stops or moves slower than 5 miles per hour over the defect detector at Walton, T87.7, it will not be necessary to make a complete walking inspection of the entire train, provided the train is permitted to proceed under the provisions of Operating Rule 58-F(f)(g). Instead, a running inspection must be made from the head end of the train and, if equipped with a caboose, from the rear end.

If a train stops or moves slower than 5 miles per hour over defect detector and later the defect detector indicates "malfunction", but does not indicate any other defect, it will not be necessary to make a complete walking inspection of the entire train. Instead, a running inspection must be made from the head end of the train and, if equipped with a caboose, from the rear end.

If a train stops or moves slower than 5 miles per hour over this defect detector, and a voice message is received indicating a defect, a complete walking inspection must be made if the defect is not found at the location indicated.

Exception: The foregoing will not apply if the previous defect detector or the next defect detector has been temporarily removed from service.

All other rules and instructions not inconsistent herewith, remain in effect.

2. Dragging Equipment Detectors (See TTSI Item 1040.08).

105.100 HIGHWAY AND STREET CROSSINGS

1. **Hog Pen Crossing** Boyer Lane Crossing (Hog Pen) at Campbellsburg must not be blocked by standing equipment in excess of 10 minutes. Any trains that stop in this area and will be longer than 10 minutes must cut Boyer Lane (Hog Pen).

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 108. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
O'Bannon	0700-1200 1300-1600 Ex. Sat. & Sun.	84	Terminal
Campbellsburg	*Continuous	84	Wayside
Walton	*Continuous	84	Wayside
Dispatcher (CL)	Continuous	94	Wayside

Note: *Indicates Base Station with a Toner System.

CL Train Dispatcher radio channel is 94.

CL Train Dispatcher telephone number is 1-800-435-2236.

105.267 HAND OPERATED SWITCHES

Train or Engines must not clear main track at the following locations:

Table 109. Hand Operated Switches

Station	Mile Post
Water Works	T3.9
Bleuel Brick	T6.5
KY Railroad Museum	T10.5
Tregar	T27.9
Carter Lumber	T28.9
Pendleton	T32.9
Turners Station	T43.9

Table 109. Hand Operated Switches

Station	Mile Post
Sparta House Track	T65.2
Verona	T84.0
Quality Forest Prods.	T88.3

106.0 MISCELLANEOUS INSTRUCTIONS

1. CLOSE CLEARANCE

   a) **O'Bannon, Ky.** - When cars are on plant No. 4 lead do not ride on side of cars shoving in or coming out of ramp tracks No. 3 and No. 4 at O'Bannon, Ky.

   b) **Worthville, Ky.** - When cars are located on No. 1, No. 2 or No. 3 tracks in Worthville Yard, do not ride on side of cars shoving in or coming out of these tracks.

NOTES:

NOTES:

NOTES:

111.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	EAST	STATIONS	SDG CAP (Ft)
HR143.0	HENDERSON SD	Henderson	5738
3470		11.1	
HR131.9		Beals	3231
3471–3472		18.3	
HR113.6		Owensboro	
		1.5	
HR112.1	DOYLE YD	Doyle	8321
3475–3476		8.2	
HR103.9		Maceo	3456
3477–3478		7.5	
HR96.4		Lewisport	4664
3479–348		14.4	
HR82.0	SKILLMAN YD	Skillman	8288
3481–3482		16.6	
HR65.4		Stephensport	3211
3483–3484		16.4	
HR49.0		Irvington	9223
3485–3486		11.2	
HR37.8	DOE RUN SPUR	Brandenburg	3327
3487–3488		6.8	
HR31.0		Rock Haven	3174
3489–3490		8.4	
HR22.6	PAL	West Point	
3491		1.3	
HR21.3		Katharyn	3630
3492–3493	RIVER TERMINAL	6.3	
HR15.0		Riverport	
3494		8.2	
HR6.8		Texas	
3496	LOUISVILLE TERM.		

136.2 MILES
HENDERSON TO TEXAS

111.1 DIAGRAM CROSS-REFERENCE

Table 110. Diagram Cross-Reference

Subdivision	Division	Page
Henderson	Chicago	Chicago TTSI

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 111. Authority for Movement

Between Location/Mile Post	Rules
HR143.0 and HR116.8	265-273
HR116.8 and HR108.3	265-273(93)
HR108.3 and HR7	265-273

112.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 112. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
HR6.8 and HR21.4	Katharyn
HR21.4 and HR49.9	Irvington
HR49.9 and HR65.8	Stephensport
HR65.8 and HR82.5	Skillman
HR82.5 and HR96.9	Lewisport
HR96.9 and HR112.5	Doyle
HR112.5 and HR132.1	Beals
HR132.1 and HR143.0	Henderson

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 113. Maximum Authorized Speed

Between Location/Mile Post	MPH
HR7.0 and Henderson	50

113.2 SPEED RESTRICTIONS

Bold MPH denotes City Ordinance

Table 114 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
HR17.3 and HR19.7	45
HR19.7 and HR22.3	40
HR22.3 and HR22.4 P&L RR Crossing	25
HR22.4 and HR30.3	40
HR34.8 and HR36.1	45
HR36.1 and HR38.4	35
HR40.8 and HR41.9	**25**
HR43.0 and HR57.0	40
HR57.0 and HR63.6	35
HR63.6 and HR66.1	30
HR66.1 and HR74.4	40
HR74.4 and HR75.9	**15**
HR75.9 and HR83.6	45
HR83.6 and HR85.2	30
HR85.2 and HR86.3	**15**

Table 114 (Page 2 of 2). Speed Restrictions	
Between Location/Mile Post	**MPH**
HR86.3 and HR86.6	30
HR86.6 and HR91.0	40
HR101.1 and HR101.5	45
HR109.1 and HR111.9	45
HR111.9 and HR115.6	**25**
HR127.0 and HR132.4	30
HR132.4 and HR133.1	25
HR133.1 and HR142.6	30
HR142.7 and HR143.2	**20**
Yard Tracks - Doyle, Skillman, Doe Run	10
Passing Siding - Maceo, Lewisport, Stevensport, Irvington, Brandenburg, Rock Haven and Katharyn	10
Henderson No. 4 Track	10

113.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below.

Table 115. Engine Speed Indicator And Odometers	
HR11 and HR12	HR12 and HR13
HR13 and HR14	HR88 and HR89
HR89 and HR90	HR90 and HR91
HR104 and HR105	HR105 and HR106
HR106 and HR107	HR135 and HR136
HR136 and HR137	HR137 and HR138

114.0 EQUIPMENT RESTRICTIONS

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

Table 116. Equipment Restrictions		
Location	**Equipment**	**Restriction**
Bishoff-United Industries Track No. 4 at Stone Street, HR11.9	Engines	Must not pass clearance point
Bridge HR133.0	4-Axle Wreckers 6-Axle Wreckers Locomotive Cranes	Must not exceed 10 MPH

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.1 STANDARD CLOCKS

Table 117. Standard Clocks	
Station	**Location**
Doyle	Yard Office
Skillman	Agent's Office
Brandenburg	Agent's Office

115.58 DEFECT DETECTORS

Table 118. Defect Detectors		
Mile Post/ Location	**Type**	**Location of Indicators/ Personnel Reading Charts**
Howard HR24.1	AD	North Side
Ekron HR41.7	AD	North Side
Sample HR61.8	AD	South Side
Hawesville HR85.9	AD	North Side
Ross HR107.1	AD	North Side
Reed HR129.4	AD	South Side
HR78.0	ADD	North Side

Note: Dragging Equipment Detectors (See TTSI item 1040.08).

115.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Drawbridges**

   Spottsville: Green River - HR133.0 when signal displays "STOP" indication, verbal authority must be given by train dispatcher and in addition verbal authority or hand signal must be given by bridge tender to pass "Stop" indication.

2. **Railroad Crossing At Grade**

   When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 119. Railroad Crossings at Grade			
Location	**Railroad**	**Protection**	**Rule**
West Point HR22.6	PAL	Remotely Controlled	234-B(2)

Note: Controlled by CSX train dispatcher in Jacksonville.

115.100 HIGHWAY AND STREET CROSSINGS

Lewisport Siding -Train and engines must not foul highway grade crossing at MP HR96.1 protected by flasher lights and/or gates until it is known that flashers have been operating for at least 20 seconds or gates have lowered.

115.100-D AUTOMATIC GRADE-CROSSING WARNING DEVICES

Skillman - Crews working at Skillman must stop to clear highway grade crossing warning circuit for highway 1406 to Willamette Industries Plant. Crews that pick up must stop to clear a sufficient distance so that circuit is not activated before ready to proceed.

115.105 USE OF SPECIFIED TRACKS
Doyle, KY -

Do Not Exceed 5 MPH on East Leg of Wye Glenmore distillery.

Skillman, Ky -

Do Not Exceed 10 MPH on passing siding between HR80.8 and HR82.6.

Doyle, Ky -

Do Not Exceed 10 MPH on passing siding between HR110.8 and HR112.5

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 120. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
HR24.0	*Continuous	84	Wayside
HR68.0	*Continuous	84	Wayside
HR112.0	*Continuous	84	Wayside
Doyle Yard Office	0900-1700 Ex. Sat/Sun	84	Agency
Skillman Agent's Office	0800-1730 Daily	84	Agency
Dispatcher (SA)	Continuous	58	Wayside

Note: * Indicates Base Station with a Toner System.

SA Train Dispatcher call in number is 6.

SA Train Dispatcher telephone number is 1-800-435-2216.

NOTES:

NOTES:

NOTES:

NOTES:

120.0 LOUISVILLE TERMINAL SUBDIVISION-LT

121.0 TERMINAL LIMITS

The limits of Louisville Terminal extend between:

Eleventh Street (00.0) and Park (09.2)
Frankfort Avenue (T2.8) via MN (T1.74-TR4.74) and Central Avenue (TR0.4) (a distance of 5.36 miles)
Texas Wye- SW (North Leg of Wye 05.9-HR5.9) and BD (South Leg of Wye 06.35) to Riverport (HR14.3) and also including Riverport proper speed signs in place on riverport Lead.
Limits of Branch Tracks
Jeffersonville Branch- Watson (B0.0) to Jeffersonville (B6.7).
NABB Branch- Charleston (B40.3) to New Albany (B54.1)

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 121. Authority for Movement

Between Location/Mile Post	Rules	Track(s)
Eleventh Street and Kentucky Street	Note 2	Single
Kentucky Street and K&I Junction	Note 2	Two
*K&I Junction and Park	265-273 (93)	Two
*Frankfort Avenue and Central Avenue	265-273 (93)	Two
*SW and Texas	265-273 (93)	Single
*BD and Texas	265-273 (93)	Single
New Albany, IN and Charlestown, IN	Note 2	Single
Watson and Jeffersonville	Note 2	Single
K&I Junction and New Albany (VI Interlocking)	See Note	Two

Note:

1. Control Station is CSX train dispatcher CL Jacksonsonville Fl.
2. Must obtain permission of the CSX Louisville Train Director.

Instructions for operations over NS Tracks between K&I Junction (Louisville) and New Albany (VI Interlocking).

1. Train and engine movements within Louisville Terminal on both main tracks between K&I Jct., New Albany, MP 268.9-W and L.S. Jct., Louisville, MP 274.9-W and also between D. I. Tower, MP 270.2-W and Short Route Jct. Louisville, will move at yard speed, not exeeding 15 MPH, except where otherwise restricted.
2. Train and engine movements on any yard track except the main tracks within Louisville Terminal, will move at yard speed, not exceeding 10 MPH, except where otherwise restricted.
3. Interlocking signals and power operated switches within Louisville Terminal are controlled by the Norfolk Southern East End train dispatcher at Somerset, Ky. The interlocking home signals govern movments only within the limits of each interlocking interlocking. The normal indication of the interlocking signals is stop.
4. Permission to pass a stop signal may be given orally by the NS dipatcher after the movement has stopped and a crew member has examined the route.
5. Double main tracks extend over entire Louisville Terminal. Trains and engines must keep to the right unless otherwise instructed.
6. Trains or engines must not change directions or make a reverse movement on main tracks without authority from NS dispatcher.

   a) All mainline movements within Louisville Terminal must be made with a positive understanding between crew(s) and/or individual(s) and the NS dispatcher. Authority to enter, use, foul, crossover, or reverse movement must come from the NS dispatcher.

   b) Reference Kentucky Division Timetable NO. 7, Page 44. "Trains or engines must not change direction or make a reverse movement on main tracks without authority from NS dispatcher."

   3) Reference NS Operating Rule 421. "Trains or engines must not enter or foul the main track, enter a siding, or cross over from one track to another through hand-operated switches until permission has been obtained from control station."
7. A train and engine using crossover and turnouts within the Norfolk Southern Terminal will not exceed a speed of 10 MPH.
8. When a train is being checked, trains must not exceed a speed of 8 MPH by TV cameras located at Madison and Bank Streets.
9. Crossings within the city limits of Louisville are not to be blocked in excess of 5 minutes.
10. Automatic interlocking has been placed in service at NS/P&L Railroad Crossing MP 274.8-W.

    a)Signals governing Norfolk Southern tracks will display Rule 309(b) for "restricted proceed" and Rule 310(c) for "STOP".

    b)Eastbound signal on westbound main and westbound signal on eastbound main will be left-hand signals.

    c)Train or engine crews should contact NS dispatcher by radio when they receive a "stop" indication, to secure permission to operate push button release. Push button and detailed instructions for its operation are in push button box marked "NS" on westside of signal bungalow, and are as follows:

    a) Must have authorization from NS dispatcher to operate push button release.

    b) Indicator light in box will be illuminated if P&L signals indicate stop. The button marked "CLEAR" may be pushed immediately if indicator light is illuminated. When depressed, push button shall be held for five (5) seconds.

    c) If indicator is not illuminated, check all P&L tracks for approaching trains or engines.

    d) Push button may now be operated only if no P&L trains or engines are approaching crossing.

e) After three (3) minutes have elapsed if NS signal does not clear, movement may be made in accordance with Rule 462.

11. Communication: Norfolk Southern East End Train dispatcher can be o contacted on NS Road Channel 56/56, or bell telephone 606-679-5347.

12. Instructions on operating locomotives over Ohio River Bridge

Six-Axle Engines:

4-Units coupled with both tracks loadec.

6-Units coupled with only one track loaded.

Four-Axle Engines:

6-Units coupled with both tracks loaded.

7-Units coupled with only one track loaded.

It is permissible to tow four 4-axle units behind three 6-axle working units, provided only one track is loaded.

13. The following rules, definitions, signal aspects and indications are in effect in the Norfolk Southern Corporation Operating Rules revised January 2, 1989:

Norfolk Southern Rule 98 - Trains and engines must approach the end of two or more tracks, junctions, railroad crossings at grade and drawbridges prepared to stop unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by rule or by law, trains and engines must stop.

Norfolk Southern Rule 98(A) - Where avoidable, cars must not block a junction, end of two tracks, or railroad crossing at grade when the engine is detached.

Norfolk Southern Rule 98(B) - Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derails protecting such crossing.

Norfolk Southern Rule 461 - At a controlled interlocking, when a train or engine stops at a stop signal and no conflicting movement is evident, a crew member must immediately contact the control station for instructions.

Movement must not pass the stop signal until a crew member has been fully informed of the situation and knows the move is protected. Movement may then proceed at restricted speed on hand signal, or permission from the control station.

14. High / Wide Loads

a) Prior to passing Buechel, MP 283.0-W, All Westbound trains with excessive dimensional loads, approaching Louisville Terminal must advise NS East End dispatcher of High/Wide shipment(s) in their train.

b) Prio to passing Budd Road Mp 266.8-W, All Eastbound trains with dimensional loads approaching Louisville Terminal must advise the NS East End dispatcher of the High/ Wide shipment(s) in their train.

c) All yard jobs and transfer cuts must notify NS East End dispatcher of High/ Wide cars in their cuts before permission to enter NS MAin line. This applies to NS, CSX, CR and PAL yard and transfer cuts

Norfolk Southern Definitions

Table 122. Norfolk Southern Definitions are as follows:

Speed	Definition
Yard Speed	A speed that will permit stopping within one-half the range of vision.
Restricted Speed	A speed that will permit stopping short of train, engine, obstruction, or swtich not properly lined and looking out for broken rail, but not exceeding 15 MPH.
Maximum Speed	(NS Timetable No. 10, dated October 31, 1993)

K&I Junction (New Albany) -

No. 1 & 2 main tracks between MP 268.9-W to MP 270.3-W yard speed not exceeding 10 MPH

No. 1 & 2 Main Tracks between MP 270.3-W to MP 274.9-W yard speed not exceeing 15 MPH

Note:

1. MP 268.9-W is New Albany (V.I. Interlocking)
2. MP 270.3-W is north end Youngstown Yard near DI Tower.
3. MP 274.9-W is near PAL crossing at 14th Street

122.4 EXCEPTED TRACKS

1. Mopother yard, Tracks N27, N28, N30, N32, N33, N35, N36, N38, N39, N40, N41, N42, N43, N49 and N50, all tracks behind Old Caller's Office.
2. Switching lead and all tracks in Space Center.

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 123. Maximum Authorized Speed

Between Location/Mile Post	MPH
Frankfort Avenue and Central Avenue	20
Eleventh Street and K&I Junction	10
K&I Junction and SW	20
SW and Park	50
SW and Texas	20
BD and Texas	20
East Louisville and Water Street Line	10
New Albany and Watson	20
Watson and Charlestown	10
Watson and Jeffersonville	10

123.2 SPEED RESTRICTIONS

Bold MPH Denotes City Ordinance

Table 124. Speed Restrictions

Between Location/Mile Post	MPH
MP 2.7 Shelby St. to Goss Avenue, Northbound trains, until engine crosses Goss Avenue	10
All tracks Watson yard	10
Hub Track to PAL yard	10
Through tunnel under the hump, until it is seen the tunnel is clear	5
New Albany, MP 53.2 and MP 54.1	**10**

Note:

1. All tracks within Louisville Terminal except main tracks or tracks otherwise restricted are 10 MPH.

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.1 STANDARD CLOCKS

Table 125. Standard Clocks

Station	Location
Osborn Yard	Hump Tower Locker Room

125.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossings At Grade**

   When "STOP" aspect is displayed by absolute signals governing movement over Railroad Crossing at Grade listed below, crew will be governed as indicated:

Table 126. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Floyd Street	NS	Remotely Controlled	234-B(2) Note 1&2
Fourth Street	NS	Automatic	234-B (3)
X Tower Clarksville	LIRC	Semaphore	98-D Note 4
Jeffersonville	LIRC	Stop Signs	98-F

Table 126. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
GE Lead	Hounshel Track	Stop Signs	98-F

Note:

1. When a stop aspect is displayed trains will contact the CSX CL train dispatcher to obtain permission to pass the STOP signal.
2. Southbound trains enroute from the LCL subdivision will contact the CSX CL train dispatcher on channel 94 to obtain permission to pass Kentucky street.
3. On track equipment will obtain permission from the Norfolk Southern East End dispatcher on channel 56 before proceeding over the Floyd street railroad crossing at grade.
4. Normal position of tilt target crossing signal will be left lined as last used.

   Movements will approach crossing prepared to stop and ensure vertical position of tilt target for CSX movement

125.100. HIGHWAY ROAD CROSSING AT GRADE

1. Southward movements stopping at Lee Street must stop short of the track circuit to prevent crossing signals form being activated. Circuit is located approximately one car length north of Hill Street Underpass.
2. Movements across River Road must not exceed 5 MPH.
3. Time out devices have been installed on crossing warning devices at Silver Street, MP 53.7 Nabb Branch, New Albany, Indiana. The time out devices are installed to prevent continuous operation of crossing warning devices, account cars or locomotives being left on both sides of crossing on the main track.

   Trains approaching this crossing must proceed with caution insuring crossing warning devices are operating properly before train or engine reaches crossing.
4. Spring Street crossing, Jeffersonville, IN, must be protected by a crew member prior to occupying the crossing.

125.103 SWITCHING

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 the blue flags and will verfiy terminal activity and that all hazardous material transfers are shut down.

Table 127. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Louisville Terminal	Louisville	7 days a week between 1700 and 0200

125.104 SWITCHES, DERAILS OR GATES

1. Trains using main track switches entering and departing Osborn Yard at the north end are not required to line the switches back to normal position unless so directed by the Hump yardmaster. Otherwise, it will be the responsibility of the herder at the north end of Osborn Yard to restore all main track switches to normal position after use.
2. Derails have been installed on both leads entering Osborn Service Center and are also protected by blue lights. Also, derails have been installed on north and south end of east and west pits in Service Center.
3. Engines entering and leaving service center must contact service center foreman by radio to have derails removed and blue lights extinguished.
4. Switches on Nabb Branch at Floyd Siding, Wye track Watson and passing track at Watson may be left lined as last used.
5. Switch on Jeffersonville Branch at Watson Wye track and the Nabb Branch-Jeffersonville branch switch may be left lined as last used.
6. Other main track switches on the Nabb and Jeffersonville Branches will be restored to normal position unless authorized by the Mapother Yardmaster, they may be left in reverse position when they will be restored by the same crew that leaves them in reverse position.

USE OF SPECIFIED TRACKS

Between Osborn-North Switch track C09 and South Switch Car Shop must not exceed 5 MPH.

After engines clear limits, Normal speed may be resumed.

125.400 RADIO INSTRUCTIONS

RADIO STATIONS

All road trains will monitor channel 84.

Table 128. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hump Tower Yardmaster	Continuous	94 84	Terminal
Bowl Tower Yardmaster	Continuous	84 68	Terminal
Mapother Yardmaster	Continuous	84 22	Terminal
Train Director	Continuous	84	Terminal
Dispatcher (AP)	Continuous	94	Wayside

Note: Digit #8 will be used North of Central Ave., and digit #1 will be used south of Central Ave., to contact the AP train dispatcher.

AP Train Dispatcher telephone No. is 1-800-435-2236.

126.0 MISCELLANEOUS INSTRUCTIONS

ROAD AND YARD CREWS

1. No train will leave the south end of the "L" or "C" yard without permission from the Bowl yardmaster.
2. No train will leave the "A" yard without permission from the Mapother yardmaster.
3. No train will leave the north end of the "L" yard without permission of the Hump yardmaster.
4. No train will leave the north end of the "C" yard without permissions of the train director.
5. Engineers delivering their locomotives to the roundhouse will contact the service center foreman for track line-up before entering servicing area tracks.
6. Authority to occupy the Water Street Line, the track from New Albany to Charlestown and from Watson to Jeffersonville must be obtained from the Mapother Yardmaster.
7. When preparing a track for humping out of the "A" yard, switchmen in charge will see that hand brakes are released and knuckle open on south car.
8. No more than one car will be cut off at one time on hump unless otherwise instructed by the hump yardmaster.
9. While hump is operating and the alarm goes off signifying a "Red" aspect for humping to stop, no more pins should be pulled unless specified by the hump foreman or hump yardmaster.
10. When shoving cuts to be humped, a radio check will be made every 25 car lengths to make sure that communications are established.
11. The following wayside signals, indicators, detectors, and alarms are in service at Osborn Yard:

    a) Way Hump Signal - This is a color light type signal located on the right side of the crest of the hump and will display the following aspects and indications:

Red	Stop
Green	Hump Fast
Yellow	Hump Slow
Flashing Red	Back

    These indications will correspond with the cab signals displayed in the hump locomotives when under the control of the hump foreman.

    b) Pin Pullers Warning Alarm - This is an audible bell located at the crest of the hump and will alarm when hump signal is changed from "Hump Slow" to "Stop". Pin puller must acknowledge this alarm by depressing the button on the bell mast.

    c) Pin Pullers Stop Hump - The same button used to acknowledge pin pullers warning alarm will be used to place the hump and cab signal at "Stop". This is accomplished by depressing the push-button.

    d) Trim indicator - This is a flashing blue light mounted on top of the wayside hump signal and will flash "Blue" for a trim movement into the classfication tracks. This lamp will continue to flash until engine has returned to the crest of the hump unless cancelled by the hump foreman. All area movement indicators will display a "Lunar" aspect when trim indicator is displayed. A wayside hump

signal and trim indicator cannot be displayed at the same time.

e) Area movement indicators - A two-position color light dwarf indicator located at the clearance point of each group will permit trim operation in a specific group at the same time humping is being performed in other groups. When trim operations are permitted in a specific group, the dwarf indicator at the clearance point of that group and to the right of the track leading from that group will display a "lunar" aspect. This aspect cannot be displayed until the power-operated classification yard switch has been lined away from that group and switch will be blocked in that position the entire time the area movement indicator is displaying a "lunar" aspect. Trim movement can be made up to but not beyond area movement indicator.

f) Hump Alarm - At the start of each humping operation, a siren will sound for approximately 5 seconds as a warning that humping operation is to begin. This alarm will operate anytime the wayside hump signal is changed from "Stop" to "Hump".

g) Dragging Equipment Detector - This detector is located on the approach to the crest of the hump and if activated by dragging equipment, hump and cab signals cannot be re-cleared until the dragging equipment alarm has been reset by "Master Reset" on the hump foreman's console.

This alarm must not be reset until car has been inspected for dragging equipment. If necessary, this car must be set out in the "No-Hump" track.

12. Hump locomotives in service at Osborn yard are equipped with cab signals and locomotive speed control.

Cab signals on hump locomotives will display the following aspects and indications:

Red	Stop
Green	Hump Fast
Yellow	Hump Slow
White	Back

Anytime there is a change in the indication of the cab signal, an audible bell will be sounded in the cab of the locomotive.

Operation of the locomotive speed control works in conjunction with the cab signal system and has two modes of operation as follows:

a) Automatic on-board operation by the engineer.

b) Remote automatic supervisory control by the hump foreman.

Note: Under either mode of operation, the engineer exerts supervisory operating control of the locomotive at all times.

c) Engine equipment - The locomotive is equipped with a control panel which enables the engineer to initiate automatic speed regulation, to select the desired speed, to select remote automatic operation when requested, and to return to normal manual operation. The control panel contains the following equipment:

1) Automatic/manual mode selection switch - conditions the locomotive for manual or automatic operation.

2) On-board automatic pushbutton - sets up "on-board" automatic operation. "Blue" light is on - "amber" light is off.

3) Speed selection switch - permits the engineer when operating the "on-board" automatic mode to select speeds of coast, 1.25, 1.5, 1.75, 2.0, 2.25, 2.5, 2.75, 3.0, 3.25, 3.5, 3.75, 4.0, 4.5 and 5.0 miles per hour.

4) Tower automatic pushbutton - flashes "amber" whenever the hump foreman requests remote automatic operation. The "amber" or "blue" lights will be on steady when the system recognizes the acknowledgement by the engineer.

5) Speedometer - indicates the actual speed (0 to 5.0 MPH) of the locomotive in the manual or automatic operation.

d) Office equipment - the hump foreman has a control panel with pushbuttons for the following controls:

1) Mode of operation, marked (locomotive speed control)

2) Speed selection (Coast, 1.25, 1.5, 1.75, 2.0, 2.25, 2.5, 2.75, 3.0, 3.25, 3.5, 3.75, 4.0, 4.5 and 5.0 MPH).

3) Cab signal indications (Hump fast, hump slow, back and stop).

Note: Except in emergency, when stopping the hump engines from the hump foreman's console, "Coast" pushbutton should be depressed first and wait for a period of 4 seconds before depressing the stop button.

e) Modes of Operation

1) Automatic on-board operation - The engineer must first place all manual controls in the proper position.

a. Throttle in idle position

b. Mode selection switch (on control panel) in the automatic position.

c. Select desired speed on the speed selection switch.

d. Depress on-board automatic pushbutton (blue light comes on).

e. Position brake handle in release position.

Note: Should the throttle be moved from the idle position, the automatic on-board operation will be interrupted (indicated by the blue light being extinguished). To resume automatic on-board operation, return throttle to idle position and press the on-board automatic pushbutton.

2) Remote automatic supervisory control - To request this mode of operation, the hump foreman depresses the "locomotive speed control" pushbutton and the "hump slow" pushbutton. Speed control is effective only when cut occupies hump approach track circuit.

This will cause the "amber" light on the control panel and amber "A" on the cab signal panel in the locomotive to flash indicating that remote automatic supervisory control has been requested by the hump foreman. the engineer will then place the manual controls

as he would for automatic on-board operation, and acknowledge the request by depressing the tower-automatic pushbutton (amber light then comes on). The "amber" light will come on steady indicating that the locomotive equipment is conditioned to receive controls from the tower, and can now be controlled by the hump foreman selecting the desired speed on his panel.

The engineer exerts supervisory control of the locomotive at all times. He may regain manual control by manipulating the locomotive controls or by pressing the on-board automatic pushbutton. If throttle is moved from idle position, the "blue" light will go out. The amber "A" in cab signal and the "amber" indicator on the control panel will flash indicating a request for return to automatic operation if the hump foreman has not changed his initial request. Remote automatic supervisory control can be controlled by returning the locomotive controls to the required positions and pressing the tower-automatic pushbutton. (The locomotive will automatically return to automatic operation if the only action taken by the engineer is to apply the brakes - throttle remained at idle.)

The hump foreman can request a return to manual operation by releasing his "locomotive speed control" pushbutton. Brakes on the locomotive will be initiated automatically and will remain applied until the engineer assumes control of the locomotive by selecting manual brake control and by manual throttle control.

Each time the cab signal changes, a single stroke bell in cab of locomotive will ring. The bell will also ring when a "stop" command is received when the locomotive is in automatic mode.

Remote automatic supervisory control is intended only to supplement the crews operating instructions, and to provide direct supervisory control by the hump foreman of locomotive speed when desired. Full responsibility for safe operation of the locomotive will be retained by the engineer in both manual and automatic operation modes.

f) Yard switching system is in service on certain tracks and switches in the south end of receiving yard "A" Osborn yard. This system is controlled from the Hump yardmaster's console in the hump tower.

Area 1, consisting of tracks A-2 through A-9 and hump leads No. 1 and No. 2, has one power-operated crossover and 8 power-operated turnouts.

Area 2, consisting of tracks A-10 through A-13, has one power-operated crossover and 5 power-operated turnouts.

Area 3, consisting of tracks A-15 through A-24, "N" yard lead and G. E. lead, has 11 power-operated turnouts.

Movement over power-operated switches and crossovers will be governed by movement indicators located to the right of the track governed and normally at the clearance point of the track into which a power-operated switch governs. Cab signals will also be interconnected with these movement indicators, proper route must be established before a cab signal is displayed for movement to the hump.

Movement indicators have two horizontal lights, one which will display a "red" aspect inidcating route is not lined, or movement is not authorized. The other will display a "lunar" aspect indicating route has been lined and movement may be made to the next movement indicator governing. Any movement to pass one of these indicators displaying a "red" aspect will be by authority of the Hump yardmaster.

Power-operated switches are equipped with a "normal" and "reverse" pushbutton located on the switch machine, for movement of switch to the desired position if there should be some reason that the switch cannot be positioned by the Hump yardmaster. These pushbuttons are spring return and are to be used for positioning of a switch only by authority of the Hump yardmaster. The switch may be moved from normal position to reverse by depressing the reverse pushbutton and similar operation for movement from reverse to normal. When switches are operated from the field pushbutton, they will remain in the last position called for until a different position is called for by operation from the Hump yardmaster's console or by operation of the field pushbutton.

As stated, the cab signals on the hump locomotives are interconnected to the yard switching system and if a movement indicator cannot display a "lunar" aspect for movement through the route the cab signal will not display an aspect for humping; however, the Hump yardmaster may verbally authorize movement past a movement indicator indicating "stop".

When for any reason reverse movement is to be made after passing a "lunar" aspect, complete train or cut must clear the movement indicator governing movement in opposite direction before a new route can be established and a "lunar" aspect displayed for the reverse movement.

In addition to the three areas listed above, there are 7 other power-operated switches located as follows:

1) Each end of connecting track between Hounshell track and C-9 (engine underpass) track.
2) South end of power crossover between Hounshell track and hump lead No. 2.
3) Switch from west C-9 to west approach track.
4) Each end of connecting track between classification track No. B-8 and C-9.

These 7 power-operated switches are an integral part of the yard switching system and are operated by Hump yardmaster or hump foreman for expediting movement of trains and engines. Movement indicators are not provided for movement over these switches as are the power-operated switches in the yard switching system; however, there is a switch indicator at the point of the switch. These switch indicators will display "green" aspect for switch in full normal position and "yellow" aspect for switch in full reverse position. If neither light is illuminated, it will indicate that the switch is not full normal or full reverse, and

switch point must be checked by a member of the crew before movement is made over the switch.

g) Yard switching system is in service on certain tracks and switches in the south end (pull back end) of Osborn Yard. This system is controlled from the bowl yardmaster's console in the bowl tower.

In this system, there are 6 power-operated crossovers and 7 power-operated turnouts. Movement ober these power-operated switches and crossovers will be governed by movement indicators located to the right of the track governed and normally at the clearance point of the track into which a power-operated switch governs.

Movement indicators have 2 horizontal lights, one which will display a "red" aspect indicating route is not lined, or movement is not authorized. The other will display a "lunar" aspect indicating route has been lined and movement may be made to next movement indicator governing. Any movement to pass one of these indicators displaying a "red" aspect will be by authority of the bowl yardmaster.

Power-operated switches are equippped with a "normal" and "reverse" pushbutton located on the switch machine, for movement of the switch to the desired position if there should be some reason that the switch cannot be positioned by the bowl yardmaster. These pushbuttons are spring return and are to be used for positioning of a switch only by authority of the bowl yardmaster. The switch may be moved from normal position to reverse by depressing the reverse pushbutton and similar operation for movement from reverse to normal.

When switches are operated from the field pushbutton, they will remain in the last position called for until a different position is called for by operation from the bowl yardmaster's console or by operation of the field pushbutton.

If a movement indicator cannot display a "lunar" aspect for movement through the route, the bowl yardmaster may verbally authorize movement past a movement indicator indicating "stop".

When for any reason reverse movement is to be made after passing a "lunar" aspect, complete train or cut must clear the movement indicator governing movement in opposite direction before a new route can be established and a "lunar" aspect displayed for the reverse movement.

h) Engines and/or cars entering tracks at south end of "B" yard will stop within approximately 10 feet of the inert retarders and will not proceed beyond that point until skate lite open is displayed.

i) Operation of the skate retarders located on the south end of each classification track ("B" yard) is as follows:

A list will be transmitted to the switch engine crew listing all cars to be pulled from a specific track. This list will come from the computer and when pulling cars from the track, list will be verified to ascertain that the correct cars have been pulled.

The bowl yardmaster will request permission from the hump yardmaster for a switch engine to enter a track through the skate retarders at the south end of the "B" yard and when permission is granted, he will also inquire if the track is blocked out on the north end and will not authorize a switch engine to enter the track until he is advised by the hump yardmaster that this has been done, switch crew receives permission to enter track from hump foreman and requests track block per Rule 103G.

The bowl yardmaster will manually open the retarders for movement through the retarders. The opening of the retarder will be indicated on the bowl yardmaster's console as well as the hump foreman's and hump yardmaster's console. A white light mounted on the ram assembly side will indicate that the skate retarders are open when the indicator is illuminated.

It is the responsibility of the hump yardmaster to see that the switch is lined against the track being used, the blocking device is applied and that all cars have stopped rolling in that track before permission is given to open the skate retarders.

It is the responsibility of the switch engine crew to report to the bowl yardmaster when they are clear of the track. The bowl yardmaster will manually close the skate retarder and then advise the hump yardmaster that the blocking device may be removed from that track.

Emergency pushbuttons for opening and closing of the skate retarders are located near the south end of the retarder on the ram assembly side and are marked "open" and "close". Manual opening of these retarders must be made only on authority of the bowl yardmaster, and if retarder is opened with emergency pushbutton, it will be necessary that the retarders be closed manually.

Anytime skate retarders are opened manually, either from the bowl yardmaster's console, or by the emergency pushbutton, movement must not be made into the retarder until the bowl yardmaster has a "retarder open" indication on his console.

"Retarder Open" indicator lights are installed on the ram assembly side of each skate retarder. This indicator light will be dark when the skate retarder is closed and will be illuminated "white" when the skate retarder is open. If the light is dark and the bowl yardmaster's console indicates that the skate retarder is open movement may be made through the skate retarder and the light will be reported as being burned out.

Engines must not run through, shove cars through or pull cars through the skate retarders when in closed position except in emergency.

Anytime skate retarders are opened manually, alarm will be printed out on the hump yardmaster's printer.

j) When engines enter the bowl yard tracks at Osborn from the north end to shove tracks, kick off stalled cars, perform switching, etc., the bowl yardmaster must be advised by foreman of the track the engine will be working in and this track must not be coupled to until authorized by the bowl yardmaster. This is to prevent inadvertently fouling tracks at the south end of the bowl yard where other crews may be working.

k) Humping Operations- When a track is to be kicked off at the North end of the Bowl yard at Osborn, a trainman must check the cars to a point at least 2 car lengths south of the curve at the North end to ascertain that couplings are made.

l) Designated Interchange Tracks:

CSX to NS - tracks B-1 thrcugh B-13, Youngstown Yard.

NS to CSX - tracks A-02 through A-24, Osborn Yard.

CSX to LIRC - Highline.

LIRC to CSX - No. 1 and No. 2, tracks from Kentucky Street to Central Ave. (waybills will be in box at Oak Street).

PAL to CSX - track A-02 through A-24, Osborn Yard.

CSX to PAL - all tracks PAL Louisville Yard.

m) Exception to CSX Safety Rule p8.

It is permissible to dismount moving equipment, if the employee dismounting determines it can be done safely, on cuts pulling northward over the crest of the hump at Osborn Yard, on the paved area only. This is to avoid being on the equipment when slack runs in.

n) Hearing Protection areas

The following areas at Osborn hump yards surrounding car retarders are designated as mandatory hearing protection areas.

The following dimensions apply to the mandatory hearing protection areas:

1) Fifty feet up track of the master retarder(s) to fifty feet down track of the group retarders.

2) One hundred feet laterally on each side of the track described in Item 1.

All employees who enter the mandatory hearing protection area are required to wear CSXT approved hearing protection devices and to comply with the administrative control methods described.

Engineering Department Employees - Will be required to wear hearing protection devices within the mandatory hearing protection area. Any type of CSXT approved hearing protection may be used except (repeat, EXCEPT) the Ear Ultra 9000 ear muff. CSXT recommends either the Ear 200 disposable foam plugs or the Ear Model 600 Caboflex be used Engineering department employees working in hump yards with active retarders will be issued protection devices and will be required to have such protection on their person while on duty. Employees working on the track structure within the mandatory hearing protection area will be governed by operating rule 704B.

Signs stating "hearing protection notice sign" will be posted along the perimeter of the mandatory hearing protection area, including any parking lot, walking path, road, or track within the area.

o) Switching Louisville Scrap

Crews placing cars at Louisville Scrap location 436, Water St. Line, will not shove south of Floyd Street unless authorized by proper authority. When switching industry Rivercity Shreading, location 411 and Tri City Scrap, location 809 cars to be pulled are to be coupled together and shoved out to head end of track at gate.

p) Unless otherwise instructed by the hump yardmaster, all trains will approach the diamond on the Hounshell track at the G. E. Lead at 5 MPH prepared to stop, until the way is seen to be clear.

13. **CLOSE CLEARANCE -**

a) Employees are prohibited from riding the side of equipment inside the Ford Motor Company, Louisville assembly Plant.

b) Close clearance signs have been put in place at several industries throughout the Louisville Terminal. Please be aware these signs are at the following industries:

106, 112, 120, 123, 143, 144, 165, 209, 214, 257, 308, 316, 321, 332, 346, 438, 505, 705, 707, 808, 814, 819, 820, 831, 832, 833, 834, 835, 838, 0080, 6724, 2510, 7020, 7021, 7022 7026, 7028, 7005, 7001.

OPERATION OF HUMP ENGINES EQUIPPED WITH QUANTUM HUMP CONTROL

To Start a train in onboard auto mode.

1. Obtain Movement Authority.
2. Select direction of movement with the reverser, return thottle to idle.
3. Leave the independent brake on.
4. Place auto/manual switch in auto. The tower cab signal light will be illuminated. Push the onboard acknowledge button. The onboard auto light will be illuminated. If the locomotive is moving, the requested speed display will show thw current locomotive speed. If the locomotive is not moving, the requested speed will show 2.2 MPH. Press the speed increase or decrease buttons to adjust the desired speed.
5. The Quantum Hump Control will advance the throttle further as appropiate. The load will gradually increase until the desired speed is obtained.
6. Release the independent brake when the load builds to a level sufficient to prevent roll back, not to exceed 15 seconds.
7. To stop automatic operation,move the throttle handle away from idle, or apply the independent brake. The Quantum Hump control will revert to lower cab signalmode. Alternatively, switch the auto/manual switch to manual.

To start train in Tower auto mode:

1. Obtain movement authoity.
2. Select direction of movement with the reverser. Return throttle to idle.
3. Leave the independent brake on.
4. PLace Auto/ Manual switch in Auto. The tower cab signal light will be illuminated. When a command from the tower operator is received, the toer auto light will blink signifying a tower latch - up signal is present. Push the tower acknowledge button. The tower auto light will be illuminated, and a request speed will be displayed.
5. The Quantum Humo control will advance the throttle further as appropriate. The load will gradually increase until the desired speed is obtained.
6. Release the independent brake when the load builds to a level sufficient to prevent roll back, not to exceed 15 seconds.

7. To stop atomatic operation, Move the throttle handle away from idle, or apply the independent brake. The Quantum hump control will revert to tower cab signal mode. Alternatively, switch the auto/manual switch to manual.

To Latch-up onboard mode on the fly:

1. Verify movement auhtority.
2. Secure the desired locomotive speed. Return throttle handle to idle.
3. Place auto/manual switch in auto. Press the onboard acknowledge button. The quantum hump control will advance the throttle and maintain the present speed.
4. To stop automatic operation, move the throttle handle away from idle, or apply the independent brake. Alternatively, move the auto/ manual switch to manual.

To change from onboard auto to tower auto onn the fly:

1. Verify movement authority.
2. Secure operation in onboard mode. Leave throttle handle in adle position and leave independent brake off.
3. When the tower auto light is blinking (call waiting), press the tower acknowledge button. The tower auto light will be on, and the Hump control will be controlled by the tower operator. No changes in operation will be detected if the new requested speed is the same as the requested speed from the onboard mode.
4. To stop automatic operation, move the throttle handle away from idle or apply the independent brake. Alternatively, place the auto/manual switch in manual.

INSTRUCTIONS FOR PROTECTING WORKERS IN THE BOWL TRACKS

The following instructions for protecting our fellow workers in the bowl takes precedent over all previous instructions:

1. Bowl crews (using their job number) must request permission for the hump yardmaster to enter the south end of bowl tracks.
2. The hump yardmaster must manually block out the north end of bowl track requested before allowing crews to enter tracks from the south end.
3. After permission is granted by the hump yardmaster, the bowl yardmaster may then open the skate retarder.
4. After crews have completed their move in the bowl tracks and engine or cars have cleared the south skate retarder they must notify the hump and bowl yardmasters by radio that they are in the clear and the track is released.
5. The bowl yardmasters must immediately close the skate retarder and the hump yardmaster may remove the block protection.
6. The same procedure will be followed when providing block for other crafts (MofW, mech, stg, etc.) with the exception that names will be used instead of job numbers and that person is the only one that can release tracks via radio back to the yardmasters. The bowl yardmaster must flag skate retarder switches on their console to indicate that tracks are occupied.
7. Hump jobs coupling tracks from the north end must notify the bowl yardmaster that they are entering a track and the bowl yardmaster must flag the skate retarder switch on their console to indicate that tracks are occupied.
8. Hump foremen on crew assignment needing block protection will be responsible for manually blocking out the track. The hump foreman whose crew is using block protction is the only person allowed to remove block protection.
9. Hump crews required to roll off stalled cars from the north end must request permission from the bowl yardmaster by radio before doing so. Before giving permission to roll off tracks the bowl yardmaster must make sure there are no conflicting movements.

NOTES:

NOTES:

NOTES:

130.0 MAIN LINE SUBDIVISION-ML

131.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
9.2	LOUISVILLE TERM.	Park	
3223		3.0	
12.2	NO. 1 / NO. 2	Coral Ridge	
		5.9	
18.1		Shepherdsville	
		3.1	
21.2		Bardstown	
	RJ CORMAN RR	0.9	
22.1		Bardstown Jct.	
	NO. 1 / LEBANON SPUR	7.6	
29.7		Lebanon Jct.	
3224–3225		12.9	
42.5	NO. 2	Elizabethtown	17350
		12.7	
55.2		Sonora	6845
3228–3231		11.0	
66.2		Bonnieville	6955
3232–3233		9.6	
75.8		Rowletts	4865
3234–3235		8.8	
84.6	GLASGOW RY	Cave City	6790
3236–3237		11.6	
96.2		Rocky Hill	6790
3238–3241		7.9	
104.1		Gossom	7010
3242–3243		11.6	
115.7		Morgantown	11355
3244–3245		2.3	
118.0		Memphis Jct.	
	RJ CORMAN RR	0.7	
118.7		Sanderson	
3246–3247		11.4	
130.1		Salmon	7065
3248–3251		10.4	
140.5		Mitchellville	7175
3252–3253		8.8	
149.3		Buck Lodge	6845
3254–3255		9.5	
158.8	C&N BRANCH	Gallatin	6075
3256–3257		4.0	
162.8		Peytona	
3258		11.9	
174.7		Montfort	
3261	NASHVILLE TERM.		

165.5 MILES
PARK TO MONFORT

GLASGOW BRANCH

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
E90.7	MAIN LINE	Park City	685
		3.5	
E94.1		Stoval	245
		6.8	
E100.9	END OF TRACK	Glasgow	

10.2 MILES
PARK CITY TO GLASGOW

131.1 DIAGRAM CROSS-REFERENCE

Table 129. Diagram Cross-Reference

Subdivision	Division	Page
Louisville Term.	Louisville	45
Nashville Term.	Chicago	Chicago TT

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 130. Authority for Movement

Between Location/Mile Post	Rules
9.2 and 21.2	265-271
21.2 and 29.7	D-251
29.7 and 112.8	265-271
112.8 and 118.0	265-271(93)
118.0 and 174.7	265-271
MEMPHIS JUNCTION BRANCH: A point 1600 feet west of F119.0 and Memphis Juction	265-271
C&N BRANCH	46

132.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 131 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Park, 9.2 and Coral Ridge, 12.2	Park
Coral Ridge, 12.2 and Bardstown, 21.2	Shepherd
Bardstown, 21.2 and Lebanon, 28.2	Bard
Lebanon, 28.2 and Tunnell Hill, 40.2	Hill

Table 131 (Page 2 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Tunnel Hill, 40.2 and Sonora, 54.6	Etown
Sonora, 54.6 and Bonneville, 65.5	Bonn
Bonneville, 65.5 and Cave City, 83.9	Cave
Cave City, 83.9 and Rocky Hill, 95.6	Rock
Rocky Hill, 95.6 and Gossom, 103.8	Goss
Gossom, 103.8 and Morgantown, 114.5	Morgan
Morgantown, 114.5 and Salmon, 128.8	Sal
Salmon, 128.8 and Mitchellville, 139.4	Mitch
Mitchellville, 139.4 and Buck Lodge, 148.8	Buck
Buck Lodge, 148.8 and N. Gallatin, 157.5	Tunnell
N. Gallatin, 157.5 and Peytona, 162.5	Gall
Peytona, 162.5 and Montford, 174.6	Mont

132.4 EXCEPTED TRACKS

1. That portion of the C&N Branch between MP CN160.5 and MP CN163.0.

132.5 INDUSTRIAL SPUR OPERATIONS

Table 132. Industrial Spurs

Location/Mile Post	Name	Derail Location
E90.8 and E101.0	Glasgow RY Branch	E91.8
C30 and C34	Lebanon Spur	C30.1

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 133. Maximum Authorized Speed

Between Location/Mile Post	MPH
Park and Montfort	60
GLASGOW BRANCH: Park City and E99.2	25
E99.2 and Glasgow	10
C&N BRANCH: Gallatin and CN163.0	10
Lebanon Spur	25

133.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 134. Speed Restrictions

Between Location/Mile Post	MPH
ENTIRE SUBDIVISION: Other Than Intermodal Trains	50
0.0 and 7.0	20
15.9 and 16.4	50
Lebanon Jct. 29.7 NOTE	**25**
32.7 and 34.2 Nos. 1 and 2 Tracks	35
34.2 and 39.1 No. 1 Track	25
34.2 and 39.1 No. 2 Track	30
41.2 and 44.0	**40**
58.7 and 58.9	50
69.1 and 74.1	50
112.8 and 115.2NOTE	**30**
133.3 and 134.6 (Note 1)	**35**
136.0 and 136.2	50
148.0 and 148.7	50
152.2 and 154.8	30
154.8 and 158.4	50
158.4 and 159.4 (Note 1)	**30**
159.4 and 170.8	50
170.8 (Note 1)	**40**
170.8 and 174.0	50
Passing Sidings - Rowletts	10

Note: Speed restriction applies until engine occupies all grade crossings.

133.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 135. Engine Speed Indicator And Odometers

18 and 19	19 and 20
20 and 21	105 and 106
106 and 107	107 and 108
118 and 119	119 and 120
120 and 121	

134.0 EQUIPMENT RESTRICTIONS

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

Table 136 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Central Soya at Park City	Cars longer than 64 feet	Must not operate
Glasgow RY Branch	Wood Chip cars Series 30600 with built up sides	Must not operate

Table 136 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Park to Montfort	4-Axle Wreckers	Must not exceed 25 MPH
Gallatin to CN163.0	6-Axle Engines	Must not be operated on C&N Branch west of TVA yard switch
Park City to Glasgow	6-Axle Engines	Must not operate
Lebanon Spur	Cars with gross weight exceeding 263,000 lbs.	Must not operate
South End Lebanon Jct. Yard 29.7	6-Axle Engines	Must not exceed 5 MPH

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.1 STANDARD CLOCKS

Table 137. Standard Clocks

Station	Location
Memphis Junction	Crew Room Agent's Office

135.58 DEFECT DETECTORS

Table 138. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Belmot, KY 24.9	AD	East and West Side
Gaithers, KY 45.3	AD	East Side
Dombey, KY 61.4	AD	East Side
Horse Cave, KY 82.5	AD	East Side
Oakland, KY 102.3	AD	West Side
Woodburn, KY 125.8	AD	West Side
Fountain Head, TN 146.7	AD	East Side
Pilot Knob, TN 164.3	AD	West Side
Dividing Ridge, KY 69.2	ADD	East Side

135.100 HIGHWAY AND STREET CROSSING PROTECTION

Due to rusty rail conditions on the IC Branch at Elizabethtown, Ky. all movements over public crossings must be proceeded by a flagman to insure the operation of automatic warning devices. If such devices are not operating, protection must be provided.

135.104 SWITCHES

Do not exceed 10 MPH when using hand-throw crossover switch on northward track at south end of Lebanon Junction, and through the power switch on south main track at south end of Lebanon Junction 29.5.

135.105 USE OF SPECIFIED TRACKS

The C&N Branch is designated as track other than main or signaled track.

Rowletts, Ky -

Do not exceed 10 MPH on passing siding.

135.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 139. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Louisville	*Continuous	84	Wayside
Lebanon	*Continuous	84	Wayside
Elizabethtown	*Continuous	84	Wayside
Rocky Hill	*Continuous	84	Wayside
Buck Lodge	*Continuous	84	Wayside
Memphis Jct.	0700 to 1600 Ex. Sat. & Sun.	84	Agency
Dispatcher (CL)	Continuous	94	Wayside

Note: * Indicates a Base Station with a Toner System.

CL Train Dispatcher call in number is 1.

CL Train Dispatcher telephone No. is 1-800-435-2236.

136.0 MISCELLANEOUS INSTRUCTIONS

1. Handling Unit Trains between Amqui and TVA Power Plant Gallatin, TN.

   TVA Trains arriving at Amqui will run around train and leave caboose on the north end. FRA Light will be on locomotive out of Atkinson for use on rear of train. FRA Lights is to be returned to Atkinson on return trip.

   Trains arriving Gallatin will take siding and run engines around the train and pull for TVA through the house track. The distance to the TVA North yard is approximately 2 miles. After departing Gallatin contact the Main Line Train Dispatcher to order a Gallatin taxi.

   When arriving at the TVA North yard pull through the designated track. No. 1 track is the first track to the left. Pull through the yard and continue on the TVA main for the south yard. There are 3 road crossings between the north and south yard. After the 3rd crossing a signal on a half mast on the west side will display a green or red aspect. The signal is a switch indicator light. If the signal is green the next switch, which is the loop track, will be lined for the main. If the signal is red proceed and hand-operate the switch for the main. Continue on the main for the south yard which is approximately 100 car lengths from the loop track. Pull through No. 9 track, which is the st. aight track off the main, to the south end of the yard. Cut off the locomotives, secure the train and return to the

north end of the south yard through No. 8 or the next clear track to the left. Secure the locomotives and a Gallatin taxi will transport to the hotel.

If the above move is to be made during the hours of 0700 to 1530 hours the mainline train dispatcher must be contacted for authority to depart the north yard onto the TVA main. If unable to contact the train dispatcher at TVA telephone box is located at the road crossing on the east side of the south end of the north yard. Call TVA for permission to use the TVA main. The telephone number is 452-3512. Authority during other hours is not necessary and CSX Operating Rule 46 applies.

After you arrive at the hotel register off with the Nashville train crew callers 1-800-638-8495.

When called to move empties from the TVA have the Gallatin taxi transport you to the Gallatin yard office first. Inside the yard office is a printer and FAX machine. The printer will have your train message, bulletin and release form. You may check your message with the mainline dispatcher by dialing 1-700-322-2112.

Taxi to the TVA South Yard. The caboose will be coupled to the locomotives without air. Proceed to the loop track. Cut the caboose off on the main. The empty train will be on the loop track. Double to the caboose and perform necessary brake test. Gallatin taxi can be used to assist this procedure. Proceed to the north yard. Contact the mainline train dispatcher for authority to pull for the Gallatin siding. CSX Operating Rule 46 will apply.

2. Do not place cars on Gallatin west side track between H158.5 and H158.6 Location is marked with yellow ties.

3. When setting off at CM do not block Bristow road crossing.

4. When setting off at Memphis Jct. yard, do not block Dishman Lane.

5. All crews delivering unit trains from Louisville to TVA power Plant at Gallatin, Tn.

   A. To Deliver Train: When arriving at TVA North yard pull through track No 3. This is the is the first track to your left. Tracks 1 and 2 have been removed. Pull train to clearance point at the south end of the yard and set the head 45 cars in No. 7 track, pick up remaining cars from No. 3 and set in No. 8 track. These tracks will each hold 45 cars. Do not head in the yard from the north end and pull through either of these tracks. Be governed by the dispatchers instructions as where to take the engines.

   If so instructed by the dispatcher you may be required to deliver the train to the South yard at the TVA Power Plant. If so instructed refer to timetable miscellaneous instructions item three of the Main Line subdivision and be governed by these instructions.

   B. To pick up train:

   When required to pick up empty trains they may be at the North Yard in No. 7 and 8 tracks or on the Loop track. The Loop track is approximately 3 miles from the North yard and is equipped with a switch indicator light. Empty trains left on the Loop track will be left at a marker on tangent track that is approximately 200 feet from point of switch.

   C. All other instructions in timetable pertaining to movements on the C&N branch and the TVA lead remain in effect.

6. Any train containing hazardous material, (loads or mty residue) that will be left unattended at Elizabethtown, Ky must leave a consist and all haz-mat documentation at the signal supervisors building at the 31W crossing.

   Two mail boxes have been installed on the east side of the signal supervisor building at Elizabethtown to contain the documents mentioned above. Both boxes are locked with switch locks and are marked, "North end of track" and "South end of track". Place the documents in the proper box depending on whether you leave the train at Tunnel Hill, (North end) or at Parkton (South end). In the event of a haz-mat release the emergency response people can then retrieve the proper documents for the location of the unattended train.

7. **CLOSE CLEARANCE**

   a) **LB Branch, Boston, Ky -** Close clearance on the East and West sides of cars at the Jim Beam distillery.

      Crews will not ride the side of equipment going into this industry. Crews must stop movement short of the crossing, dismount and walk into the plant to pick up or spot cars.

   b) **Shepherdsville, Ky -** Close clearance account construction at Publishers Printing Company.

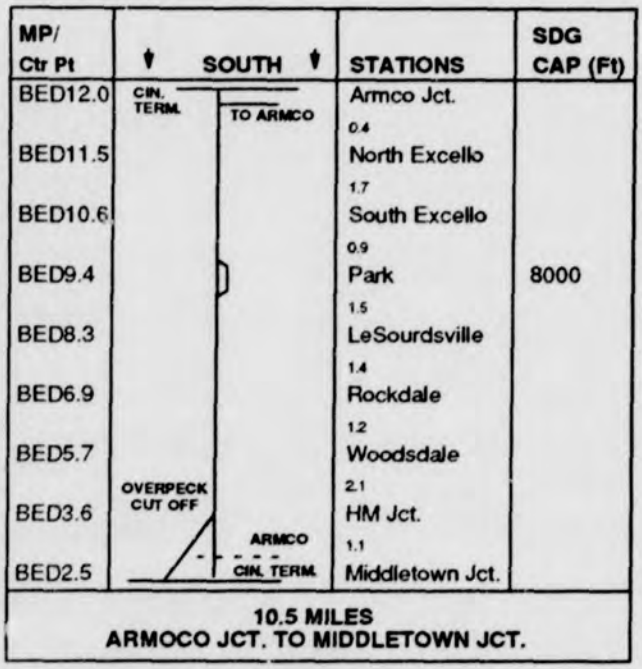
   c) **Weyerhauser Company at 119.3 -** A close clearance exists on the dock side, (North side) of their track inside of building. Crews must not ride the side of equipment going into this industry.

      Close clearance signs are in place at this location.

NOTES:

140.0 MIDDLETOWN SUBDIVISION-M7

141.0 STATIONS LISTING AND DIAGRAM



141.1 DIAGRAM CROSS-REFERENCE

Table 140. Diagram Cross-Reference

Subdivision	Division	Page
Cincinnati Terminal	Louisville	3
Toledo	Louisville	71
Indianapolis	Louisville	31
Midland	Louisville	61
Indiana	Louisville	25
Cincinnati	C&OBU	C&OBU TTSI
LCL	Louisville	37
CC	Appalachian	Appalachian TT

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 141. Authority for Movement

Between Location/Mile Post	Rules
Middletown and Middletown Jct.	
BED12.0 Armco Jct. and BED10.6	93
BED10.6 and BED3.7	120-132
BED3.7 and BED 2.5 Middletown Jct.	93

142.2 DTC BLOCK LIMITS

Table 142. DTC Block Limits

Between Location/Mile Post	Block Names
Between Middletown and Middletown Jct.	
BED 10.6 and BED 8.6	Canal
BED 8.6 and BED 3.7	Miami

142.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks.

1. Middletown Yard -

   Lind yard - between MP BED11.4 and BED12.0 - all Main and yard tracks to the end of tracks at Armco jct. including Old Main to Downtown, and Conrail connectionfrom Lind yard to a point 500 ft from point of switch on Conrail.

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 143. Maximum Authorized Speed

Between Location/Mile Post	MPH
Armco JCT. and Middletown Jct.	25

143.2 SPEED RESTRICTIONS

Middletown and Middletown Jct.

Table 144. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
HM Jct. and Overpeck Jct.	10	10

144.0 EQUIPMENT RESTRICTIONS

Table 145. Equipment Restrictions

Location	Equipment	Restriction
Wye Track North Excello	Six axle engines	Must not operate

1. Restricted Equipment Rule 34 will apply at the following locations.
   a) Between Woodsdale BED5.7 and North end Miami River Bridge BED5.0
   b) Between North Excello BED11.5 and BED10.0

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.83-A TRAIN BULLETIN AND RELEASE FORM

1. Printers - printers and/or telecopier (omnifax, facsimile and telefax machines are located at the on duty locations of train and engine crews listed below.

STATION	LOCATION
North Excello	Yard Office

145.100 ROAD CROSSINGS AT GRADE

Rusty Rail and/or Short Approach Circuits

Due to rusty rail conditions and/or short approach circuits, all trains and engines must approach the following grade crossings prepared to stop and provide flag protection unless it is known that the automatic grade-crossing protection has operated for at least 20 seconds before occupying the crossing:

Hamilton - Old Toledo Main Vine and Heaton Sts.

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

   East Middletown - Grand Ave. - Member of crew must flag highway traffic at Grand Ave. crossing before proceeding on main track or an industrial track South of main track.

145.105 USE OF SPECIFIED TRACKS

1. Armco Jct., Hi-Line - Trains, engines and track cars will operate in accordance with Rule 105.
2. **Armco Steel Plant, Middletown** - A signal displaying either green or red for Eastward trains is in service approximately 60 feet high on light tower just East of Reed Yard. A post painted blaze orange has been installed just South of crossover from Hi-Belt to Low-Belt. Northward trains will not pass this post when signal is in red position without verbal authority of Armco yardmaster, via operator North Excello. Crews arriving at red signal will inform operator at North Excello of their arrival time. Verbal permission will be secured regardless of color of the light.
3. **HM Jct. and Overpeck Jct.** - Trains and engines will secure permission from the train dispatcher before entering or leaving the connection track at Overpeck Jct. by signal indication.
4. **New River** - In addition to train dispatchers permission, all trains entering or leaving Middletown Branch via New River yard must also secure permission from the yardmaster at North Excello.
5. **BED10.6** - Northward trains must secure verbal permission from yardmaster North Excello to enter yard limits at BED10.6.
6. Trains setting off or picking up from any of the following tracks in Hamilton, Ohio will secure permission of the yardmaster at North Excello to do so.
   a) Big Bill
   b) Pit Yard
   c) Extension Track
   d) Rag Track

145.400 RADIO STATIONS AND INSTRUCTIONS

1. **RADIO STATIONS**

All road trains will monitor channel 08.

Table 146. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
North Excello	Continuous	08	Terminal
Dispatcher (AR)	Continuous	14	Wayside

Note: AR Train Dispatcher call-in No. is 2.

AR Train Dispatcher telephone No. is 1-800-854-5708.

2. **HANDLING AND SAFEGUARDING RADIOS**

(Location of Portable Radio Check-out and Check-In Points)

Table 147. Location of Portable Radio Check-out and Check-In Points

Location	Control Point	Control Point Employee
North Excello	Lind Yard office	Yardmaster

146.0 MISCELLANEOUS INSTRUCTIONS

1. **AK Steel Middletown** - All CSX crews that will be off the engine while operating inside the AK Steel Middletown Works at Middletown, Ohio must wear the following:

   In additional to the standard CSX requirements of safety glasses with side shield and work boots, (perferably steel toed)

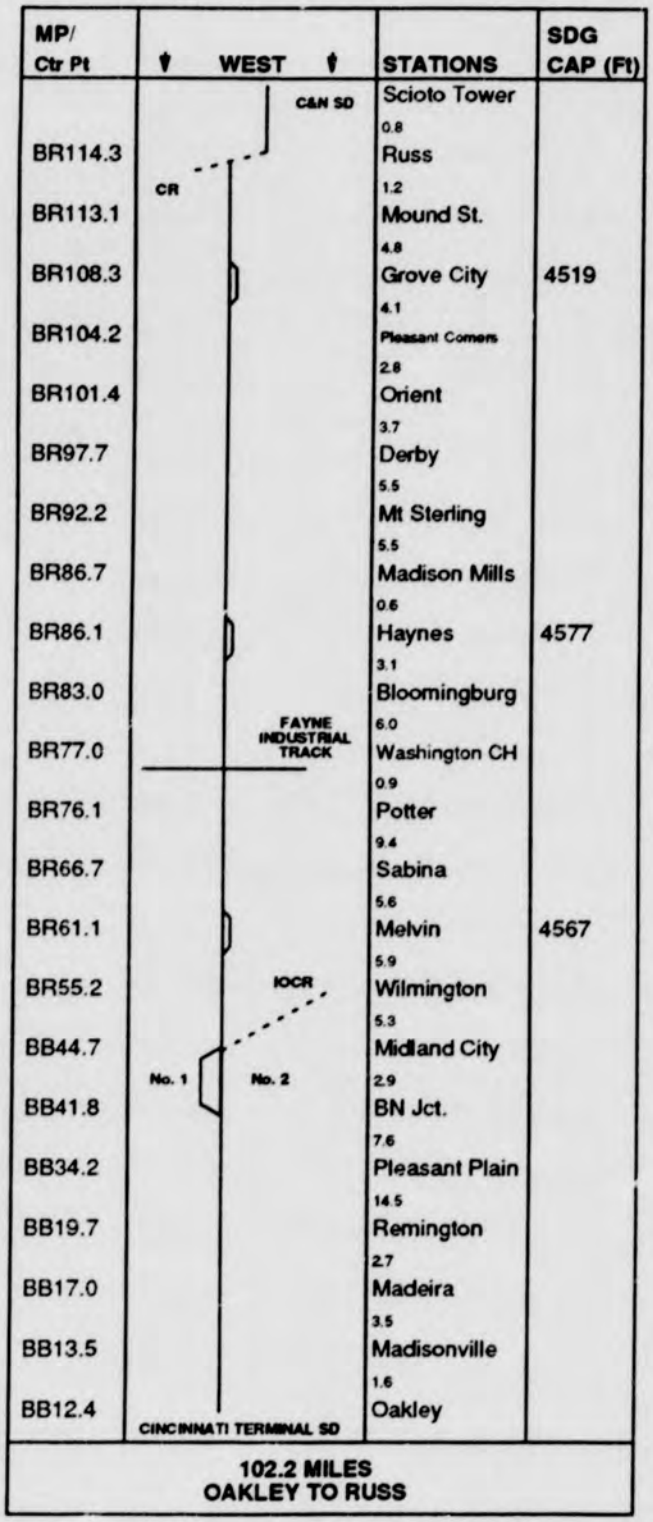
   Long sleeve shirt or jacket and hard hat.

   The above items must be worn when off the engine while on AK Steel property. Crews called for trains that operate into Middletown, Ohio should have in their possession the proper equipment to operate inside the AK Steel Plant.

NOTES:

150.0 MIDLAND SUBDIVISION - MD

151.0 STATIONS LISTING AND DIAGRAM



151.1 DIAGRAM CROSS-REFERENCE

Table 148. Diagram Cross-Reference

Subdivision	Division	Page
C & N	Louisville	11
Cincinnati Terminal	Louisville	3

152.0 METHOD OF OPERATION

152.1 AUTHORITY FOR MOVEMENT

Table 149. Authority for Movement

Between Location/Mile Post	Rules
BB12.4 and BB44.0	120-132
BB44.0 and BR45.7	93
BR45.7 and BR75.6	120-132
BR75.6 and BR78.1	93
BR78.1 and BR112.5	120-132
BR112.5 and BR114.3 (See Note)	93
Grant and Russ and/or Grant and Frankfort St.	Conrail

Note:

1. Rules 243-247 are in effect between intermediate signal 30 and Russ.
2. Rule C-295 is in effect for westward movements at distant signal 1811.

152.2 DTC BLOCK LIMITS

Between Russ and Oakley

Table 150. DTC Block Limits

Between Location/Mile Post	Block Names
BB12.4 and BB21.0	Bannon
BB21.0 and BB33.0	Cozad
BB33.0 and BB41.8	Windsor
BB41.8 and BB44.0	City
BR45.7 and BR55.0	Cuba
BR55.0 and BR61.9	Wilmington
BR61.9 and BR67.2	Melvin
BR67.2 and BR75.6	Sabina
BR78.1 and BR83.5	Grain
BR83.5 and BR86.8	Haynes
BR86.8 and BR93.0	Mt. Sterling
BR93.0 and BR98.7	Derby
BR98.7 and BR108.8	Orient
BR108.8 and BR112.5	Mound

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 151. Maximum Authorized Speed

Between Location/Mile Post	MPH
BB11.9 and BB44.7	49
BR45.9 and BR114.3	40

153.2 SPEED RESTRICTIONS

Table 152. Speed Restrictions

Between Location/Mile Post	MPH
BB14.3 and BB18.1	40
BB21.7 and BB22.1	35
BB24.6 and BB25.0	25
BB25.0 and BB30.6	40
BB40.2 and BB40.8	30
BN Junction Trains entering or leaving No.1 main track	30
BB44.9 andBR45.1 station curve	15
BR55.0 and BR56.1	25
BR66.1 and BR66.6	30
Washington Court House - North, Pearl and Delaware Streets and Fayne IT crossing	15
BR114.0 and Russ	20
Fayne IT	25
Fayne IT BBC4.0 and BBC7.4	10
All Passing Sidings	**10**

153.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 153. Engine Speed Indicator And Odometers

BB36.0 and BB37.0	BR105.0 and BR106.0

154.0 EQUIPMENT RESTRICTIONS

Table 154. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	Wreck Crane	Forward movement 30 MPH --- Shoving movement 20 MPH
Washington CH New transfer track	Six-axle units	Must not operate
	Loaded cars being operated	Must not exceed 35 cars
Washington CH - Old Transfer Track	Loaded cars being shoved	Must not exceed 35 cars
Fayne IT	Six-axle units	Must not operate within industries

Table 154. Equipment Restrictions

Location	Equipment	Restriction
Carton - Mid-Ohio Chemical New Track	Cars in excess of 65 feet	Must not operate
Wilmington - International Paper	Six-axle units	Must not operate
Blanchester - Hillsboro Branch	Six-axle units	Must not operate
Midland City - Mid-Ohio Chemical	Six-axle units	Must not operate (See Note)
Loveland - Nesbitt Lumber	Six- axle units	Must not operate (See Note 1)

Note:

1. If consist does not contain a four axle unit reacher cars must be used.
2. Car series NAHX 61200-612999 will be allowed to move in unit grain trains with heavy loading to 286,000 lb GWR at the speeds specified below. These cars will be identified with the (R) Restriction Code on the train documentation.

   Maximum Authorized Speed

   Except: 25 MPH between BR80.4 and BR99.8

155.0 INSTRUCTIONS RELATING TO OPERATING RULES

155.01 CLOSE CLEARANCE

Wilmington, Oh lookout for close clearance between Silo Track and Grain Storage Elevator at Clinton Landmark, BR57.0.

155.58 DEFECT DETECTORS

Table 155. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Blanchester BB38.5	AD	Voice

155.83-A TRAIN BULLETIN AND RELEASE FORM

Trains en route to the Midland Subdivision, except trains originating Parsons must receive release form and/or train bulletin at Scioto Tower.

155.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **RAILROAD CROSSING AT GRADE**

Table 156. Railroad Crossing at Grade

Station	Crossing	Position of Tilting Target
Washington Court House	Fayne IT	Normal position is horizontal for Midland SD

To change the position of the tilting target for movement on the Fayne IT, employee must operate pushbutton located on instrument case next to signal mast. After movement on Fayne IT clears the crossing, push button must again be operated to restore tilting target to normal position.

Stop signs on Midland Subdivision, Fayne IT, located 500 feet east and west of the crossing.

155.100 HIGHWAY AND STREET CROSSINGS

1. **PROVIDING CROSSING PROTECTION**

Columbus - Mound Street - Unless aspect more favorable than approach is displayed on intermediate signal 30, eastward trains with more than 125 cars will stop clear of the CS sign 100 feet west of this signal and will not proceed until a more favorable aspect is displayed.

155.104 SWITCHES

1. **Hand-Operated Switches**

BN Jct. - BB41.8 - Normal position of the switch at WEDT is for movement from single main to No. 2 main track.

Midland City - BB44.7 - Normal position of west crossover between No. 1 and No. 2 main tracks at EEDT is for movement from Midland SD single main to No. 2 main track.

Fayne IT - BBC6.2 - Normal position of the IOCR switch is for movements on the Fayne IT.

155.105 USE OF SPECIFIED TRACKS

Simultaneous movements on the west leg of the wye and Midland SD main track over Dayton Ave. must not be made.

155.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 157. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Bloomingburg	Continuous	08	Wayside
Melvin	Continuous	08	Wayside
Midland City	Continuous	08	Wayside
Cozaddale	Continuous	08	Wayside
Madeira	Continuous	08	Wayside

Table 157. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AT)	Continuous	14	Wayside

Note:

1. AT control station call-in number is 5.

   AT Train Dispatcher telephone number is 1-800-854-5698.

2. **Tone Remote Washington Court House:** The channel to use is 08 and all radio procedures must be adhered to. The tone number is 3 and you will press the * to dial in to the agent's desk. When you are finished, use tone 3 and press # to end the phone connection. This phone will be monitored around the clock, 7 days per week by the Louisville Service Lane TSC.

156.0 MISCELLANEOUS INSTRUCTIONS

1. **Close Clearance**

   a) **Wilmington, Ohio** - Lookout for close clearance between Silo track and Grain Storage Elevator at Clinton Landmark, BR57.0.

157.0 INDUSTRIAL TRACKS

157.1 FAYNE INDUSTRIAL TRACK

NOTES:

NOTES:

NOTES:

160.0 RICHMOND SUBDIVISION-M8

161.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CI 19.2	END OF TRACK	Fernald	
		3.3	
CI 22.5		Shandon	4900
		22.5	
CI 45.0	INDIANAPOLIS SD	Cottage Grove	3150
		9.9	
CI 54.9		Boston	
		8.1	
CI 63.0		Richmond	
		0.2	
CI 63.2	END OF TRACK	End Of Track	
44.0 MILES FERNALD TO END OF TRACK			

161.1 DIAGRAM CROSS-REFERENCE

Table 158. Diagram Cross-Reference

Subdivision	Division	Page
Indianapolis	Louisville	31

162.0 METHOD OF OPERATION

162.1 AUTHORITY FOR MOVEMENT

Table 159. Authority for Movement

Between Location/Mile Post	Rules
CI 19.2 and CI 63.2	120-132

162.2 DTC BLOCK LIMITS

Table 160. DTC Block Limits

Between Location/Mile Post	Block Names
CI 19.2 and CI 44.9	Dent
CI 44.9 and CI 66.8	Rich

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 161. Maximum Authorized Speed

Between Location/Mile Post	MPH
CI 19.2 and CI 63.2	40

163.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 162. Speed Restrictions

Between Location/Mile Post	MPH
CI 19.2 and CI 45.0	25
CI 61.0 and CI 63.2	**30**
All Passing Sidings	**10**

163.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine Odometer Calibration

Engine speed indicators must be checked. Any Mile Post may be used to check the speed indicator on the Richmond Subdivision.

164.0 EQUIPMENT RESTRICTIONS

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

Table 163. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	250-ton or greater capacity wreck cranes except B&O 940503	Must not operate
Richmond No. 4 Yard Track	70 ft. or longer cars	Must not operate
Entire Subdivision	6-Axle Engines	Must not operate on Spur, Yard or Industrial Tracks

2. Between the locations specified below, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Train and engine crews will determine from the hazard graph or be furnished a message notifying them when their train contains any of these restricted cars.

   CI58.5 and CI60.0

   CI62.0 and CI64.5

   CI126.9 and CI127.1

   CI131.2 and CI131.3

165.0 INSTRUCTIONS RELATING TO OPERATING RULES

165.1 STANDARD CLOCKS

Table 164. Standard Clocks

Station	Location
Richmond	Crew Room

165.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or Telecopier (Omnifax, Facsimile and Telefax) machines as designated below:

Table 165. Train Bulletin and Release Form

Station	Location	Trains
Richmond	Crew Room	Originating

165.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossing At Grade**

   When "STOP" aspect is displayed by absolute signals governing movement over Railroad Crossing at Grade listed below, crew will be governed as indicated:

Table 166. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Cottage Grove Note A & B	CSX	Automatic	234-B(3)

Note:

a) Indianapolis and Richmond Subdivisions after contacting train dispatcher.

   1) Determine opposing railroad's train or engine is not fouling or approaching crossing;

   2) If indication light in box marked for the railroad requesting signal, located on side of bungalow is illuminated, press and hold button for five seconds;

   3) If indication light is not illuminated, wait five minutes and if no conflicting movement is evident press and hold button for five seconds;

   4) Signal should clear after five minutes for railroad requesting movement. If signal does not display aspect to proceed, conductor or engineer will secure permission of train dispatcher and;

      -Pass signal at least 30 feet but not fouling crossing;

      -Wait five minutes;

      -Proceed in accordance with Rule 233;

b) Rules 243-247 are in effect. To make reverse movement over crossing, operate push button located on mast of absolute signal and hold for 5 seconds. If signal fails to display aspect to proceed, trainmen will proceed to crossing and comply with above instructions.

165.100 HIGHWAY CROSSINGS AT GRADE

1. Due to rusty rail conditions, train and engines must not foul highway grade crossings between Richmond and Fernald protectd by flasher lights and/or gates until it is known that flashers have been operating for atleast 20 seconds or gates have lowered.

   If traffic control devices fail to operate, movements over crossing must be protected by a member of the crew involved.

2. **Providing Crossing Protection**

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

Table 167. Highway and Street Crossings

Location and Street	Instructions
Richmond CI63.2	Flag Crossing

165.105 USE OF SPECIFIED TRACKS

Fernald - Trains or engines handling cars to the Albright-Wilson Chemical Corporation track will shove car or cars into the track and will not detach from the car or cars until they have come to rest.

165.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 168. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
CI 51.0	Continuous	08	Wayside
Dispatcher (CF)	Continuous	14	Wayside

Note: CF Train Dispatcher call-in No. is 3.

CF Train Dispatcher telephone number is 1-800-435-2217.

166.0 MISCELLANEOUS INSTRUCTIONS

1. **Close Clearance**

Table 169. DTC Block Limits

Milepost/Location	Industry
CI 19.3, Fernald	Albright-Wilson Delta Steel Ruetgers Nease
CI 51.0, Kitchell	Kaiser
CI 61.5, Richmond	Recycle

NOTES:

NOTES:

NOTES:

NOTES:

170.0 TOLEDO SUBDIVISION-TO

171.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
BE193.6	TOLEDO TERM SD	Perry SEDT	
3401		8.4	
BE185.2		Haskins	7136
3402–3403		3.6	
BE181.6		Tontogany	8353
3404–3405		16.8	SW7187
BE164.8	WILLARD SD	Deshler	SE6926
3411		8.1	
BE156.7	NS	Leipsic Jct	12350
3413	GTW	1.7	
BE155.0		XN Tower	
3414		3.5	
BE151.5		Kleman	
3415		1.6	
BE149.9	GTW LOOP	Ottawa	6970
3416–17–18		13.3	6916
BE136.6		Cairo	7081
3423–24–25		2.1	
BE134.5	GTW	DT&I Jct	
3426		0.8	
BE133.7		North Lima	
	NS	NEDT	
	No. 1	1.6	
BE132.1		Lima	
3427	No. 2	1.2	
BE130.9	CR	NS Tower	
		1.7	
BE129.2	CR	Erie Jct	10500
3431	NS	SEDT	
		11.5	
BE117.7		Wapakoneta	9775
3436		7.2	
BE110.5		Botkins	3650
3437–38		7.9	
BE102.6		SW Cabin	
	No. 1	6.1	
BE96.5	No. 2	Sidney Jct	
3442		9.2	5800
BE87.3		Piqua	5900
3445		8.1	
BE79.2		Troy	5950
3446–3447		5.2	
BE74.0		Tipp City	5050
3448–3449		5.9	8100
BE68.1		Vandalia	7200
3450–51–52		4.7	

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
BE63.4		Needmore	8350
		1.0	
BE62.4	No. 1 No. 2	North Dayton	
3454		2.4	
BE60.0	DAYTON & UNION SD	Second Street	
3455		1.7	
BE58.3	No. 1	MC Cabin	
3456		3.4	
BE54.9	No. 2	SD Cabin	
3458–3459		10.9	
BE44.0		Carlisle	11,250
		11.6	
BE32.4		Trent	
3460	CINCINNATI TERMINAL SD		

161.2 MILES
PERRY TO TRENT

Where rule D-251 is in effect, the direction of traffic is:

No. 1 Track - Southward -------- No. 2 Track - Northward

171.1 DIAGRAM CROSS-REFERENCE

Table 170. Diagram Cross-Reference

Subdivision	Division	Page
Cincinnati Terminal	Louisville	Louisville TT
Dayton and Union	Louisville	1
Toledo Terminal	Detroit	Detroit TTSI
Willard	Baltimore	Baltimore TTSI

172.0 METHOD OF OPERATION

172.1 AUTHORITY FOR MOVEMENT

Table 171. Authority for Movement

Between Location/Mile Post	Rules
BE193.6 SEDT and BE133.7 NEDT	265-271
BE133.7 NEDT and BE130.9	D-251
BE130.9 NS Tower	265-271
BE130.9 and BE129.2 SEDT	D-251
BE129.2 and BE58.3	265-271
BE58.3 and BE54.9	D-251 (93)
BE54.9 and BE32.4	265-271

Note:

1. Rules 265-271 are in effect on the following sidings:
   Haskins, Tontogany, Deshler, Leipsic Junction, Ottawa, Cairo, Needmore, Carlisle, and all Wyes, Deshler.

172.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 172. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Perry SEDT BE193.6 and NAS North End Haskins Siding BE187.9	Haskins
NAS North End Haskins Siding BE187.9 and SAS Deshler Diamond BE164.9	Weston
NAS Deshler Diamond BE164.7 and SAS South End Deshler BE163.0	Corn
SAS South End Deshler BE163.0 and NAS North End Leipsic Siding BE158.2	Bell
NAS North End Leipsic Siding BE158.2 and SAS South End Leipsic Siding BE155.1	Leipsic
SAS South End Leipsic Siding BE155.1 and NAS Kleman BE151.5	Kleman
NAS Kleman BE151.5 and SAS South End Ottawa Siding BE147.4	Loop
SAS South End Ottawa Siding BE147.4 and NAS North End East Siding Cairo BE138.3	Grove
NAS North End East Siding Cairo BE138.3 and BE136.6	Cairo
BE136.6 and SAS South End West Siding Cairo BE135.3	State
SAS South End West Siding Cairo BE135.3 and North Lima NEDT BE133.7	Lima
North Lima NEDT BE133.7 and Robb Ave. BE132.0	Bible
Robb Ave. BE132.0 and NS Tower BE130.9	Robb
NS Tower BE130.9 and Erie Junction SEDT BE129.2	Pearl
Erie Junction SEDT BE129.2 and SAS South End Erie Junction Siding BE127.0	Erie
SAS South End Erie Junction Siding BE127.0 and NAS North End Wapakoneta Siding BE117.1	Wapak
NAS North End Wapakoneta Siding BE117.1 and NAS North End Botkins Siding BE111.2	Botkins
NAS North End Botkins Siding BE111.2 and SW Cabin NEDT BE102.7	Swan
SW Cabin NEDT BE102.7 and Sidney Junction SEDT BE96.6	Sid
Sidney Junction SEDT BE96.6 and NAS North End Piqua Siding BE87.3	Kirk
NAS North End Piqua Siding BE87.3 and SAS South End Piqua Siding BE84.4	Piqua
SAS South End Piqua Siding BE84.4 and NAS North End Troy Siding BE79.1	Troy
NAS North End Troy Siding BE79.1 and NAS North End Tipp City Siding BE75.4	Tipp
NAS North End Tipp City Siding BE75.4 and NAS North End Vandalia Siding BE69.9	Spring
NAS North End Vandalia Siding BE69.9 and SAS South End Vandalia Siding BE66.5	Van

Table 172. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
SAS South End Vandalia Siding BE66.5 and NAS North End Needmore Siding BE64.6	Levitts
NAS North End Needmore Siding BE64.6 and North Dayton NEDT BE62.5	Needmore
North Dayton NEDT BE62.5 and Second Street SEDT BE60.1	Leo
Second Street SEDT BE60.1 and MC Cabin NEDT BE58.3	Wayne
SD Cabin SEDT BE54.9 and NAS North End Carlisle Siding BE43.9	Carl
NAS North End Carlisle Siding BE43.9 and Trent NEDT BE32.4	Trent

172.4 EXCEPTED TRACK

The following tracks are designated as excepted tracks.

1. P&T Industrial track MP 0 to MP 5.
2. Stillwater Branch yard tracks from junction off South Dayton track to end of track.
3. Vandalia Spur - from junction off Vandalia siding at MP BE69.5 to end of track, including all yard tracks at GM yard.
4. East Dayton Yard

   All yard and industrial tracks in East Dayton yard, from the clearance point on the West end of # 1 yard track in a eastwardly direction to the end of tracks.

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 173. Maximum Authorized Speed

Between Location/Mile Post	MPH
BE193.6 and BE32.4	50

173.2 SPEED RESTRICTIONS

Table 174 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BE193.6 and BE192.1 Perrysburg	**25**	**25**
BE164.8 and BE164.7	35	35
BE164.8 - Wye tracks	10	10
BE156.7 (Leipsic) NS Crossing	35	35
BE155.2 Entering CSX Main Track at XN Tower	20	20
BE150.6 and BE149.1 Ottawa	**35**	**35**
Trains entering, leaving and occupying GTW Ottawa Loop BE151.5 and BE147.5	10	10
BE142.9 and BE142.4 Columbus Grove	**35**	**35**
BE134.6 and BE131.5	40	40

Table 174 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BE134.5 Entering CSX Main Track at DT&I Junction	20	20
BE131.5 and BE128.6 Lima	**25**	**25**
BE128.6 and BE125.3	45	45
BE124.4 and BE123.6 Cridersville	**25**	**25**
BE117.9 and BE117.0 Wapakoneta	**30**	**30**
BE88.2 and BE87.2 Trains in excess of 14,000 tons only	40	40
BE80.3 and BE78.8 Troy	**25**	**25**
BE75.4 and BE73.3 Tipp City	**30**	**30**
BE62.4 and BE60.0	**30**	**30**
BE60.0 and BE58.3	**25**	**25**
BE58.3 and BE56.9 Dayton	**40**	**40**
BE54.9 and BE53.3 Moraine	**45**	**45**

Note:

Northward trains leaving Piqua Siding must not exceed 15 MPH until Garbry Road Crossing is reached.

173.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

Table 175. Engine Speed Indicator And Odometers

BE184 and BE183	BE122 and BE121
BE140 and BE139	

174.0 EQUIPMENT RESTRICTIONS

Table 176. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	Cars exceeding 315,000 lbs.	Must not operate on (see note)
P&T Industrial Track	Wreck Cranes	Must not operate on
Whitfield-Penn Iron & Coal Scale	All	Must not exceed 3 MPH

Note: Shipments of 6 axle tank cars, DUPX 29600 series, exceeding 315,000 lbs. are cleared for movement without restrictions.

1. Restricted Equipment Rule 34 will apply at the following locations:

   2nd Street and Mad River Bridge
   BE60.0 and BE60.5

2. Troy Industrial Track - Cars in excess of 50 feet 6 inches when coupled to other cars, and units coupled together, must not be operated over East End Interchange Track.

3. Six (6) axle units may be used at the following industrial locations:

Location	Industrial Track
Leipsic BE155.8	Leipsic Elevator and Protec Industry
Piqua BE89.4	Forrest Products
Piqua BE87.5	Decker Track
South Dayton BE57.1	Snyder Brick
Miamisburg BE49.0	Miamisburg
Trent BE34.2	Magnode
Botkins BE110.5	Botkins Grain
Custar BE171.0	Custar Elevator, Deshler Farmers Coop

175.0 INSTRUCTIONS RELATING TO OPERATING RULES

175.58 DEFECT DETECTORS

Table 177. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Tontogany, OH BE178.8	AD	Voice Instructions
Leipsic Jct, OH BE158.9	AD	Voice Instructions
Columbus Grove, OH, BE140.3	AD	Voice Instructions
Wapakoneta, OH BE118.1	AD	Voice Instructions
Kirkwood, OH BE94.8	AD	Voice Instructions
Vandalia, OH BE70.7	AD	Voice Instructions
Whitfield, OH BE51.3	AD	Voice Instuctions

175.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Table 178. Engine Speed Indicator And Odometers

Lima, OH - Yard Office	**Dayton, OH** - Yard Office

175.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossings at Grade**

Table 179. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Deshler BE164.8	CSX	Remote	234-B(2)
Leipsic Junction BE156.7	NS	Automatic	Note 1
NS Tower BE130.9	CR	Remote	Note 3
Erie Junction BE129.2	CR	Remote	Rule 234-B(2)
Lima Belt	NS	Automatic	Note 2

Note:

1. **Leipsic Junction, NS Crossing** - Time-out feature is for northward and southward approach circuits. Trains using more than 12 minutes between ends of siding and absolute signals, Leipsic Junction, can expect the absolute signals to display 'STOP' aspect, Rule C-292. When 'Stop' aspect is displayed on absolute signal, after contacting train dispatcher, crew will:
   a) Determine NS train or engine is not fouling or approaching crossing;
   b) Operate emergency release push button, located in box in northeast quadrant of crossing, when directed by train dispatcher or when emergency release light is illuminated;
   c) Wait 5 minutes;
   d) Signal should clear;
   e) If signal does not clear or when instructed by train dispatcher, operate appropriate push button to clear signal (located on signal mast for southward movement on main and northward movement on siding; and on post for northward movement on main and southward movement on siding);
   f) Signal should clear, if signal does not display aspect to proceed, secure permission of train dispatcher and,
   g) Pass signal at least 30 feet but not foul crossing;
   h) Wait 5 minutes and
   i) Proceed in accordance with Rule 233.
2. **Lima Belt, NS Crossing** -
   a) Conductor or engineer will secure permission to cross over from NS train dispatcher;
   b) After permission is obtained, open switches and wait 3 minutes for signal indication;
   c) If signal does not display aspect to proceed, pass signal at least 30 feet but not foul crossing;
   d) Wait 5 minutes; and
   e) Proceed.
3. **NS Tower, CR crossing** - Time out feature for northward approach circuits on No. 2 main is 15 minutes. Trains using more than 15 minutes between south end Erie Junction siding BE127.0, and both northward absolute signals NS Tower, BE130.3 and BE 130.9, can expect absolute signals to display "Stop" aspect, Rule C-292.

   Time out feature for southward approach circuits on No. 1 main is 8 minutes and 30 seconds. Trains using more than 8 minutes and 30 seconds between Bible Road, BE132.7, and southward absolute signal NS Tower, BE130.9, can expect the absolute signal to display "Stop" aspect, Rule C-292.

   Time out feature for northward approach circuits on No. 1 main is 3 minutes. Trains using more than 3 minutes between Elm Street, BE130.1, and northward absolute signal at NS Tower, BE130.9, can expect the absolute signal to display "Stop" aspect, Rule C-292.

   Time out feature for southward approach circuits on No. 2 main is 3 minutes. Trains using more than 3 minutes between O'Conner Avenue, BE131.5, and southward absolute signal at NS Tower, BE130.9, can expect the absolute signal to display "Stop" aspect, rule C-292.

   When "Stop" aspect is displayed on absolute signal, after contacting the train dispatcher and obtaining permission to pass the stop signal, in accordance with Rule 234-B (2), a crew member will operate the appropriate release button located on the west side of the east bungalow in the northwest quadrant of crossing, as follows:
   a) Observe lights in CSX emergency release box.
   b) If red light is illuminated, depress and hold push button for five (5) seconds.
      1) If white light illuminates, train may proceed over crossing in accordance with Rule 234-B(2)A.
      2) If white light does not illuminate, wait nine (9) minutes, then train may proceed over crossing in accordance with Rule 234-B(2)A.
   c) If red light is not illuminated, wait nineteen (19) minutes, depress and hold push button for five (5) seconds.
      1) If white light illuminates, train may proceed in accordance with Rule 234-B(2)A.
      2) If white light does not illuminate, wait nine (9) minutes, then train may proceed in accordance with Rule 234-B(2)A.

   The time interval referred to in Rule 234-B(2)A for NS Tower is nine (9) minutes.

175.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**
   a) **Lima, Old State Route 25** - Trains and engines must stop before moving over these streets. A member of the crew must flag the highway (Ordinance Depot Track and Lima Belt).
   b) **Troy, West Main Street** - Trains and engines must stop clear of crossing on P&T Industrial Track and not proceed until flagman has protected crossing.
   c) **Wapakoneta, Old State Route 25** - Trains and engines must stop clear of crossing on Wapakoneta Industrial Extension and not proceed until flagman has protected crossing.

d) **Cairo** - When northward trains are stopped in the siding and occupying the crossing circuit, crew member must use the key out feature to manually stop the automatic grade crossing warning devices.

2. **Rusty Rail Conditions -**

3. Due to rusty rail conditions on all tracks between Main Street Deshler, BE165.8 and East Boundry Street Perry, BE193.6, all engines must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.

175.100-D CONSTANT TIME MOTION DETECTOR ROAD CROSSING

The following crossings are equipped with a constant time motion detector, Rule 100-D, paragraph five applies:

Location	Crossing Name
BE58.4	Washington Street - Dayton
BE75.5	Crane Road - Tipp City
BE87.3	Garbry Road - Piqua
BE88.8	US 25A - Piqua
BE126.4	Breese Road - Lima
BE154.9	Road 7 or County Rd. 245 - Leipsic

175.105 USE OF SPECIFIED TRACKS

1. **Ottawa GTW Loop Track** - Movement will be made in accordance with CSX Operating Rule 105. Movements to and from the Ottawa GTW Loop Track are authorized by signal indications.

175.275 POWER OPERATED SWITCHES

Operating Rule 275 (6) will not apply at switches located at the south end, Haskins. Rule 275 (5) will apply when making a facing-point movement over this switch in "Hand" position.

175.400 RADIO STATIONS AND INSTRUCTIONS

1. All road trains will monitor channel 08.

Table 180. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
BE183.4	Continuous	08	Wayside
BE166.3	Continuous	08	Wayside
BE142.5	Continuous	08	Wayside
Lima	Continuous	08	Terminal
BE132.0	Continuous	08	Wayside
BE112.5	Continuous	08	Wayside
BE93.5	Continuous	14	Terminal
BE74.0	Continuous	14	Terminal
Needmore Yard	Continuous	08	Terminal
BE60.1	Continuous	08	Wayside
BE44.0	Continuous	08	Wayside

Table 180. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AR)	Continuous	14	Wauside

Note: The AR Train Dispatcher's call-in number is 2.

AR Train Dispatchers telephone No. is 1-800-435-2239.

2. Handling and Safeguarding

Locations of portable radio check-out and check-in points are:

Location	Control Point	Employee
Lima	Yard Office	Yardmaster
Dayton	Yard Office	Yardmaster

Lima and Cincinnati road crews may retain assigned portable radios until request is made for their return by a trainmaster.

175.807 THRU TRUSS BRIDGE

Bridge Number	Location	Mile Post
GTW	Ottawa Loop Track	GTW
588	Miami River	BE58.7

176.0 MISCELLANEOUS INSTRUCTIONS

1. **Safety Equipment, BP Chemical, Lima -**

The use of respirators or safety equipment at BP Chemical at Lima, Ohio, may be required when performing switching service. However, a good seal on a respirator must be obtained or it will reduce the benefits of the respirator, and the safety and health of the wearer may be threatened.

Therefore, with the requirement of respirators by BP Chemical, excessive facial hair, which interferes with the sealing surface of a respirator to prevent a tight seal, is prohibited for anyone entering the refinery gate.

Excessive facial hair is defined as hair that locates below the bottom lip, mustache hair that extends beyond the corners of the mouth, and sideburn hair that extends below the bottom of the ear lobe.

2. **Work Orders, Dayton and Lima -**

All inbound conductors are responsible to telefax completed work orders to the Terminal Service Center at 1-800-227-6842 or (904) 279-4635. Information must be complete, including times, mileposts, set-off tracks, etc., before telefaxing the information.

3. **Close Clearances -**

a) Leipsic - Account close clearance at Pro-tec Coating, employees are prohibited from riding moving equipment in or around Pro-Tec building. Signs are posted.

b) Piqua - Account close clearance at Berwick Steel, employees are prohibited from riding moving equipment in or around the Berwick Steel building. Signs are posted.

NOTES:

NOTES:

1000.00. TRAIN SPEEDS -

Table 181. 1000.01 SPEED CONDITIONS

Location	MPH
WHEN MOVING OVER INDUSTRIAL BRIDGES AND TRESTLES	10
THROUGH TURNOUTS AND CROSSOVERS, except where signal indications permit higher speed. (See Note 1)	10
ALL TRACKS OTHER THAN MAIN, SIGNALED TRACKS OR SIDINGS - (See Note 2)	10

Note:

1. Does not apply to engines being load tested on West Open track between North switch locomotive facility and Hopple Street viaduct.

1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

1003.01. Diesel Units

(1). Train handling Rule (THR#1) 2.1.4 Permits a Maximum of 8 units coupled for movement on all subdivisions on the Louisville Service Lane. Train handling Rule (THR#1)2.1.5 tonnage restrictions apply.

Exception 1 - Operation of consist with up to 12 diesel units following subdivisions:

Table 182. Subdivisions

Location	Between Milepost
Cincinnati Terminal	CA650.5 and CA665.0 KC9.8 and KC2.9 BE0.9 and BE5.0 T108.6 and T105.6
Louisville Terminal	09.2 and T2.8
Main Line	0174.7 and 09.2
LCL	T104.2 and T2.8

(2) A maximum of twelve units may be used in a locomotive consist, in multiple or in tow, when the maximum authorized speed on the subdivision is greater than 25 MPH.

Exceptions
Current restrictions in special instructions that restrict the class or number of locomotive units or weight of equipment that may be operated at a specific location are still in effect. All industrial spur operations and branch lines are restricted to a maximum of eight units.

The following subdivisions have a maximum authorized speed greater than 25 MPH but are restricted to a maximum of eight units:

LH&STL Subdivision

(3) Light Diesel Units - When making extended movements with light diesel units, movement will be controlled from cab of leading unit in direction of movement when possible.

(4) Six-Axle Units - Unless otherwise instructed, six-axle units will not operate on any industrial track.

1003.02. Cars

Short Cars-

No car less than 40 feet over the coupler pulling faces will be coupled to cars greater than 80 feet over the coupler pulling faces, except cabooses used on the rear of train only.

1003.12. Movement Of Restricted Loads And Equipment -

In addition to existing procedures and guideliness covering and protecting the movement of restricted loads and equipment, train crews will be required to notify the yardmaster before entering or departing a terminal when handling dimensional and restricted loads or equipment. This communication must be conveyed as much in advance as practicable. Line of road train crews and yard crews handling dimensional and restricted loads or equipment over main tracks which are either picked up on line of road or picked up at interchange are required to notify the dispatcher and/or the control station for authority to move. These instructions apply to CSX and foreign line crews.

Further, prior to a dimensional/restricted shipment being loaded on tracks, adjacent to the mainline or in terminal areas the chief train dispatcher/yardmaster must be notified.

1004.00. EQUIPMENT HANDLING RESTRICTIONS

1004.01. PSI Presure On SCWX Hoppers

Standard brake PSI pressure on SCWX Series 83000 aluminum hoppers. Set E and F will be maintained at 100 PSI at all times.

1004.02. Clearance Implicated Shipments

Procedures and guide lines covering the movement of Clearance Implicated shipments are located in the Restricted Equipment Rules:

1. 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.

1004.03. 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.

1004.04. Double Stack And Multilevel Movements

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Louisville Service Lane main tracks and sidings. CSXT train documentation will list this equipment as restricted and will show applicable height dimensions.

Table 183. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Cincinnati Terminal (Note 1)	19' 2"	19' 1"
C&N	19' 2"	19' 1"
Hoosier	18' 2"	19' 1"
Illinois	19' 2"	19' 1"
Indiana	19' 2"	19' 1"
Indianapolis (Note 2)	PROHIBITED	PROHIBITED
LCL	19' 2"	20' 2"
LH&STL	19' 2"	19' 1"
Louisville Terminal	19' 2"	20' 2"
Main Line	19' 2"	20' 2"
All other Subdivisions	PROHIBITED	PROHIBITED

Note:

1. Double Stack and Multi-Level equipment must not be operated over the "KC" siding track between "QB" Cabin and "KC" Junction.
2. 19 Ft. 2 In. ATR Double Stack and 19 Ft. 1 In. ATR Multi-Level equipment is permitted on portion of Indianapolis SD between BD122.0 and BD127.0

1004.05. Detroit Edison Trains

1. **Remote (Radio) Controlled Locomotives -**

   When Empty Detroit Edison trains are operated on the Detroit Division, all motive power will be positioned on the head end of the train. Movement of remote controlled locomotives in the middle of the train is not permitted.

   When taking charge of this type of locomotive equipment and the units are not coupled for multiple unit operation, before any movement is commenced, the engineer must ascertain the controls on the control console are properly positioned to isolate and prevent inadvertant movement of the remote controlled locomotives.

   Detroit Edison locomotives are not to be shut down, but will remain at idle when not needed for service.

2. **Equipment -**

   Equipment of Detroit Edison Unit trains, consisting of aluminum type freight cars in DEEX series (commencing with 1001), must be arranged in the proper manner or major damage and/or delay will result.

   All cars with even numbers have non-rotating couplers in both ends. All cars with odd numbers have rotating couplers in both ends. The odd numbered cars are further identified by having the last side panel at each corner of the car painted blue. The two types of cars must be alternated in the train. The following will govern:

   a) There must be a car with rotating couplers at both ends of any continuous block of cars.

   b) A rotating coupler must be coupled to a locomotive unit and the caboose.

   c) Two (2) non-rotating couplers must not be coupled together. Two (2) rotating couplers must not be coupled together.

   d) When the train is assembled, all uncoupling levers for rotating couplers must be disconnected and placed in the stowed position.

   e) If a bad order car is set out, on adjacent car must also be set out, unless the bad order car can be immediately replaced with a car of the same type.

   f) If cars are added to, or subtracted from, the train, they must always be changed in pairs.

3. **Air Hoses -**

   Replacement air hoses, 22 inch, 33 inch, and long flexible brake pipe hoses are provided on locomotives and cabooses of Detroit Edison trains.

   On General Motors (EMD) type units, those hoses will be found in the compartment where spare MU electric cables are kept (rear of the long hood end). On General Electric type units, they will be found in the compartment on the right side of the unit, on the long hood end adjacent to the locomotive cab.

   When necessary to replace a damaged hose, it will be necessary to inform the train dispatcher of the car number, replaced to "A" or "B" end of car, hose size, and from which locomotive unit or caboose the replacement hose was obtained.

1004.06. Scale Tracks

Engines must not operated over live rail of scale tracks.

Exceptions: These restrictions do not apply to the following scales:

1. Louisville Terminal
2. Queensgate Hump

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

1004.07. Loading SCWX Hoppers

When loading SCWX hoppers, in number series 83301 through 83499 (sets E&F) on grades that are 2% less or greater, the following proceedures should be followed:

1. Brake pipe pressure must be set for 100 PSI. (Procedures for reducing overcharge are attached).
2. Brake system must be fully charged before loading begins.
3. A minimum reduction of 6 to 8 pounds must be made immediately before loading begins.
4. A low throttle position must be used as needed (normally No. 1 or No. 2 position).
5. Brake pipe reduction of 2 to 3 pounds are to be used as needed to control the speed.
6. The maximum allowable reduction while loading is 28 pounds. If this does not control the speed, sufficient hand brakes must be applied.

7. At this point, if speed control cannot be satisfactorily controlled, it will be necessary to take the loaded cars down the hill and set them out. Then resume loading the remainder of cars.
8. If for any reason the brake pipe is disturbed during loading, other than normal brake pipe reductions, the train must be secured and air brake system recharged for 15 minutes before loading is resumed.
9. Crew is responsible to ascertain the "set designation" when handling SWCX aluminum hoppers.

1004.08. Unit Train Loading

When loading unit trains or placing cars at mines with foreign or private cars, see that they clear unit tipple chutes and other structures while moving through tipple. This will also include all cabooses.

When loading cars at fast loading tipples, crews should look over the conditions of flangeways in the tracks so as to avoid derailments in the vicinity of these tipples.

Finding flangeways in such conditions that they would create derailments, the matter must be promptly reported to the mine operators, also report made to trainmaster as soon as possible.

1004.17. Sperry Rail Test Car -

Restricted equipment Rule 40 will be applied when these vehicles are operating as a train which limits the operating speed to 30 MPH. When operating these vehicles as on-track equipment, Rule 720 will be applied, which will limit the operating speed to 1/2 the range of vision not exceeding 40 MPH.

1006.00. RADIO PROCEDURES

1006.02. 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 as outlined below.

ALL CHANNEL RADIO POSITIONS

Table 184. AAR Radio Channel Usage

Designation	TX	RX	User	Territory
Engineering	45	45	Engineering Forces	All Regions

1006.04. Initiating A Radio Call-In

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
   a) Trackstar III Radio - Set "DTMF-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
   b) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
   c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
   d) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call in has been performed, an answer back tone should 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.

1006.05. Emergency Call-In Procedures

When an emergency arises as defined in Operating Rule 415, the following prodedure will be used to initiate an emergency Call-In to the train dispatcher.

1. Select the appropriate train dispatcher channel and when using;
   a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.

      Press the "SELECT" button until the call number 9 is displayed

      Press the "SEND" button for two seconds and release.
   b) Motorola MCX's (Early Model), rotate the "TONE" switch until the call number 9 is displayed and the light to the left of the tone display indicates "DTMF". Press "DISP" button for two seconds and release.
   c) Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.
   d) Mobile radios equipped with "TOUCH-TONE" Microphones, press the call number 9 button for two seconds and release.
2. An answer-back tone will not be heard.
3. During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying:
   a) Transmitting unit (train identification or title and name),
   b) Precise location,
   c) Specific train dispatcher console (several may be coded in), and
   d) Nature of the emergency.
4. 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.

1006.06. Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement
   a) Train Handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive developes problems that could affect the efficient operation of the train.
   b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
2. Enhanced Locomotive/Train Safety And Efficiency
   a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication
   a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
   b) 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.
   c) 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.
   d) 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.
4. Radio Rules Compliance
   a) All applicable radio rules 400 - through - 425 will apply.
   b) 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.
   c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.
5. Mobile Units - To Telephone
   a) 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.
      1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52 or 42/77).
      2) Depress the access code for the desired base and wait for dial tone.
      3) If the base station is on the CSX network, dial the desired telephone number.
      4) If the base is SDN, dial 1-700 then the CSX network number.
      5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
      6) Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.
6. Base Locations

Note:

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 number is is 8-388-5555.

Cincinnati Term Subdivision

Table 185. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Cincinnati, Oh (CSX)	19	77	811*	811#

Indiana Subdivision

Table 186. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Seymour, In (SDN)	19	77	821*	821#
Mitchell, In (SDN)	19	77	831*	831#

Indianapolis Subdivision

Table 187. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Con ersville, In (SDN)	19	77	851*	851#
Juliette, In (SDN)	19	77	841*	841#

LH&STL Subdivision

Table 188. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Louisville, Ky (CSX)	19	77	211*	211#
Hawesville, Ky (SDN)	19	77	289*	289#
Evansville, In (CSX)	19	77	711*	711#

Louisville Term Subdivision

Table 189. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Louisville, Ky (CSX)	19	77	211*	211#

Main Line Subdivision

Table 190. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Louisville, Ky (CSX)	19	77	211*	211#
Lone Star, Ky (CSX)	19	77	251*	251#
East Knob, Ky (CSX)	16	88	252*	252#
Franklin, Ky (CSX)	19	77	261*	261#

LCL Subdivision

Table 191. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Campbellsburg, Ky (SDN)	19	77	221*	221#
Perdido, Al (SDN)	87	52	481*	481#
Mobile, Al (CSX)	19	77	411*	411#

1006.07. Handling And Safeguarding Radios

Care Of Equipment

Locomotive Radios - Engineers will note on inspection report any malfunction or unusual condition of locomotive radio.

Caboose radios - Conductors will submit a message to the appropriate personnel reporting any malfunction or unusual condition of caboose radio.

1020.00. INSTRUCTIONS RELATING TO OPERATING RULES

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for a excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control.

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

1040.00. MISCELLANEOUS INSTRUCTIONS

1040.03. Helper Engines

Maximum of 12 powered axles may be used to push against the caboose.

Freight trains containing Intermodal or Automobile Rack Cars may be assisted with Helper Engines attached to the rear of the train, but the Helper Engines must not have more than six axles under power.

1040.05. Hopper Cars Equipped With Straight Air -

APAX 100-206 are open-top hoppers and APAX 501-606 are flat bottom godolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline hose. The straight air is not to be used in normal operation.

Cars are stencilled on the end sill just above the trainline and straight air line. The straight air line is stencilled "STRAIGHT AIR" and the trainline is stencilled "TRAIN/LINE." The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled. APAX cars are equipped with ABD brakes.

1040.06. Grain Elevators -

Smoking or the use of fusees is prohibited on the premises of all grain elevators.

1040.08. Dragging Equipment Detectors (Voice Type)

Voice type dragging equipment detectors will be designated in timetable or train bulletin. Trains passing these locations may proceed providing no blue rotating beacon is activated when rear of train passes, or voice cummunication is received from detector location when rear of train passes, stating CSX Railroad, milepost and no defects. While train is passing detector and dragging equipment is located, 1000 cycle interrupted tone will be announced by radio for approximately 10 seconds for each dragging equipment detected, blue light will be illuminated, and when rear of train passes detector radio will announce CSX Railroad, milepost, dragging equipment near axle number and total axle count. This detector is capable of detecting 3 dragging equipment indications, or a malfunction of equipment in detector, voice communication from detector will announce detector malfunction. When this occurs, entire train must be checked. Trains stopped by this type detector with dragging equipment indication, and an axle count is given, must check 20 axles on each side of count given if no trouble is located near axle count announced. Trains stopped by detector malfunction indication must check entire train. If no voice message is received, train must be stopped and entire train must be checked.

1040.11. Knuckle Pins

After changing knuckles, employees must replace knuckle pins, if practicable. When unable to replace pin account broken, bent, or missing, and no replacement is available, they must advise the train dispatcher or yardmaster who will notify the Car Department of the train and cars affected so the condition(s) can be corrected.

1040.12. Repaired Hot Box

Trains picking up cars on line or road that have previously been set off account of hot box and have been temporarily repaired, will not exceed 5 MPH for the first 10 minutes, then gradually increase the speed during the next 10 minutes to 25 MPH, and must not exceed this 25 MPH to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where they can be readily observed by members of the crew, and a close watch must be maintained so that appropriate action can be taken in the event the journal becomes overheated.

1040.16. Long Cars On Wye Track

Cars 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

1040.17. Helper Engines - Louisville District

Maximum of 12 powered axles may be used to push against the rear car.

When necessary for Hill Helpers to assist any train with intermodal or automobile rack cars in their train, rear of train must not be pushed. They will be pulled instead.

1040.18. State Laws

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

State	Excessive Period of time
Illinois	Over 10 minutes
Indiana	Over 10 minutes
Kentucky	Over 5 minutes
Ohio	Over 5 minutes

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

1040.19. Superintendent's Bulletins

ISSUE AND DISTRIBUTION OF SUPEINTENDENT BULLETINS AND NOTICES

CINCINNATI DISTRICT

Subdivisions:

Table 192. Superintendents Bulletins	
Cincinnati Terminal	Toledo
Dayton Union	

INDIANA DISTRICT:

Subdivision:

Table 193. Superintendents Bulletins	
Indiana	Richmond
Indianapolis	Hoosier
Illinois	

LOUISVILLE DISTRICT:

Subdivision:

Table 194. Superintendents Bulletins	
LCL	Louisville Terminal
LH&STL	Main Line

CENTRAL OHIO

Subdivision:

Table 195. Superintendents Bulletins	
Midland	C&N
Lake Erie	Central Ohio

NOTES:

TONNAGE CHART

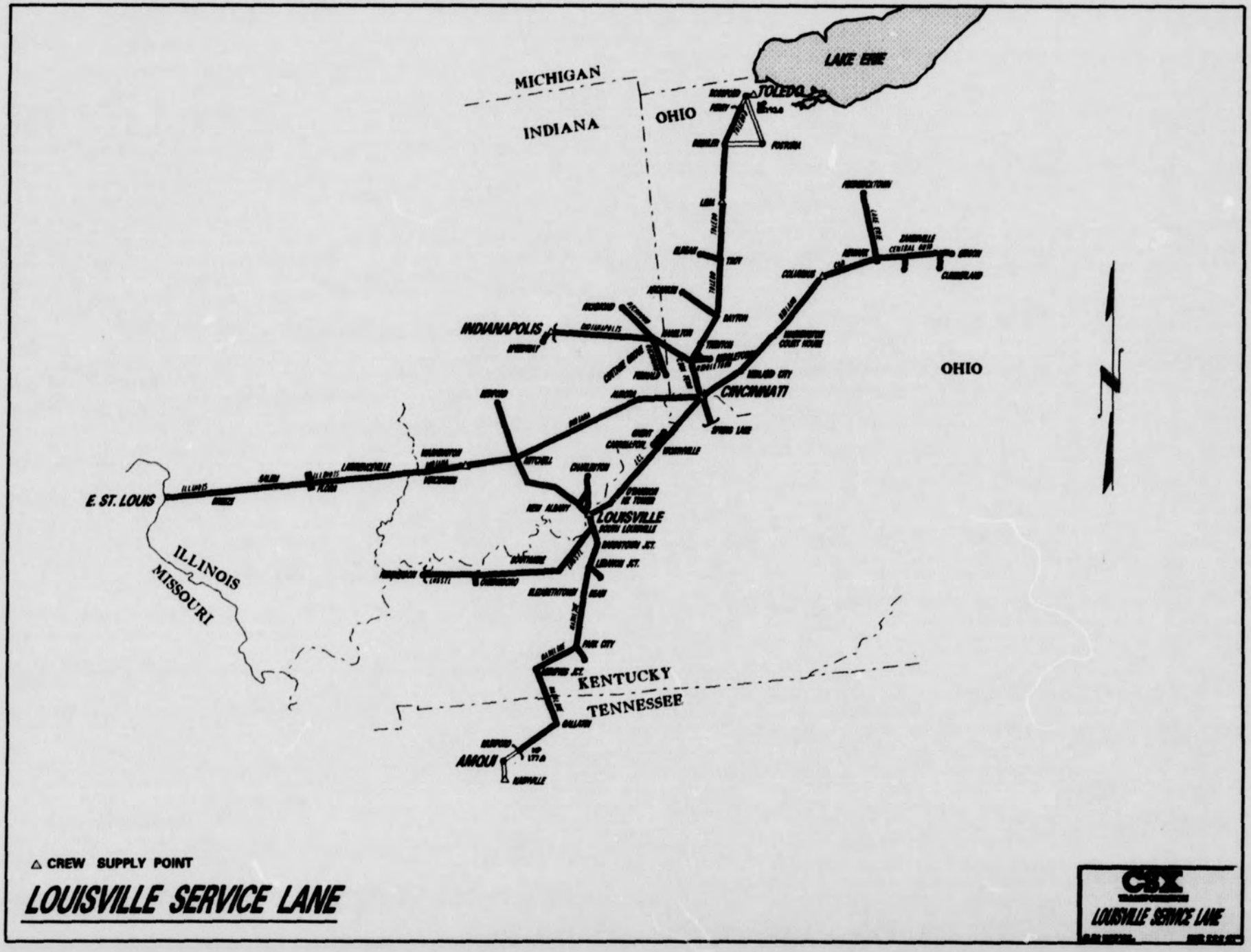
LOUISVILLE SERVICE LANE TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
CENTRAL OHIO SUBDIVISION							
Newark to Zanesville	3450	4550	5150	6900	8200	8950	12050
Zanesville to Newark	2950	3850	4400	5900	7000	7650	10300
CINCINATTI TERMINAL SUBDIVISION							
KC Jct. to Queensgate	5400	7100	8100	10800	12850	14000	18900
Queensgate to KC Jct.	1850	2450	2800	3750	4450	4850	6550
Cinci. to KC Jct.viaCUT	2200	2900	3300	4400	5200	5700	7700
Decoursey to Stevens	2250	2950	3350	4500	5350	5850	7850
Queensgate to Hamilton	4150	5450	6200	8300	9850	10750	14500
Hamilton to Trent	5850	7700	8750	11700	13900	15200	20450
M'dletwn & M'dletwn Jct.	4400	5800	6600	8800	10450	11400	15400
Trent to Hamilton	7500	9900	11250	15000	17850	19500	26250
Hamilton to Queensgate	4450	5850	6650	8900	10600	11550	15550
C&N SUBDIVISION							
Parsons to Newark	1800	2350	2700	3600	4250	4650	6300
Newark to Parsons	2050	2700	3050	4100	4850	5300	7150
ILLINOIS SUBDIVISION							
Shops to St. Louis	3700	4850	5550	7400	8800	9600	12950
St Louis to Vincennes	1950	2550	2900	3900	4600	5050	6800
Vincennes to Shops	2200	2900	3300	4450	5300	5750	7750
INDIANA SUBDIVISION							
Hamilton to Shops	1650	2150	2450	3300	3900	4250	5750
Shops to Hamilton	2300	3000	3450	4600	5450	5950	8050
INDIANAPOLIS SUBDIVISION							
Hamilton & Indianapolis	1600	2100	2400	3200	3800	4150	5600
LCL SUBDIVISION							
Latonia to LaGrange	1300	1700	1950	2600	3050	3350	4550
LaGrange to Osborn Yard	3500	4650	5250	7050	8400	9150	12300
Osborn Yard to LaGrange	1750	2300	2600	3500	4150	4550	6100
LaGrange to Latonia	1250	1650	1900	2550	3000	3300	4450
LH&STL SUBDIVISION							
Henderson to Stephenport	4000	5300	6000	8050	9550	10450	14050
Stephensport to Brndbrg.	2300	3050	3450	4650	5500	6000	8100
Brandenburg to Osborn Yd	4050	5350	6100	8150	9700	10550	14250
Osborn Yard to Irvington	1700	2250	2550	3450	4100	4450	6000
Ivington to Henderson	3900	5100	5850	7800	9250	10100	13650
Henderson to Howell	2700	3550	4050	5400	6400	7000	9450

LOUISVILLE SERVICE LANE – Continued –

TONNAGE RATINGS

	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
MAIN LINE SUBDIVISION							
Osborn Yd. to E'bethtwn.	1150	1550	1750	2350	2800	3050	4100
E'bethtwn. to Memp. Jct.	2300	3000	3450	4600	5450	5950	8050
Memphis Jct. to Gallatin	1950	2600	2950	3950	4700	5100	6900
Gallatin to Radnor	1900	2500	2850	3850	4550	5000	6700
Radnor to Gallatin	1850	2400	2750	3700	4400	4800	6450
Gallatin to Portland	1150	1550	1750	2350	2800	3050	4100
Portland to Osborn Yard	2100	2800	3150	4250	5050	5500	7400
Memphis Jct. to Guthrie	1550	2000	2300	3100	3650	4000	5400
Guthrie to Memphis Jct.	2100	2750	3150	4200	5000	5450	7350
Guthrie and End of Track	1350	1750	2000	2700	3200	3500	4700
MIDLAND SUBDIVISION							
Q'gate to Midland City	1650	2150	2450	3300	3900	4250	5750
Midland City to Q'gate	1800	2350	2700	3600	4250	4650	6300
Midland City to Parsons	1800	2350	2700	3600	4250	4650	6300
Parsons to Midland City	2300	3000	3450	4600	5450	5950	8050
TOLEDO SUBDIVISION							
Trent to Dayton	5850	7700	8750	11700	13900	15200	20450
Dayton to Lima	4300	5650	6450	8600	10250	11150	15050
Lima to Walbridge	5850	7700	8750	11700	13900	15200	20450
Walbridge to Lima	4800	6300	7200	9600	11400	12450	16800
Lima to Dayton	3500	4600	5250	7000	8300	9100	12250
Dayton to Trent	7500	9900	11250	15000	17850	19500	26250

Note: When AC44CW or AC60CW locomotives are used in single unit head end service, their rating will be reduced by 10%.



△ CREW SUPPLY POINT

LOUISVILLE SERVICE LANE

CSX TRANSPORTATION
LOUISVILLE SERVICE LANE

1047.00 SPEED TABLE

Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			

RAILROAD COMPANIES INTERCHANGING WITH CR, CSXT, OR NS

AA	Ann Arbor (Mich. Interstate)
ABC	Akron & Barberton Cluster
ACJR	Ashtabula, Carson & Jefferson
ACWR	Aberdeen, Carolina & Western
ADBF	Adrian & Blissfield
AF	Alabama & Florida
AGLF	Atlantic & Gulf
ALAB	Alabama
ALQS	Aliquippa & Southern
ALS	Alton & Southern
ALY	Allegheny & Eastern
AMHR	Landisville
AN	Apalachicola Northern
APD	Albany Port District
AR	Aberdeen & Rockfish
ARA	Arcade & Attica
ARC	Alexander
ASRY	Ashland
ATW	Atlantic and Western
AVR	Allegheny Valley
AWW	Algers, Winslow & Western
BAYL	Bay Lines
BB	Buckingham Branch
BCLR	Bay Colony
BDRY	Belvedere & Delaware
BEEM	Beech Mountain
BITY	Bristol Industrial Terminal
BLE	Bessemer & Lake Erie
BLOL	Bloomer Line
BMH	Beaufort and Morehead City
BNSF	Burlington Northern Santa Fe
BPRR	Buffalo & Pittsburgh
BRC	Belt Railway of Chicago
BRW	Black River & Western
BS	Birmingham Southern
BSOR	Buffalo Southern
BVRY	Brandywine Valley
CA	Chesapeake & Albemarle
CALA	Carolina Southern
CBL	Conemaugh & Black Lick
CBRM	Chillicothe-Brunswick Rail Maint.
CC	Chicago, Central & Pacific
CCKY	Chattooga & Chickamauga
CCRA	Camp Chase Industrial
CEIW	Central Indiana & Western
CERA	Central of Indianapolis
CF	Cape Fear
CFWR	Caney Fork & Western
CHR	Chestnut Ridge
CHRR	Chesapeake
CHTS	Chester Valley
CIND	Central of Indiana
CIRR	Chattahoochee Industrial
CISD	Colonel's Island
CLNA	Carolina Coastal
CMGN	Central Michigan
CMPA	Madison
CN	Canadian National
CP	Canadian Pacific
CPDR	Carolina Piedmont
CR	Conrail
CRL	Chicago Rail Link
CRLE	Coe Rail
CSKR	C & S
CSL	Chicago Short Line
CSO	Connecticut Southern
CSS	Chicago, South Shore & South Bend
CSXT	CSX Transportation
CTN	Canton
CTR	Clinton Terminal
CTRN	Central of Tenn. Ry & Navigation
CUOH	Columbus & Ohio River
CUVA	Cuyahoga Valley
CWCY	Caldwell County
CWRY	Commonwealth
DC	Delray Connecting Railroad
DER	Dunn Erwin Rwy.
DL	Delaware-Lackawanna
DLWR	Depew, Lancaster & Western
DRHY	Durham Transport
DT	Decatur Junction
DV	Delaware Valley
EARY	Eastern Alabama
ECBR	East Cooper & Berkeley
EEC	East Erie Commercial
EFRR	Effingham
EIRC	Eastern Illinois
EJE	Elgin, Joliet & Eastern
EJR	East Jersey Railroad and Terminal
ELKR	Elk River
EPRY	East Penn
ESHR	Eastern Shore
ETRY	East Tennessee
FCEN	Florida Central
FEC	Florida East Coast
FGLK	Finger Lakes
FI	Flats Industrial
FNOR	Florida Northern
FRR	Falls Road
FWCR	Florida West Coast
GAFL	Georgia & Florida
GBRY	Gettysburg
GC	Georgia Central
GMRY	Great Miami & Scioto

RAILROAD COMPANIES INTERCHANGING WITH CR, CSXT, OR NS

GNRR	Georgia Northeastern
GNWR	Genesee & Wyoming
GR	Grand Rapids Eastern
GRWR	Great Walton
GSM	Great Smokey Mountain Rwy.
GSWR	Georgia Southwestern
GU	Grafton & Upton
GWRC	Georgia Woodlands
GWWE	Gateway Eastern
GWWR	Gateway Western
HB	Hampton & Branchville
HCRR	Honey Creek
HESR	Huron & Eastern
HMCR	Huntsville & Madison County
HRRC	Housatonic
HRS	Hollidaysburg & Roaring Springs
IAIS	Iowa Interstate
IC	Illinois Central
ICRK	Indian Creek
IHB	Indiana Harbor Belt
ILW	Illinois Western
IN	Indiana Northeastern
INRD	Indiana
IOCR	Indiana & Ohio Central
IORY	Indiana & Ohio Railway
ISRR	Indiana Southern
ISSR	ISS Rail
JEFW	Jefferson Warrior
JKL	J. K. Line
JTFS	Juniata Terminal
JVRR	Juniata Valley
KBSR	Kankakee, Beaverville & Southern
KCS	Kansas City Southern
KJR	Kiske Junction
KT	Kentucky & Tennessee
KWT	KWT Rwy.
LAL	Livonia, Avon & Lakeville
LANO	Lancaster Northern
LC	Lancaster & Chester
LIRC	Louisville & Indiana
LNAL	Louisville, New Albany & Corydon
LRS	Laurinburg & Southern
LSRC	Lake State
LT	Lake Terminal
LVRR	Lycoming Valley
LW	Louisville & Wadley
LXOH	Lexington & Ohio
LXVR	Luxapalila Valley
MBRR	Meridian & Bigbee
MCER	Massachusetts Central
MCLR	McLaughlin Line
MCRR	Monongahela Connecting
MDDE	Maryland & Delaware
MDLR	Midland Terminal
ME	Morristown & Erie
MGRI	MG Rail
MIDH	Middletown & Hummelstown
MJ	Manufacturers' Junction
MKC	McKeesport Connecting
MMID	Maryland Midland
MMRR	Mid-Michigan
MNJ	Middletown & New Jersey
MPA	Maryland & Pennsylvania
MS	Michigan Shore
MSCI	Mississippi Central
MSE	Mississippi Export
MSO	Michigan Southern
MSTR	Massena Terminal
MVRY	Mahoning Valley
MWHA	Mohawk, Adirondack & Northern
NBER	Nittany & Bald Eagle
NCR	Northern Central
NCVA	North Carolina & Virginia
NCYR	Nash County RR
NDCR	NDC Railroad Co.
NECR	New England Central
NERR	Nashville & Eastern
NHRR	New Hope & Ivyland
NOPB	New Orleans Public Belt
NOW	Northern Ohio & Western
NPB	Norfolk & Portsmouth Belt Line
NS	Norfolk Southern
NSHR	North Shore
NSR	Newburg & South Shore
NTRY	Nimishillen & Tuscarawas
NYA	New York & Atlantic
NYCH	New York Cross Harbor
NYLE	New York & Lake Erie
NYSW	New York, Susquehanna & Western
OCTL	Oil Creek & Titusville
OGEE	Ogeechee
OHCR	Ohio Central
OHIC	Ohi-Rail
OHRY	Owego & Harford
OMID	Ontario Midland
OSRR	Ohio Southern
PAL	Paducah & Louisville
PAM	Pittsburgh, Allegheny & McKees Rocks
PBL	Philadelphia Belt Line
PBNE	Philadelphia, Bethlehem & New England
PBR	Patapsco & Back Rivers
PBRR	Pine Belt Southern
PDRR	Pee Dee River
PICK	Pickens

RAILROAD COMPANIES INTERCHANGING WITH CR, CSXT, OR NS

PIR	Pittsburgh Industrial
PJR	Port Jersey
POV	Pittsburgh & Ohio Valley
PPU	Peoria & Pekin Union
PRV	Pearl River Valley
PRYL	Port Royal
PSR	Pittsburg & Shawmut
PTSC	Port Terminal Railroad of South Carolina
PUCC	Port Utilities Commission of Charleston
PVRR	Pioneer Valley
PW	Providence & Worcester
QBT	Quincy Bay Terminal
RBMN	Reading, Blue Mountain & Northern
RCC	Red-Mont
RJCM	R. J. Corman, Memphis
RJCN	R. J. Corman, Allentown
RJCP	R. J. Corman, Pennsylvania
RJCR	R. J. Corman
RJCW	R. J. Corman, Western Ohio
RSM	Railroad Switching Serv. of Missouri
RSNR	Red Springs & Northern
RSR	Rochester & Southern
RT	River Terminal
SAN	Sandersville
SB	South Buffalo
SBLN	Sterling Belt Line
SBRR	Stourbridge
SBVR	South Branch Valley
SCRF	South Carolina Central
SCTR	South Central Tennessee
SCXF	South Central Florida Express
SGLR	Seminole Gulf
SH	Steelton & Highspire
SIND	Southern Indiana
SLRR	St. Lawrence & Raquette River
SM	St. Mary's
SLRS	Switching Management Services
SOM	Somerset
SRC	Strasburg
SRNJ	Southern Railroad of New Jersey
SSDK	Savannah State Docks
ST	ST Rail System
STLH	St. Lawrence & Hudson
SUAB	Southern Alabama
SVRR	Shamokin Valley
SWP	Southwest Pacific
TASD	Terminal Railway, Ala. State Docks
TBRY	Thermal Belt
TCKR	Turtle Creek Industrial
TMSS	Towanda-Monroeton Shippers Lifeline
TPW	Toledo, Peoria & Western
TRRA	Terminal RR Assoc. of St. Louis
TSBY	Tuscola & Saginaw Bay
TSRR	Tennessee Southern
TTIS	Transkentucky Transportation
TTR	Talleyrand Terminal
TYBR	Tyburn
UCIR	Union County Industrial
UMP	Upper Merion & Plymouth
UP	Union Pacific
URR	Union Railroad
VR	Valdosta
VRR	Vaughan
VRRC	Vandalia
WCOR	Wellsboro & Corning
WCTR	WCTU Company
WE	Wheeling & Lake Erie
WGCR	Wiregrass Central
WHOE	Walking Horse & Eastern
WJ	West Michigan
WKR	Western Kentucky
WNFR	Winifrede
WSOR	Wisconsin & Southern
WSRY	Winamac Southern
WSS	Winston-Salem Southbound
WTNN	West Tennessee
WTRM	Warren & Trumbull
WTRY	Wilmington Terminal
WW	Winchester & Western
WWRC	Wilmington & Western
WYEC	WYE Transportation
YARR	Youngstown & Austintown
YB	Youngstown Belt
YKR	Yorkrail
YVRR	Yadkin Valley