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TT - GL

GREAT LAKES DIVISION

CHICAGO SUBDIVISION

Timetable Number

1

Revised: November 30, 2023

EFFECTIVE OCTOBER 15, 2021

GREAT LAKES DIVISION TIMETABLE

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CHICAGO SUBDIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

EACH STATION PAGE WILL CONTAIN THE FOLLOWING INFORMATION:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

B. EXPLANATION OF CHARACTERS

SYMBOLS:

- Ⓐ – Automatic Interlocking Ⓒ
– Controlled Interlocking ⒸP –
Controlled Point
- CS – Controlled Siding
- 773 – Dispatcher Radio Call in Code
- Frt. – Freight Trains
- Jct. – Junction
- Ⓔ – Non-Interlocked Railroad Crossing at Grade
- N/S – Non-Signaled
- PTC – Territory with Positive Train Control installed for use
- r – Radio Base Station, Monitored Continuously
- SS – Signaled Siding
- ss – Spring Switch
- S – Stop Sign
- Y – Wye
- ⒶL – Yard Limits

TRAIN INSPECTION DETECTORS:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector

CHICAGO SUBDIVISION

C. DIESEL UNIT GROUPS

GROUP 1	GROUP 2	GROUP 3	GROUP 5	GROUP 6
GP22ECO	GP33ECO	RP20CD	SD60M/I/E	SD70ACe
GP38-2	GP59E	SD33ECO	SD70	SD70ACc
GP40-2	GP60	SD40E	SD70M	SD70ACT4
		SD40-2	SD70M-2	SD70ACu
		SD45-2	D8-40CW	SD80MAC
			C40-8.5	ET44AC
			D9-40CW	AC44C6M
			ES44DC	ES44AC

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher controls all Main Tracks, Controlled Points, and Controlled Interlockings.

E. DIVISION SPECIAL INSTRUCTIONS

1. All Great Lakes Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:
 - a. GL-O-A-1 — Refers to NS Operating Rule A.
 - b. GL-S-1607-1 — Refers to NS SGCR Rule 1607.
2. **NOTE:**
 - a. GL indicates the Special Instruction is specific to Great Lakes Division.
 - b. "-1," "-2," etc., will number concurrent division instructions that reference the same system instruction.

LINE SEGMENTS	MILEPOST	PAGES
Chicago Terminal.....	CD 479.3 – CD 522.8.....	5 – 20
Chicago Junction (CR&I).....	UW 0.0 – UW 5.3	21 - 29
Chicago District.....	B 365.4 – B 518.7	30 - 49

Great Lakes Timetable Summary Changes Chicago Sub-division

Bulletin No.	ITEM	REVISED	CHANGES
OB-19	6. Communications C. Telephone Numbers	10/29/2021	Network Operation Center (NOC) desk phone number changes
OB-20	5. Locomotive and Car Restrictions	10/29/2021	Locomotive and Car Restrictions B. TRAILING TONNAGE RESTRICTION. 4. Cars not loaded in accordance with Appendix 1 Loaded Multi- Platform Stack/Spine Car Configurations in the System Timetable.
GLOPB-002	1. Rules in Effect	1/06/2022	PTC and Zero PIH Limits
N/A	Chicago District Map	2/15/2022	Corrected labeling error for North Pullman Siding and Pass.
GLOPB-028	Chicago District Map	9/28/2022	New Control Point (Pearl) and Siding Extension
GLOPB-035	2. Max Speeds	9/28/2022	Corrected MP Numbering error on Chicago District
GLOPB-027	7. Term. Instructions M. General Instructions	6/15/2022	BH24 at Burns Harbor designated as a RIP Track.
GLOPB-039	5. Switches & Derails D. Elec. Locks	12/13/2022	Stateline Electric Switch Chicago Terminal
GLOPB-017	Station Page	7/10/2023	New Hot Bearing Detector at CD 511.6
GLOPB-033	Handbrakes	8/18/2023	Fort Wayne Terminal Handbrakes Updated
GLOPB-035	Handbrakes	8/23/2023	Chicago Terminal Handbrakes Updated

CHICAGO TERMINAL

	WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>1</p> <p>CSXT PM LINE AMTRAK</p> <p>LMIC RR</p> <p>BURNS HARBOR</p> <p>ROLL & HOLD</p> <p>PINE SIDING</p> </div> <div style="width: 45%; text-align: right;"> <p>2</p> <p>CSXT PORTER BRANCH</p> <p>WORHTINGTON STEEL</p> <p>CSS&SB R.R.</p> <p>CSXT</p> </div> </div>		SS		CHICAGO TERMINAL DISP 046 643		
		5665	CD 479.3	CP 479	(CP)	
			CD 482.2	CP 482	(CP)	
		SS				
		5665	CD 483.5	CP 483	(CP)	1
			CD 485.02	CP 485	(CP)	
			CD 485.7	Burns Harbor Yard		
			CD 487.1	CP 487	(CP)	
			CD 490.0	HBD-DED 1-2		
		SS				
		10001	CD 490.10	CP 490	(CP)	
			CD 492.40	CP 492	(CP)	
			CD 494.0	CP 494	(CP)	
		SS				
	19008	CD 497.1	CP 497	(CP)		

CHICAGO TERMINAL

	WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p style="font-size: small; margin-top: 10px;"> PINE YAR CSXT BUFFINGTO N BIA 249.4 LAKE FRONT IHB 2 IHB 1 CSXT WHITING YARD COLEHOUR RUNNER BRC CONN 2 LD 21M 22M 21 W 22 W PM LD 34 LD 33 LD </p>	1 2		CD 498.9	CP 498.....	(CP) 2	
				CD 498.3	Pine Yard (NS-CN RY. Joint)	
				CD 500.1	CP-500.....	(CP) 2
				CD 501.0	CP-501.....	(CP)
				CD 502.8	CP 502.....	(C)
				CD 503.4	CP 503.....	(DB) (C)
				CD 503.7	HBD-DED 1-2-3	
				CD 506.5	CP-506.....	(CP)
				CD 507.2	CP 507.....	(CP)
				CD 508.0	Colehour Yard	
				CD 509.7	CP 509.....	(DB) (C) 2
				CD 511.6	HBD-DED 1-2	
				CD 513.3	CP 513.....	(CP)
				CD 515.1	Park Manor Yard (63rd St)	
				CD 515.8	Englewood.....	(CP)
				CD 516.9	55th St Yard	

CHICAGO TERMINAL

	WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	<p style="text-align: center;">55th St Yd METRA 4S 3S 1 2</p> <p style="text-align: center;">4S 4M</p> <p style="text-align: center;">UW2 UW1</p> <p style="text-align: center;">4M 4N</p> <p style="text-align: center;">METRA RUNNER UP CANAL PORT YARD</p> <p style="text-align: center;">CN CN</p> <p style="text-align: center;">BNSF B1 BNSF B2 BNSF B3 AMTK 3M</p> <p style="text-align: center;">AMTRAK AMTRAK 5M AMTRAK 4M</p>	<p>CS</p> <p>10100</p>	<p>CD 518.5</p> <p>CD 518.5</p> <p>CD 521.1</p> <p>CD 521.2</p> <p>CD 522.8</p>	<p>CP-518 (CP)</p> <p>HCD-W 18'09"</p> <p>4 North</p> <p>21st Street (C)</p> <p>South Branch Bridge (DB) (C)</p> <p>Chicago Union Station</p>	

CHICAGO TERMINAL

STATION PAGE INFORMATION

NOTE 1: Interlocking in service for Main 2 Track only.

NOTE 2: Interlocking in service for Signaled Siding only.

1. RULES IN EFFECT

BETWEEN	MAIN TRACK	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK	Main 4 Track
	RULES				
CP-479 and CP-501		261 PTC	261 PTC		
CP-501 and CP-502		261 PTC	261 PTC	261 PTC	261 PTC
CP-502 and Hick		261 PTC	261 PTC	261 PTC	
CP 503 and CP-506		261 PTC	261 PTC	261 PTC	
CP-506 and CP-509		261 PTC	261 PTC	261 PTC	
CP-509 and 21st Street		261 PTC	261 PTC		
CP-509 and Rock Island Jct.	261 PTC				

Tracks are numbered from North to South. Main 1, Main 3, Main 2, Main 4

Unequipped/uninitialized movements in PTC territory are permitted ref: OR 426

Burns Harbor IN MP CD 485.0 – MP CD 487.0

Colehour Yard MP CD 506.5 – MP CD 509.4

47th Street Yard MP CD 515.7 – MP CD 520.0

2. MAXIMUM SPEEDS - PASSENGER

BETWEEN	SS	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK	MAIN 4 TRACK
	MPH				
MP CP 479 and MP CD 480.9		79	79		
MP CD 480.9 and MP CD 483.0		70	70		
CP 482 to CP 483 Porter Siding	25				
MP CD 483.0 and CP 501		79	79		
CP 409 to CP 492 Millers Siding	45				
CP 497 to CP 501 Pine Siding	45				
CP-501 and CP-502		70	70	45	45
CP-502 and CP 503		60	60	45	
CP 503		30	30		
CP 503 and CD-505.9		55	55	45	
MP CD-505.9 and CP-506		45	45	45	
CP-506 and CP-509		55	55	45	
CP-509		30	30		
CP-509 and MP CD 510.5		70	50		
MPCD 510.5 and MP CD 516.0		70	70		
Englewood and MP CD 516.0		55	55		
MPCD 516.0 and MP CD 516.3		30	30		
MPCD 516.3 and MP CD 517.2		40	40		
MP CD 517.2 and MP CD 518.0.		45	45		
MP CD 518.0 and 21st St. Int.,		70	70		
21 st St. Int., and CN Crossing		15	15		
21st Street Turnout to I.C.G.	Main				
	10				
All Others	Main				
	20				

2. MAXIMUM SPEEDS - TV - FREIGHT

BETWEEN	SS	MAIN 1 TRACK			MAIN 2 TRACK			MAIN 3 TRACK			MAIN 4 TRACK		
		TV	FRT TPOB < 120	FRT TPOB ≥ 120	TV	FRT TPOB < 120	FRT TPOB ≥ 120	TV	FRT TPOB < 120	FRT TPOB ≥ 120	TV	FRT TPOB < 120	FRT TPOB ≥ 120
		MPH											
CP 479 and CP 482		60	60	50	60	60	50						

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2. MAXIMUM SPEEDS - TV – FREIGHT (CONT.)

CP 482 and CP 483	25													
CP 482 and CP 501		60	60	50	60	60	50							
CP 490 and CP 492	40													
CP 497 and CP 501	40													
CP 501 and CP 502		55	50	50	55	50	50	40	40	40	40	40	40	
CP 502 and CP 503		40	40	40	40	40	40	40	40	40				
CP 503		30	30	30	30	30	30							
CP 503 and CP 509		40	40	40	40	40	40	40	40	40				
CP 509		30	30	30	30	30	30							
CP 509 and MP CD 516.0		50	45	45	50	45	45							
MPCD 516.0 and MP CD 516.3		30	30	30	30	30	30							
MP CD 516.3 and 21 st Street		40	40	40	40	40	40							
21 st Street, Over ICG Crossing		10	10	10	10	10	10							
CP 509 and Rock Island Jct.	WEST													
	15													
	EAST													
	20													
East and West Wye Tracks to IHB R.R. CP 502	MAIN				10	10	10					10	10	10
	10													
21 st Street, Turnout to I.C.G.	MAIN													
	10													
All Others	20													
At all other locations, hot metal trains must not exceed the following:										Loaded — 15 MPH Empty — 10 MPH				
21/22 track at Park Manor from CP 509 to CP Englewood 33/34 track at 55st yard from 55st yard 4 North, 4 South, and 3 South at 55st yard										15 MPH				

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

MP CD 478.0 to MP CD 479.0
MP CD 488.0 to MP CD 489.0

MP CD 497.0 to MP CD 498.0
MP CD 511.0 to MP CD 512.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

EXCEPTIONS:

Authorized Weight

Chicago Line (CP-479 to CP-509) for coal and grain for all other freight	315,000 lbs.
Chicago Line (CP-509 to 21st St.)	286,000 lbs.

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4. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS (CONT.)

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty multi-level cars
2. Intermodal single-platform flats and such flats loaded with empty trailers or containers.
 - Empty Flatcars
 - Loaded with all empty trailers or containers
3. 75-foot-long or longer flats, including center beam center and bulkhead flats, frame racks, and switch panel cars
 - Empty flats
 - Loaded cars with all empty trailers or containers
 - Loaded cars with only one loaded trailer or container
4. Single or multiple-unit articulated double-stack (well) cars, or empty multiple unit spine cars.
 - Empty cars
 - Cars not loaded in accordance with Appendix 1 Loaded Multi-Platform Stack/Spine Car Configurations in the System Timetable.

C. HEIGHT RESTRICTIONS

1. CP-518
 - a. High Car Detector for westward movements exceeding 18'9" on Main 1 and Main 2 Tracks is located at MP CD 518.5.
 - b. High car detector for Westward movements on main 1 and main 2 tracks is located at MP CD 518.5. Detector transmits voice alarm on AAR channel 046-046 for cars in excess of 18'9".

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. CHICAGO LINE
 - a. 6-axle locomotives are prohibited on the following tracks:
 1. **Burns Harbor, IN**
 - a. Precoat Metals – MP CD 491 (A45)
 - b. Amrox – MP CD 491 (A41)
 - c. Midwest Steel – MP CD491
 - d. Worthington Steel Co. – MP CD482 (C05)
 2. **Chicago Terminal**
 - a. Western Ave I.T. (Sweetener Track/Batory Foods), UW 2.83 – All Tracks
 - b. Calumet River I.T. (Riverline), GJ and RU Line – All Tracks
 - c. Rock Island (Pullman Branch)
 - d. Finkle & Sons (C07)
 - e. Stateline Lead (Aberdeen Stub, Detroit Salt, South Chicago Packing), UW 0.9 – All Tracks
 - f. RIP Tracks at 51st
 - g. South Boomer (Case Paper), UW 0.4 – All Tracks
 - h. North Joint Tracks (ADM), BK Line – All Tracks
 - i. Lemoyne Line (off BNSF Corwith Yard Lead) – All Tracks
 - j. CTA Lead
 - k. Horn Track (Vantage Chemical), UW 1.8 – All Tracks
 - l. Bio Start (49 Line), KN 1.5 – All Tracks
 - m. Cedar Concepts (49 Line), KN 1.5 – All Tracks
 - n. South End of 51st Yard Except 37-41
 - o. Former Whitcomb #2 & #3. MP CD504
 - p. Whiting 12 MP CD504
 - b. **Hot Metal Cars**
 1. No loaded hot metal car may operate over Bridge MP CD 487.69 either track or MP CD496.71 Main 2 track.
 2. All hot metal car movements over CP-509 Bridge, movements must not stop on bridge.

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5. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

SWITCH LOCATED AT	CONNECTING	WITH	NORMAL POSITION
Calumet Western Jct.	Western I.T.	River Line I.T.	To River Line I.T.
Loop Stub	Loop Track	Loop Stub	Loop Track
BN Overhead Bridge (18 th St.)	Industry Track	Northward Main 2 Yard Runner	Northward Main 2 Yard Runner
BNSF Connection from Lemoyne	Lemoyne Lead	BNSF Lead	BNSF Lead

B. HANDLING OF DERAILS

System instructions govern.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

NONE.

D. ELECTRIC SWITCH LOCKS.

LOCATION	SWITCH	TRACK	TIMER
CD481.5	Porter Yard	2	15:00
CD505.6	Whiting Yard	3	4:34
CD508.3	State Line	3	9:51

E. RADIO / DTMF CONTROLLED SWITCHES

MP	LOCATION	AAR	NORMAL	REVERSE
CD513.7	Park Manor 21East/22East X-Over	030	#21311	#21333
CD513.8	Park Manor 21Middle/Park Manor Ld	030	#21211	#21233
CD513.9	Park Manor Lead / 2L	030	#21111	#21133
CD516.4	Echo Wye Switch B	050	#39211	#39233
CD516.5	Echo Wye Switch 5	050	#39311	#39333

6. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
MTO	640
Elkhart Dispatcher	644
Chicago Terminal Dispatcher	643
Service Support	658
Mechanical Operations Center (MOC)	123
LCDI Help Desk	125
Wayside (JWDS) Help Desk	127
Wayside Detector Retransmission	001
PTC General	130
PTC Priority (Premium Trains Only)	135
RFE Center	117

B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX - RX	ZONE	TX - RX	ZONE
Porter, IN	046-046	-	-	-
Burns Harbor Yard	046-046	-	-	050-050 064-064
51 st Street, IL	046-046	-	-	050-050
51 st Street, 55 th Street Yard Offices	046-046	-	-	050-050

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6. COMMUNICATION INFORMATION (CONT.)

Ashland Avenue Yard Office	064-064	-	-	087-087 034-034
51 st Street, Engine House	064-064	-	-	-
Colehour Yardmaster	064-064	-	-	-
River Line	064-064	-	-	-
Park Manor Yardmaster	030-030	-	-	-
PTI / Cab Dispatcher	034-034	-	-	-

C. TELEPHONE NUMBERS CONTACT

PHONE

Great Lakes Division SS	800-898-4296
Great Lakes Manager Train Operations	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lakes ACD West	470-463-1006
Elkhart Dispatcher	404-877-9529
Chicago Terminal Dispatcher	404-877-9540
In Tek New Carlisle, IN	574-654-1012
Burns Harbor Yardmaster	219-787-7705
Colehour Yardmaster	219-473-7038
Park Manor Yardmaster	773-538-9367
55 th St. Yardmaster	773-538-9274
Landers Operator	773-470-4131
Ashland Ave. Yardmaster	773-847-5230
Ashland Ave. Trainmaster	773-451-1609
Calumet Trainmaster	773-449-6373
Chicago Command Center	773-449-6324
PTI Cab Dispatcher	773-449-6415

7. TERMINAL INSTRUCTIONS

A. CLOSE CLEARANCE

Close Clearances exist at the following locations:

1. **Burns Harbor, IN**
 - a. MP CD495 Metal Processing / Andes Coil
2. **Pine Yard –**
 - a. Between tracks PN06, PN07, PN08, PN09, PN10 if occupied.
3. **Chicago Terminal Industries**
 - a. **Indiana Sugars:**
 1. Warehouse Track- fence and building on south side.
 2. Mill track - Tank connection
 - b. **Hammond Lead:**
 1. Building on both side of tracks 1 and 2.
 - c. **Imperial Smelting:**
 1. Building on south side of track
 - d. **Grand Warehouse:**
 1. Grand Warehouse - building on north side of track
 2. Former CTI Warehouse track 7-building on west side sign posted.
 3. Former CTI Warehouse track 8-building on east side.
 - e. **Ceres Terminal - Kinder Morgan:**
 1. Bad footing and a close clearance fence exist on the north side of track 3.
 2. When using the scale track, do not ride the side of cars adjacent to track 1 and track 2 due to close clearance created when cars are on track 1.
 - f. **Galaxy Steel:**
 1. From the #9 switch all the way into the plant.
 - g. **ADM Milling:**
 1. Rail Gate
 2. Various locations, all tracks inside gate. Employees must not ride side of car on any track inside gate.
 - h. **Aeropress:**
 1. There are close clearance signs on the outside of the gates.

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7. TERMINAL INSTRUCTIONS(CONT.)

A. CLOSE CLEARANCE (CONT.)

- i. **Continental Paper:**
 - 1. Track two (east track along the wall).
 - j. **Case Paper:**
 - 1. Spot track (south along the wall).
 - k. **Detroit Salt:**
 - 1. Between the unloader and the track.
 - l. **JEI:**
 - 1. Between the track and the building.
 - m. **South Chicago Packing:**
 - 1. All tracks within the plant.
 - n. **Cameo Containers:**
 - 1. Do not ride cars in to the plant due to close clearance on both sides.
 - o. **Vantage:**
 - 1. Do not ride cars on the plant lead if cars are placed on the 86 track.
 - p. **Biostar:**
 - 1. A close clearance gate exists.
4. **Chicago Terminal within Yards.**

There are numerous bridge girders in the Chicago Terminal, at Ashland Ave., 55TH St., 51St St. and the MAINLINE between CP509 and CP521. These bridge girders are CLOSE CLEARANCES and employees are not allowed to ride on the side of a car through these girders. Be advised of the following close clearance locations. Employees are prohibited from riding the sides of cars or the steps of locomotives at the locations listed below account no clearance:

a. **55th Street Yard (47th and 51st St Yards)**

- 1. Body of yard, Track 1 through Track 6, due to close track centers.
 - 2. 33 Lead and 34 Lead over the following bridges:
 - a. 55th Street
 - b. 59th Street
 - c. 63rd Street
 - d. 51st Street Yard
 - 3. Body of yard, Scale track through Track 34, due to insufficient track centers.
 - 4. Lead Track over the following bridges:
 - a. 55th Street
 - b. 57th Street
 - c. 58th Street
 - d. 59th Street
 - 5. Track 40 over the following bridges:
 - a. 55th Street
 - 6. Track 41 over the following bridges:
 - a. 55th Street
 - b. 57th Street
 - c. 58th Street
 - 7. 51st St Side
 - a. Tracks 1, 2, 3, 4, 5, 6, 7
 - 8. 47th St Side
 - a. Tracks 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 34, 36, 38, 39, 40, 41
 - b. Bridge Girders between CP Pershing and CP Brighton.
 - c. Bridge Girders on the panhandle track toward Batory Foods/Chicago Sweetner A70.
 - d. Ashland Yard:
 - 1. Tracks 13, 14,15,16,17,18,19,20.
 - 2. Ashland Inbound
 - 3. Ashland Outbound
 - 4. Tracks 20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41.
- b. **Colehour Yard:**
- 1. Colehour Runner.
 - 2. Tracks 1,2,3,4,5,6,7,8,9,10,11.
- c. **Park Manor:**

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7. TERMINAL INSTRUCTIONS (CONT.)

A. CLOSE CLEARANCE (CONT.)

- a. Tracks 2, 3, 7, 8
- b. A close clearance exists between the east end of tracks 7 and 8.
 1. Using the derail for a reference point on track 8, trains, engines, or equipment must be parked or left standing on track 7 or 8 at least 75 feet west of the derail on track 8.
 2. Trains, engines, or equipment must not pass on at least 75 feet west of the derail on track 8.
 3. Trains, engines, or equipment must not pass on either tracks 7 or 8 unless it is known that standing equipment to be passed is 75 feet behind the derail on track 8.
 4. Park Manor Lead and track 21
 5. Track 21 and 22.
- d. **Whiting:**
 1. Tracks 9,10

B. TRACK PERMISSION

1. SC&S I.T. (River Line) MP GJ 3.8 to GJ 5.5 is under control of the Chicago District Dispatcher
2. Calumet River I.T. (River Line) MP RU 0.0 to RU 4.4 is under control of the Chicago District Dispatcher
3. Western Ave I.T. MP BK 305.7 to BK 309.0 is under the control of the Chicago Terminal Dispatcher
4. Bernice R.T. MP QP 293.4 to QP 294.3 is under Chicago District Dispatcher.
5. Gary Branch MP TC 243.2 to TC 245.10 is under the control of the Chicago Terminal Dispatcher
6. Pullman Branch (Rock Island) MP PB 0.0 to PB 5.5 is under the control of the Chicago District Dispatcher
7. Kenwood Line (49 Line) KN 0.0 to KN 3.0 is under the control of the Ashland Yardmaster

C. INTERLOCKING INSTRUCTIONS

NONE.

D. DRAWBRIDGES

1. Hick Drawbridge CD 503.4
2. CR Bridge CD 509.6

E. HANDBRAKE REQUIREMENTS

For all Yards and Tracks listed below "as No C102 required", the C102 exemption does not apply to Key Trains. All Key Trains or cuts of cars meeting the definition of a Key Train must be properly secured with a C102.

1. **Burns Harbor (No C102 required.)**
 - a. All tracks in Burns Harbor Yard will require a minimum of 3 handbrakes for proper securement of cars at the West End.
 - b. When flat switching do not cut cars off into a clear track. Kicking is limited to 5 loads or 10 empties. When leaving standing cars while switching, sufficient handbrakes must be applied to prevent cars from moving. Handbrakes on all tracks at Burns Harbor will be applied from the west end except for eastbound traffic when set to air and given to mechanical department to work.
2. **55th & 51st Yards**
 - a. All Yard Tracks - 2 handbrakes. No C102 required.
 - b. Track 4 North - 2 handbrakes, C102 is required.
3. **Colehour Yard**
 - a. All Yard Tracks - 2 handbrakes. No C102 required.
 - Exception: Track 3 Runner - 2 Handbrakes – C102 is required.
4. **Park Manor Yard**
 - a. PM01, PM02 and PM07 – 2 handbrakes. No C102 required.
 - b. PM03 – 4 handbrakes. No C102 required.
 - c. PM04, PM05 – 4 handbrakes. No C102 required.
 - 2 handbrakes for equipment north of the crossing break. No C102 required.
 - d. PM06, PM08, PM09 – 6 Handbrakes. No C102 required.

CHICAGO TERMINAL

7. TERMINAL INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS (CONT.)

5. 47th Street Yard

- a. All yard tracks – 2 handbrakes. 4 North, minimum two handbrakes required and a C102 must be completed.

6. Ashland Yard

- a. All Yard Tracks – 2 handbrakes. No C102 required.
 - Exception: When flat switching at Ashland, tracks must have 5 handbrakes applied prior to commencement of switching.

F. TRAIN HANDLING INSTRUCTIONS NONE.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. Westward trains receiving stop indication at CP-482 must stop clear of “CC” sign located east of Calumet Street, MP CD 481.1, to avoid activating crossing protection for 8th Street, MP CD 481.5.
- b. Trains or engines performing work or leaving cars on South Signaled Siding over Mineral Springs Road, MP CD 482.77, when necessary will operate the manual control mechanism to release the automatic crossing warning devices.
- c. Eastward freight trains receiving approach signal, Rule 314, at Signal 489-1E or 489-2E must contact Chicago Terminal Dispatcher before blocking Ogden Dunes. Ogden Dunes Road Crossing must not be blocked except in an emergency.

2. QUIET ZONES

NONE.

3. RUSTY RAIL CONDITIONS

NONE.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED NONE.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

NONE

J. EXCESSIVE CURVATURE RESTRICTIONS

Long (73 feet or more) cars may be handled on Main and Passing Tracks without restrictions. The following instructions apply to movement on tracks other than Main and Passing Tracks:

1. Long cars must not be handled through No. 6 turnouts.
2. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 feet. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be made under observation at slow speed.
3. Long cars must not be handled on curves exceeding 17 degrees.

MP	TRACK	DEGREES
UW 1.8	Horn Track	15

CHICAGO TERMINAL

7. TERMINAL INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Great Lakes Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - a. Amtrak – Michigan Subdivision MP CP 482 to MP CP 143
 - b. CSXT – Porter Branch
 - c. IHB – Chicago Terminal
 - d. BRC – Chicago Terminal
 - e. CP Ry. – Chicago Terminal
 - f. CN RY. – Chicago Terminal
 - g. BNSF – Chicago Terminal
 - h. UP RR – Chicago Terminal
 - i. CRL – Chicago Terminal
 - j. Metra – Chicago Terminal

2. Trains and engines of other divisions and foreign lines will use Great Lakes Division tracks as shown below:
 - a. Amtrak – MP CP 521 to MP CP 194
 - b. CSXT – MP CP482 to MP CP 509
 - c. IHB – Chicago Terminal
 - d. BRC – Chicago Terminal
 - e. CP Ry. – Chicago Terminal
 - f. CN RY. – Chicago Terminal
 - g. BNSF – Chicago Terminal
 - h. UP RR – Chicago Terminal
 - i. CRL – Chicago Terminal
 - j. Metra – Chicago Terminal

L. HAZMAT SPILL PAN LOCATIONS

NONE.

M. GENERAL INSTRUCTIONS

1. MIDWEST STEEL

- a. Midwest Steel has replaced their Blue Flag with a Switch Signal Light. The following signal aspects defined below will govern movement into the facility.
 1. Blue Aspect - Do Not Enter.
 2. Yellow Aspect - Okay to Enter.
 3. No aspect (Signal Inoperative) - this will be considered a "Do Not Enter" signal. However, the Transportation Coordinator may escort the crew in if the signal is considered inoperative.
 4. Note: The Transportation Department Crew Coordinator will still need to be contacted before entering plant properly.

2. Chicago Terminal Yard Switching:

- a. When a track is being coupled, no cars are to be added to the opposite end of the track.
- b. Do not cut off equipment in motion into clear tracks. Equipment should be shoved to a stop prior to detaching from locomotive or train. Hand brakes are to be applied when applicable.
- c. Loaded coil cars, flat cars with shift able loads or cars with lading that is above the end of the car must not be cut off in motion; they must be shoved to rest.
- d. Any instances of by-passed or mismatched couples are to be reported immediately to the yardmaster and trainmaster. No attempts are to be made to separate by-passed couplers unless so directed by Supervision. The yardmaster or trainmaster will notify the Mechanical Department to inspect the cars for any damage to train line equipment or brake rigging.
- e. Employees involved in the process of handling car lists and in position to review actual standing of cars will be held accountable for their review of the track. Disciplinary action may be involved if employees handling tracks do not report extra and/or missing cars or if cars are switched to locations other than specified by the yardmaster.

CHICAGO TERMINAL

7. TERMINAL INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

- f. Before any train is shoved into any track, the train must be stopped at the lead switch and the EOTD removed. It will be the responsibility of all concerned to ensure this is done. Crews finding EOT's on cuts of cars when pulled out to switch are to remove the EOTD and place in proper location for handling.
 - g. Employees are prohibited from protecting shove moves when they cannot see the equipment that they are protecting.
 - h. BH24 at Burns Harbor is designated as a RIP track and it is prohibited to kick or free roll cars into the track.
- 3. All Yards**
- a. Mechanical and Engineering department employees must not operate hand switches, operate, or install derails on any switching leads in Chicago without first having permission from the yardmaster and a job briefing with any crew switching on the lead in questions.
 - b. 47th Street Yard
 - 1. The normal position of the crossovers on tracks 33 and 34 at 47th Street is lined for the straight route. Any diverging routes through the crossovers must be restored to the normal route once cleared.
 - 2. Engine House- the new tracks are named Engine House WEST and Engine House West. Both tracks are named to correspond with the Pit and Cab Tracks. For additional reference, Engine House East will be the track adjacent to track 37. Engine House East Track is a stub end track inside the new facility.
 - 3. Mechanical Department derails and blue lights are located on the North end of Engine House East track and Engine House West track. A Mechanical department derail is also located on the South end of the Engine House West track. The derails and blue lights are electrically operated and controlled by Mechanical personnel. Permission must be obtained from the Flying Squad gang leader or radio channel 50/50 before entering. If the gang leader cannot be reached, contact the 47th street Yardmaster for permission.
- 4. OTHER INDUSTRIES**
- a. **CHEMTRADE**
 - 1. There are three tracks within the confines of the industry. These tracks are designated No. 1-3. No. 1 track being the north track or the one closest to the river.
 - 2. All inbound cars are to be placed on No. 1 or No. 2 track only.
 - 3. All outbound cars are to be placed on No. 3 track and occasionally on No. 2 track.
 - 4. Crews spotting the unit acid train are to place 10 cars on Track No. 2 and derails located within the second gate are for industry use only and should not be handled by NS crews. The gate to the plant must be closed after switching/spotting is done. The gate closest to the main track should be left open. Chemtrade switch on main 1 has a timer set for five (5) minutes on the electric lock. After receiving authority to open the switch, the switch must be operated before the derail or the electric lock will not unlock.
- 5. OTHER INSTRUCTIONS**
- a. **MEAL PERIODS**

The following process is in effect to guide train crews in reference to meal periods:

 - 1. The conductor of each yard assignment is responsible to see that his or her crew has their meal period within the allotted time which is between 4'30" on duty and 5'40" on duty with the yardmaster's permission. All crews are to

CHICAGO TERMINAL

7. TERMINAL INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

Take their meal period as scheduled. All understand that there may be times when it may be necessary to work through lunch.

2. Before passing 5 hours 30 minutes on duty and crew had not taken lunch, the crew is to request via the Yardmaster to be given lunch/meal period. If the meal period cannot be taken and the Yardmaster instructs the crew to work, you must request the supervisor's name that denied the meal period. Meal periods can only be denied by supervision.
3. When making a claim for meal periods missed, the claim must include the following:
 - a. Time requested meal period
 - b. Time meal period denied
 - c. Supervisor's name that denied meal period
 - d. Job Symbol, working location at time of request, and reason for denial of meal period.
 - e. If a claim is entered that has this information, all will be processed and paid. Any claim is entered that do not meet this requirement will be denied.
 - f. All must have a supervisor to deny the meal period.
 - g. If a crew will be on duty more than 10.5 hours the conductor is responsible to see that the crew is given a 2nd meal with the yardmaster's permission.

6. ON DUTY GREATER THAN/LESS THAN 13 HOURS

1. Any regular assigned crew that is on duty 13 hours or less will report at their normal on-duty time.
2. Any regular assigned crew that is on duty over 13 hours will contact the on-duty trainmaster for reporting instructions.

7. FLAGMAN

1. All flagmen are required to notify the Chicago Command Center (773-449-6324) if a contractor is not present at their reporting location within one hour of their call time.

8. MSI LODGIN INSTRUCTIONS FOR ROAD CREWS

1. All road crews reporting for duty in the Chicago Hotel are required to be checked out of their room 15 minutes prior to on duty time.
2. All road crews are required to depart the hotel no later than 15 minutes on duty to departure from the hotel and every 15 minutes until departure from the hotel is required to be immediately communicated to the Chicago Command Center (773-449-6324).
3. Taxis may be used to stop one time in route to the yard office or train if the following conditions are met.
4. The food stop is no more than 5 minutes off the designated route. The stop does not last longer than 15 minutes.

9. RIT AND MTR REPORTING

1. Car and engine movements between local industries and each controlling location must be properly recorded in the RIT device or MTR app prior to the crew departing. After closing out the work order in the RIT device or MTR app, the conductor must verbally inform the Yardmaster of doing so. This will all the Yardmaster to verify the cars have been placed in the correct order in the correct track. If a situation arises in which the crew will go on hours of service before returning to the controlling station or before the work order can be closed out in RIT or the MTR app, all information pertaining to the movement of rail cars and the engines should be given to the on duty yardmaster. This will be adequate information in place of closing out the work order in the RIT device or MTR app. The yardmaster will coordinate OS to get all reporting updated in the system. Where there is no yardmaster on duty, the crew should contact OS and provide all information for reporting purposes.

CHICAGO TERMINAL

7. TERMINAL INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

10. PTI-CALLING FOR TAXES

1. Trains going to the following foreign yards should contact the Hick Tower, Hick Tower should call the CCC and OTR taxis will be arranged to move the crew to the dorm:
 - a. Bensenville
 - b. Hawthorne
2. Trains going to the following foreign yards should contact Calumet Tower or the Chicago Command Center should get the pick ups worked into their yard cab routes:
 - a. BRC
 - b. IHB
 - c. 68th Street handoff trains for the CN
3. Trains going to the following foreign yards should contact Ashland Yardmaster, Ashland should get the pick-ups worked into their yard cab routes, if there are no cabs available, overflow will go to the 55th Street Yard cabs:
 - a. BNSF Corwith
 - b. Cicero
 - c. BNSF 18th & Western
 - d. UP Wolf Road
 - e. UP Proviso – if no cab available, OTR cab should be arranged by the CCC.

11. VEHICLE OPERATION

1. All utility brakeman will be responsible for submitting a vehicle inspection report to the drop box located at each yard listed below as well as faxed to the number listed above. This report must be completed prior to driving vehicle at the beginning of tour of duty. Form may be procured from:
 - a. Calumet – yard office
 - b. Landers – crew room
 - c. Ashland – yard office
 - d. 55th St – yard office
 - e. Park Manor – yard office
 - f. Colehour – yard office
2. All vehicles should have a sufficient amount of fuel in them and not left on empty. There are WEX cards for each for each vehicle for fueling.
3. Company vehicles are not to be parked in the rubber tire pathways of the overhead cranes at reporting locations.
4. Company vehicles are not to be parked within 4 feet of the rail at any time unless road conditions warrant.

12. 3 STEP PROTECTION FOR POLICE/INTERMODAL

1. 3 Step Protection for Police/Intermodal
The following guidelines are in effect for the protection of Railroad Police Employees.
 - a. To obtain protection a NS Police officer must arrange for 3-step protection (SEE RULE OR22) with the crew coupled to the cars.
 - b. When no crew is coupled to the cars involved, NS Police officer must arrange for protection from the yardmaster (or operator at Landers) who will withhold movement from the track(s) involved.
 - c. The yardmaster (or operator) must withhold movements by one of two methods:
 1. Notifying all crews working in the yard to stay out of the track, when clear, the NS Police officer must then report in the clear to the yardmaster (or operator) or
 2. By instructions the NS Police officer to arrange for their protection directly with all the crews working at that location. The yardmaster/operator will tell the police officer which crews have to be contacted. The NS Police officer must then communicate with each crew to stay off the tracks and not to allow any cars into the track until the police officer reports in the clear. When in the clear, the NS Police officer must then report

CHICAGO TERMINAL

7. TERMINAL INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

- to each crew that was contacted.
2. The following guidelines are in effect for the protection of intermodal employees needing to adjust loads on trains with engines attached:
 - a. The yardmaster will be advised by Lift Vendor handling the activity of our intention to use 3-point protection and a plan of action agreed to. The yardmaster will convey the plan to the appropriate train crew members. The Lift Vendor manager and the transportation representative (conductor, utility man or trainmaster) must meet on the ground at the location of the work.
 - b. There must be clear understanding between the Lift Vendor and the transportation representative of the work to be performed before requesting 3-point protection from the locomotive engineer. Once the engineer has applied 3-point protection the Lift Vendor will advise the machine operator and groundsman to proceed.
 - c. When that move is completed and the machine and groundsman are in the clear, the Lift Vendor will advise the transportation representative who will advise the engineer to remove 3 step protection. In the event that the transportation representative cannot contact the engineer via radio, it is permissible to have the yardmaster relay.
- 13. GENERAL SWITCHING**
1. Mechanical and Engineering department employees must not operate hand switches, operate, or install derails on any switching leads in Chicago without first having permission from the yardmaster and a job briefing with any crew switching on the lead in questions.
 2. Do not cut off equipment in motion into clear tracks. Equipment should be shoved to a stop prior to detaching from locomotive or train. Hand brakes are to be applied to secure unattended equipment.
- 14. FRA EXCEPTED TRACK**
1. 110th Street – Chicago
 2. Board of Education – Chicago
 3. Chicago Heights Yard: All Tracks – Chicago
 4. Colehour Yard – Panhandle Lead and 3,4,5,6 Tracks
 5. House 5 Track – Chicago
 6. Lemoine District - Chicago
 7. Loomis District – Chicago
 8. Old State Line District and New State Line District – Chicago
 9. Western Avenue I.T., between 49th St. and 16th St. Chicago

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

FROM	TO
B 495.0 -	B 518.3
CD 496.1 -	CD 522.3
LK 6.3 -	LK 10.9
BK 305.8 -	BK 307.9
JH 11.0 -	JH 12.8
KN 0.0 -	KN 3.2
PB 0.0 -	PB 4.4
QP 293.4	QP 294.1
TC 240.3 -	TC 244.9
UW 0.0 -	UW 7.0

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
NONE.

C.R.&I. (CJ's / CHICAGO JUNCTION)

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			CHICAGO TERM. DISP - 064 643	
<p style="font-size: small;"> METRA RNR UP CANALPORT YARD STATE LINE PACKERS SHORT WAY M1 M2 WABASH YD SWITCHING LEAD HORN ASHLAND SIDING 5 LD DAMEN 16 4 LD STACK HUMP CSXT 239 WESTERN AVE IND CN BNSF CONN MoFw CN TO BNSF WESTERN AVE YD BNSF 4 BNSF 3 BNSF 2 BNSF 1 TO BNSF CINCERO YD CSXT 2 CSXT 1 </p>		<p>UW 0.0</p> <p>UW 0.15</p> <p>UW 2.0</p> <p>UW 2.4</p> <p>UW 2.6</p> <p>UW 3.18</p> <p>UW 4.6</p> <p>UW 5.0</p> <p>UW 5.3</p>	<p>CP 518..... (CP) Butler Wye (North Boomer)</p> <p>CP HALSTED..... (CP) South Boomer Packers</p> <p>CP PERSHING..... (CP) Ashland Yard Office</p> <p>CP BRIGHTON (C) CN Joliet Subdivision Crossing</p> <p>ASH ST (C) CN Freeport Subdivision Crossing</p> <p>CP CERMAK..... (CP) 16th St UP Rockwell Subdivision UP Global One Yard</p> <p>Ogden Jct</p>	<p></p> <p></p> <p></p> <p></p> <p style="text-align: center;">1</p> <p style="text-align: center;">2</p> <p></p> <p></p> <p></p>

CR&I LINE - CHICAGO JUNCTION

STATION PAGE INFORMATION

NOTE 1: When switching out of Ashland Yard via CP Pershing, if it becomes necessary to enter CP Brighton Park under dispatcher's permission for head room, the lead equipment, be it locomotive or car, must make a complete move through CP Brighton Park to prevent setting the trap circuit across the diamond.

NOTE 2: Remotely controlled by CN Dispatcher.

1. RULES IN EFFECT

BETWEEN	MAIN	MAIN 1	MAIN 2
	RULES		
CP 518 and CP Cermak		261	261
CP Cermak and Ogden Junction		261	261
BNSF West Wye (toward Cicero)	261		

Unequipped/uninitialized movements in PTC territory are permitted ref: OR 426
Ashland Avenue Yard MP UW 0.3 – MP UW 2.5

2. MAXIMUM SPEEDS

BETWEEN	MAIN	MAIN 1	MAIN 2
	MPH		
CP 518 and CP Cermak		25	25
CP Cermak and Ogden Junction		15	15
BNSF West Wye (toward Cicero) Over bridge	10 5		

3. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

EXCEPTIONS:	AUTHORIZED WEIGHT
CR&I I.T. (CP Brighton to CP-518 Chicago Line)	286,000 lbs
CR&I I.T. (CP Brighton to UP R.R.)	286,000 lbs
Western Ave. I.T. (CP Brighton to BNSF R.R.)	286,000 lbs

B. HEIGHT RESTRICTIONS.

1. CP-518
 - a. High car detector for Westward movements on main 1 and main 2 tracks is located at MP CD 518.5. Detector transmits voice alarm on AAR channel 046-046 for cars in excess of 18'9".

C. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. LOCATIONS OF EQUIPMENT RESTRICTIONS

6-axle locomotives are prohibited on the following tracks:

- a. Western Ave I.T. (Sweetener Track/Batory Foods), UW 2.83 – All Tracks
- b. Calumet River I.T. (Riverline), GJ and RU Line – All Tracks
- c. Rock Island (Pullman Branch)
- d. Finkle & Sons (C07)
- e. Stateline Lead (Aberdeene Stub, Detroit Salt, South Chicago Packing), UW 0.9 – All Tracks
- f. RIP Tracks at 51st
- g. South Boomer (Case Paper), UW 0.4 – All Tracks
- h. North Joint Tracks (ADM), BK Line – All Tracks
- i. LeMoyné Line (off BNSF Corwith Yard Lead) – All Tracks

CR&I LINE - CHICAGO JUNCTION

3. LOCOMOTIVE AND CAR RESTRICTIONS (CONT).

C. LOCATIONS OF EQUIPMENT RESTRICTIONS (CONT).

- j. CTA Lead
- k. Horn Track (Vantage Chemical), UW 1.8 – All Tracks
- l. Bio Start (49 Line), KN 1.5 – All Tracks
- m. Cedar Concepts (49 Line), KN 1.5 – All Tracks
- n. South End of 51st Yard Except 37-41
- o. Former Whitcomb #2 & #3. MP CD504
- p. Whiting 12 MP CD504

4. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

LOCATION	CONNECTING	WITH	NORMAL POSITION
Calumet Western Jct.	Western I.T.	River Line I.T.	To River Line I.T.
Loop Stub	Loop Track	Loop Stub	Loop Track
BN Overhead Bridge (18 th St.)	Industry Track	Northward Main 2 Yard Runner	Northward Main 2 Yard Runner
BNSF Connection from LeMoyne	LeMoyne Lead	BNSF Lead	BNSF Lead

B. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

C. ELECTRIC LOCK SWITCHES

MP	SWITCH	TRACK	TIMER
UW 0.10	Wabash Lead	3	7:40
UW 0.70	State Line	2	6:12
UW 1.10	Packers (3 Locks)	Cross-over	5:00
UW 1.50	Ash Lead	2	6:07

D. RADIO / DTMF CONTROLLED SWITCHES

LOCATION	SWITCH	AAR	NORMAL	REVERSE
CD516.4	Echo Wye Switch B	050-050	#39211	#39233
CD516.5	Echo Wye Switch 5	050-050	#39311	#39333

E. HANDLING OF DERAILS

Wabash
South Boomer
So Fleece

5. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
MTO	640
Chicago Terminal Dispatcher	643
Elkhart Dispatcher	644
Operations Support (OS)	658
Mechanical Operations Center (MOC)	123

CR&I LINE - CHICAGO JUNCTION

5. COMMUNICATION INFORMATION (CONT.)

A. DIAL IN RADIO CODES (CONT.)

CONTACT	CODE
LCDI Help Desk	125
Wayside (JWDS) Help Desk	127
Wayside Detector Retransmission	001
PTC General	130
PTC Priority (Premium Trains Only)	135
RFE Center	117

B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX AND RX	TONE	TX AND RX	TONE
51 st Street, IL	046-046	-	050-050	-
51 st Street, 55 th Street Yard Offices	046-046	-	050-050	-
Ashland Avenue Yard Office	064-064	-	087-087 034-034	-
51 st Street, Engine House	064-064	-	-	-
Colehour Yardmaster	064-064	-	-	-
Park Manor Yardmaster	030-030	-	-	-
PTI / Cab Dispatcher	034-034	-	-	-

C. TELEPHONE NUMBERS

CONTACT	PHONE	MICROWAVE
Great Lakes Division OSS	800-898-4296	-
Great Lakes Manager Train Operations	404-877-9695	-
Great Lakes Assistant Chief Dispatcher	404-877-9696	-
Chicago Terminal Dispatcher	404-877-9540	-
Elkhart Dispatcher	404-877-9529	-
Colehour Yardmaster	219-473-7038	-
Park Manor Yardmaster	773-538-9367	-
55 th St. Yardmaster	773-538-9274	-
Landers Operator	773-470-4131	-
Ashland Ave. Yardmaster	773-847-5230	-
Ashland Ave. Trainmaster	773-451-1609	-
Calumet Trainmaster	773-449-6373	-
Chicago Command Center	773-449-6324	-
PTI Cab Dispatcher	773-449-6415	-

6. TERMINAL INSTRUCTIONS

A. CLOSE CLEARANCE

1. CLOSE CLEARANCE Industries

- a. **Continental Paper:**
 1. Track two (east track along the wall).

- b. **Case Paper:**
 1. Spot track (south along the wall).

- c. **Detroit Salt:**
 1. Between the unloader and the track.

CR&I LINE - CHICAGO JUNCTION

6. TERMINAL INSTRUCTIONS (CONT.)

A. CLOSE CLEARANCE (CONT.)

1. CLOSE CLEARANCE Industries

d. JEI:

1. Between the track and the building.

e. South Chicago Packing:

1. All tracks within the plant.

f. Cameo Containers:

1. Do not ride cars in to the plant due to close clearance on both sides.

g. Vantage Oleo Chemical:

1. Do not ride cars on the plant lead if cars are placed on the 86 track.

h. Biostar:

1. A close clearance gate exists.

i. CN – Close Clearance Kensington 3 Runner

1. Close clearance exists when shoving back at Kensington on three runner due to girders. Stop your move and walk train by the girders.

2. CLOSE CLEARANCES within the Terminal

- a. There are numerous bridge girders in the Chicago Terminal, at Ashland Ave. These bridge girders are CLOSE CLEARANCES and employees are not allowed to ride on the side of a car through these girders. Be advised of the following close clearance locations. Employees are prohibited from riding the sides of cars or the steps of locomotives at the locations listed below account no clearance:

3. Engineering measurements have determined the following close clearances exist due to close track centers. Employees are prohibited from riding the sides of cars or the steps of locomotives at the locations listed below:

a. Ashland Yard:

1. Tracks 13, 14, 15, 16, 17, 18, 19, 20.
2. Ashland Inbound
3. Ashland Outbound
4. Tracks 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36,37, 38, 39, 40, 41.

B. TRACK PERMISSION

1. Damen 16 is controlled by Ashland Yardmaster.
2. Western Ave I.T. MP BK 305.7 to BK 309.0 is under the control of the Ashland Ave Yardmaster
3. Kenwood Line (CR&I) KN 0.0 to KN 3.0 is under the control of the Ashland Ave. Yardmaster.

C. INTERLOCKING INSTRUCTIONS

1. When switching out of Ashland Yard via CP Pershing, if it becomes necessary to enter CP Brighton Park under dispatcher's permission for head room, The lead equipment, be it locomotive or car, must make a complete move through CP Brighton Park to prevent setting the trap circuit across the diamond.

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. Section (C) of rule C102 applies at all times within Chicago Terminal for the purpose of ensuring the effectiveness of locomotive handbrakes.
2. **Hand brakes:**
 - a. All hand brakes applied or released on intermodal equipment will be immediately communicated via radio to the appropriate controlling Yardmaster.
 - b. All Yardmasters will keep an accurate record and communicate with crews the

CR&I LINE - CHICAGO JUNCTION

6. TERMINAL INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS (CONT.)

- location of applied hand brakes on intermodal equipment.
- c. The quick release lever must not be relied on to completely release a hand brake. When releasing a hand brake, the hand brake wheel must be used to ensure it is fully released.
 - d. When releasing handbrakes in Chicago always check one car past the last documented handbrake to ensure all brakes are released.
 - e. Car(s) left standing must be secured with hand brakes as follows:
 1. 1 car - 1 hand brake
 2. 2 cars - 2 hand brakes
 3. Three or more cars - 2 hand brakes, plus a sufficient number of additional hand brakes to secure the cut of cars.
 - f. During the switching of intermodal equipment within Chicago with air, hand brakes are not required, but must be applied before equipment is left unattended.
 - g. Hand brakes applied in the intermodal yards must be applied to the end of the track/cut closest to the direction that the track will be departing.
 - h. Hand brakes must be advanced when adding additional cars to a track.
 - i. Exceptions:
 1. If high or gusting winds exist, additional hand brakes must be applied to insure track does not move. All rolling equipment must be properly secured when winds in excess of 50 mph are in existence or are forecasted.
 - j. Ashland Yard
Stack, inbound, and outbound, two hand brakes required; all other intermodal tracks require one hand brake. General merchandise freight (non-intermodal), two hand brakes required. When flat switching at Ashland, tracks must have five hand brakes applied prior to commencement of switching and no more than four empty and two loaded cars in motion at one time.
3. **C102 will not be required in Chicago Terminal except in the following locations:**
- a. Chicago Sweetener (A.K.A Batory Foods) Track 1 & 2
 - b. Biostar
 - c. Cedar Concepts
 - d. All industries where cars will be left spotted in the industry.
 - e. The UW Mains 1, 2 and the Ashland Siding.

F. TRAIN HANDLING INSTRUCTIONS

None.

G. ROAD CROSSINGS

1. **DONOT BLOCK ORDER**
None.
2. **QUIET ZONES**
None.
3. **RUSTY RAIL CONDITIONS**
None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. EXCESSIVE CURVATURE RESTRICTIONS

1. Long (73 feet or more) cars may be handled on Main and Passing Tracks without restrictions. The following instructions apply to movement on tracks other than Main and Passing Tracks:
 - a. Long cars must not be handled through No. 6 turnouts.
 - b. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 feet. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be made under observation at slow speed.
 - c. Long cars must not be handled on curves exceeding 17 degrees.

	MP	TRACK	DEGREES
	UW 1.8	Horn Track	15

CR&I LINE - CHICAGO JUNCTION

6. TERMINAL INSTRUCTIONS (CONT.)

I. EXCESSIVE CURVATURE RESTRICTIONS (CONT.)

MILEPOST	TRACK	DEGREES
MP UW 1.8	Horn Track	15

J. JOINT TRACKAGE

1. Trains and engines of the Great Lakes Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - a. Amtrak – Michigan Subdivision MP CP 482 to MP CP 143
 - b. CSXT – Porter Branch
 - c. IHB – Chicago Terminal
 - d. BRC – Chicago Terminal
 - e. CP Ry – Chicago Terminal
 - f. CN RY. – Chicago Terminal
 - g. BNSF – Chicago Terminal
 - h. UP RR – Chicago Terminal
 - i. CRL – Chicago Terminal
 - j. Metra – Chicago Terminal
2. Trains and engines of other divisions and foreign lines will use Great Lakes Division I. tracks as shown below:
 - a. Amtrak – MP CP 521 to MP CP 194
 - b. CSXT – MP CP482 to MP CP 509
 - c. IHB – Chicago Terminal
 - d. BRC – Chicago Terminal
 - e. CP Ry. – Chicago Terminal
 - f. CN RY. – Chicago Terminal
 - g. BNSF – Chicago Terminal
 - h. UP RR – Chicago Terminal
 - i. CRL – Chicago Terminal
 - j. Metra – Chicago Terminal

K. RECEIVING YARD INSTRUCTIONS

None.

L. CLASSIFICATION YARD INSTRUCTIONS

None.

M. FORWARDING YARD INSTRUCTIONS

None.

N. RCO OPERATIONS

None.

O. HAZMAT SPILL PAN LOCATIONS

None.

P. GENERAL INSTRUCTIONS

1. All Yards
 - a. Mechanical and Engineering department employees must not operate hand switches, operate, or install derails on any switching leads in Chicago without first having permission from the yardmaster and a job briefing with any crew switching on the lead in questions.

CR&I LINE - CHICAGO JUNCTION

6. TERMINAL INSTRUCTIONS (CONT.)

P. GENERAL INSTRUCTIONS (CONT.)

2. Ashland Avenue Yard

- a. Before flat switching at Ashland Avenue from the west end, tracks to be switched into must have a minimum of five handbrakes (or a sufficient amount to prevent the track being switched into from fouling the east ladder) and must be no closer than 200 feet from the clearance point on the east end.
- b. The switches at both ends of six pocket and the yard side of the short way lead need to be restored for the lead after use.
- c. In switching operations cuts containing more than two (2) loaded cars or more than four (4) total cars will not be cut off in motion; but shoved to rest. Special care must be exercised when handling cuts that contain heavy loads. Passenger cars or cuts of cars containing passenger cars must not be cut off in motion; they must be shoved to rest. Cars or cuts of cars must not be allowed to roll free into tracks containing passenger cars, they must be shoved to rest.

3. Vantage Oleo

- a. Employees working in the vicinity of tank cars destined to or from Vantage Oleo, Ashland Avenue, must be particularly observant for spilled lading on cars or ground. This material is slippery and may adhere to employee's footwear, contributing to hazard of slipping later in the workday. Employees observing spilled tallow lading on ground must report same as at once to yardmaster who will arrange cleanup.
- b. Cars spotted in the Barn Track at Vantage Oleo must not be mounted or dismounted. A brake stick is required to apply or release a hand brake due to slick conditions.
- c. When switching Vantage Oleo we must follow their plant safety requirements. They are as follows:
 1. Hard hats (see below)
 2. Safety glasses with side shields
 3. Safety shoes
 4. Long sleeve shirts
 5. The hard hat and safety glasses are provided by Vantage Oleo and can be found in the orange storage box just inside the Racine Avenue Rail Gate.
 6. When the crew has completed the switch they need to place the hard hat and glasses back in this storage box.
- d. When spotting cars within industry A01 known as Vantage Oleo chemicals or shoving cars into a stub end track within this industry, a safety stop must be performed 1 car length prior to the end of track or bumping post.

4. ADM

- a. Close Clearance ADM Milling, MP BK 313.0
 1. Rail Gate
 2. Various locations, all tracks inside gate. Employees must not ride side of car on any track inside gate.
 3. When switching ADM, engines must handle no more than 14 cars east of the ADM switch.
 4. Engines are not permitted to go east of Morgan Street, MP BK313.9. Employees must not enter into Track 1 at ADM Milling.

CR&I LINE - CHICAGO JUNCTION

6. TERMINAL INSTRUCTIONS (CONT.)

Q. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

- 1.** B495.0 - B518.3
- 2.** CD496.1 - CD522.3
- 3.** LK6.3 - LK10.9
- 4.** BK305.8 - BK307.9
- 5.** JH11.0 - JH12.8
- 6.** KN0.0 - KN3.2
- 7.** PB0.0 - PB4.4
- 8.** QP293.4 - QP294.1
- 9.** RU0.0 - RU4.7
- 10.** TC240.3 - TC244.9
- 11.** UW0.0 - UW7.0

- 2.** Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

CHICAGO DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES
		B 365.4/ D 140.5 B 367.3	HUNTINGTON DISTRICT DISPATCHER..... 923 NE (C) FOUR MILE ROAD (CP)	
		B 372.7	CHICAGO DISTRICT DISPATCHER..... 922 RUNNION AVENUE (CP)	1
		B 376.0	HILL (CP)	
		B 376.5	HADLEY (CP)	
		B 378.6 B 380.5	HBD-DED (<i>Hadley</i>) HAMILTON	
		B 381.7	NOYER (CP)	
	SS 6734	B 383.1	BASS (CP)	
		B 386.1	HBD-DED (<i>Raber</i>)	
	SS 9420	B 389.7	MERIDIAN..... (CP)	
		B 391.6	WASHINGTON..... (CP)	
		B 391.8	HBD-DED (<i>Peabody</i>)	
	SS 6621	B 395.7	EEL RIVER..... (CP)	
		B 397.2	CALHOUN..... (CP)	
		B 400.8	HBD-DED (<i>South Whitley</i>)	
	SS 9667	B 403.3	EAST SIDNEY..... (CP)	
		B 405.0	WEST SIDNEY (CP)	
		B 410.9 /	CLAYPOOL..... (CP)	
	SS 6843	MP 33.5 B 412.4	SLOAN (CP)	
		B 413.8	HBD-DED (<i>Claypool</i>)	
	SS 6796	B 420.1	ETNA (CP)	
		B 421.6	CLEMER..... (CP)	
		B 423.6	HBD-DED (<i>Tippecanoe</i>)	

CHICAGO DISTRICT

WEST	SI	MP	STATION	NOTES	
			CHICAGO DISTRICT DISPATCHER 922		
		B 426.3	TIPPECANOE CP		
	SS 7488W 7488E	B 429.3	WALNUT CP		
		B 431.0	JUNIPER C		
	NS		B 433.9	ARGOS CP	
			B 434.6	HBD-DED (<i>Argos</i>)	
			B 439.0	REDWOOD CP	
	SS		B 440.8	MARSHALL CP	
		8643			
			B 448.0	HBD-DED (<i>Knox</i>)	
			B 452.0	PACIFIC CP	
	SS		B 453.8	STARKE CP	
		8674			
			B 459.3	HBD-DED (<i>Thomaston</i>)	
			B 463.0	GUSE C CP	
	SS		B 464.4	EVERGREEN CP	
		6656			
	R.R.		B 468.0	MUNON CP	
		SS	B 470.0	DREW CP	
		9634			
			B 472.5	HBD-DED (<i>Nickel</i>)	
		B 473.8	NICKEL CP		
SS		B 475.4	CENTER CP		
	6988				
		B 479.0	SALT CP		
		B 480.7/	TOWER CP		
SS					
	6796				
CF&E		PC 427.4			
CN		B 484.0	HBD-DED (<i>Wheeler</i>)		
		B 486.5			
		B 486.8 /	COUNTY LINE CP		
		PC 433.2			

CHICAGO DISTRICT

	WEST	SIDINGS IN FEET	MP	STATION	NOTES
	PC	MAIN	SS 6696W 6165E	B 486.5/ PC 433.2	COUNTY LINE (C)
	EASTWARD SIDING	WESTWARD SIDING		B 488.3 B 493.0	DUCK CREEK (C) HBD-DED
	CN	CN		B 497.7	VAN LOON (YL) (C)
	2	1			
	IHB M2	IHB M1		B 500.3	OSBORN (C) Osborn Yard
	OY2	OY1	IHB OSBORN YARD		
	OY1	OY3	OY4		
	PACMOOR			B 501.6	CP Indy (CP)
	GIBSON YD				
	IHB 2			B 503.8	HOHMAN (C)
	IHB 1				
	CSXT 2			B 504.7	State Line (C) Burnham Yard 1 East 1 West 2 East 2 West
	CSXT 1				
	IHB CAL				
	CITY IND TRACK	MID XOVERS 1W 1E 2W 2E	RED RIVER LD		
MOFW			B 506.0	Burnham (A)	
			B 506.8	Mixing Center Yard	
	GALAXY				
	12 3 4 5 6 7 8		B 507.3	Torrence (C)	
2	1		B 508.0 B 509.2	Cummings (DB) (C) 116 TH ST	

CHICAGO DISTRICT STATION PAGE INFORMATION

NOTE 1: Remotely controlled by IHB

NOTE 2: Drawbridge remotely controlled by Chicago District Dispatcher

1. RULES IN EFFECT

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK
	RULES	
NE and Four Mile Road	261 PTC	
Four Mile Road and Hadley	261 PTC	261 PTC
Hadley and County Line	261 PTC	
E. Hobart and Van Loon	261 PTC	
Van Loon and Cummings	261 PTC	261 PTC
Cummings and Cummings	261 PTC	
Cummings and 110 th Street	261 PTC	261 PTC
110 th Street and Pullman Jct.	261 PTC	
Pullman Jct. and 81 st St.	261 PTC	261 PTC
81 st St. to B516.3 Stack Connection Track	261	
B516.3 and Metra SW Sub-District 74 th St.	261	

2. MAXIMUM SPEEDS

Between	Rhwy	Freight TPOB less than 120	Freight TPOB greater than or equal to 120
	MPH		
MP B 365.4, NE, and MP B 376.6, Hadley <i>Except</i>	60	50	50
MP B 365.4, NE to MP B 367.4, Four Mile Road	40	40	40
MP B 365.4, NE, North and South Connection Tracks	25	25	25
MP B 367.3, Four Mile Road, to MP B 373.6, Lindenwood Avenue	30	30	30
MP B 367.3, Four Mile Road, Through Turnout, Westward Track	25	25	25
MP B 372.7, Runion Avenue, Through Crossovers	25	25	25
MP B 373.6, Lindenwood Avenue, to MP B 376.6, Hadley	50	50	50
MP B 376.0, Hill, Through Turnout and Connection Track	40	40	40
MP B 376.6, Hadley, Through Crossovers	40	40	40
MP B 376.6, Hadley, and MP B 383.1, Bass <i>Except</i>	60	55	50
MP B 376.6, Hadley, to MP B 380.5, Hamilton, Main 2	50	50	50
MP B 380.5, Hamilton, Through Turnout	40	40	40
MP B 381.7 to MP B 383.1, Through Turnouts and Siding	25	25	25
MP B 383.1, Bass, and MP B 486.5, Hobart <i>Except</i>	60	60	50
MP B 389.7 to MP B 391.6, Through Turnouts and Siding	25	25	25
MP B 391.6 to MP B 392.4, Curves	50	50	50
MP B 393.0 to MP B 395.5, Curves	60	55	50
MP B 395.7 to MP B 397.2, Through Turnouts and Siding	25	25	25
MP B 396.8 to MP B 397.6, Curves	50	50	50
MP B 399.5 to MP B 399.8, Curve	50	50	50
MP B 400.9 to MP B 401.1, Curve	60	55	50
MP B 403.0 to MP B 405.0, Through Turnouts and Siding	25	25	25
MP B 406.0 to MP B 407.1, Curves	50	50	50
MP B 410.5, Claypool Connection Track and Turnout	25	25	25
MP B 410.9, Claypool, Over NS Diamond	40	40	40
MP B 410.9 to MP B 412.4, Through Turnouts and Siding	25	25	25
MP B 411.2 to MP B 411.5, Curve	50	50	50
MP B 416.8 to MP B 417.0, Curve	60	55	50
MP B 417.8 to MP B 418.0, Curve	60	55	50
MP B 420.0 to MP B 420.2, Curve	60	55	50

Chicago District

2. MAXIMUM SPEEDS (CONT.)

MP B 420.2 to MP B 421.5, Through Turnouts and Siding	25	25	25
MP B 421.4 to MP B 423.8, Westbound, Head End Only	55	55	50
MP B 429.3 to MP B 431.0, Through Turnouts and Sidings	25	25	25
MP B 430.9, Juniper, Over Diamond	50	50	50
MP B 431.6 to MP B 431.9, Curve	60	55	50
MP B 434.9 to MP B 435.2, Curve	60	55	50
MP B 437.9 to MP B 438.2, Curve	60	55	50
MP B 439.0 to MP B 440.7, Through Turnouts and Siding	25	25	25
MP B 451.4 to MP B 452.0, Curves	30	30	30
MP B 452.0 to MP B 453.8, Through Turnouts and Siding	25	25	25
MP B 452.4 to MP B 453.4, Curves	50	50	50
MP B 463.0, Guse, Over CKIN Diamond	50	50	50
MP B 463.0 to MP B 464.4, Through Turnouts and Siding	25	25	25
MP B 464.3 to MP B 468.1, Westbound, Head End Only	55	55	50
MP B 464.4 to MP B 468.1, Eastbound, Head End Only	50	50	50
MP B 468.0 to MP B 470.0, Through Turnouts and Siding	25	25	25
MP B 469.9 to MP B 473.8, Westbound, Head End Only	55	55	50
MP B 470.0 to MP B 471.9, Eastbound, Head End Only	50	50	50
MP B 471.9 to MP B 473.8, Eastbound, Head End Only	55	55	50
MP B 473.8 to MP B 475.4, Through Turnouts and Siding	25	25	25
MP B 473.8 to MP B 475.3, Eastbound, Head End Only	45	45	45
MP B 475.1 to MP B 476.9, Westbound, Head End Only	55	55	50
MP B 475.9 to MP B 476.9, Curves	60	55	50
MP B 476.9 to MP B 479.3, Curves	50	50	50
MP B 479.0 to MP B 480.7, Through Turnouts and Siding	25	25	25
MP B 479.3 to MP B 481.2, Curves	60	50	50
MP B 480.7, Tower, over CN R.R. Diamond	40	40	40
MP B 480.7, Tower, CF&E Turnout and Connection Track	25	25	25
	Main 1 Track		Main 2 Track
MP B 486.7 and MP B 492.1	60		
Except: MP B 486.7 to MP B 489.0, Curves	45		
MP B 486.7, Westward Siding through turnouts and siding	25		
MP B 486.7, Eastward Siding through east end turnout	25		
MP B 489.0 to MP B 492.1, Head end only over road crossings	45		
MP B 492.1 and MP B 497.8	50		
Except: MP B 492.1 to MP B 497.7, Head end only over road crossings	40		
MP B 497.7, Through turnout	40		
MP B 497.8, Over CN Crossing	40		
MP B 497.8 and MP B 500.2	50		50
MP B 500.2 to MP B 502.6	50		50
Except: MP B 500.1 to MP B 501.8, Head end only over road crossings	20		20
MP B 500.5, Over IHB Crossing	40		40
MP B 502.6 and MP B 507.9	25		25
Except: MP B 502.8 to MP B 503.7, Head end only over road crossings	20		20
MP B 507.9, Cummings Drawbridge through turnouts	25		
MP B 507.9 and MP B 510.3	25		25
MP B 510.3 and MP B 512.1	40		
MP B 512.1 and MP B 512.3, Curves	15		
MP B 512.3 and MP B 515.7	40		40
MP B 515.7 and MP B 516.3	15		
MP B 516.3, Stack Connection Track	15		
MP B 516.3, METRA Connection Track to Southwest Sub District, 74 th Street	25		
MP B 516.3, Stack Connection Track, Crossover to BRC Northward Main	10		
MP B 516.3 and MP B 517.3, 80 th Street, Belt Jct.	25		

CHICAGO DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Belt Junction	25	
METRA Trackage 74 th Street to Ashburn	40	40
METRA 74 th Street, Curve	20	20
CP Forest Hill, Within Control Point	30	
CP Ashburn, Through turnout	40	

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

LOCATION OF TEST MILE SIGNS:

MP B 388.0 to MP B 389.0
 MP B 423.0 to MP B 424.0
 MP B 471.0 to MP B 472.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
Eastward Ft. Wayne - Chicago	3980	4803	5615	6445	8000	10822
Westward Chicago - Ft. Wayne	3830	4624	5402	6204	7700	10422

CHICAGO DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:
286,000 lbs.

EXCEPTIONS:

AUTHORIZED WEIGHT

Chicago District (4-axle cars) for coal and grain	315,000 lbs.
for all other freight	286,000 lbs.
Chicago District (6-axle cars)	394,500 lbs.
METRA Southwest Sub. (4-axle cars) for coal and grain	315,000 lbs.
for all other freight	286,000 lbs.
METRA Southwest Sub. (6-axle cars)	394,000 lbs.
Gary Branch (6 axle cars)	300,000 lbs.

B. TRAILING TONNAGE RESTRICTIONS

None.

C. HEIGHT RESTRICTIONS

None.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

- 6-axle locomotives are prohibited on the following tracks:
 - MP B 432.2 – Argos Omni Source
 - MP B 501.9, Osborn – H.T. Aluminum
 - MP B 507.6, Domino's Industry Track
 - MP B 512.3, Pullman District, all tracks except Main Line
 - Gary Branch
- Locomotives are prohibited on the following tracks:
 - MP B 366.0 East Wayne, Central States Scale, east of the load out tipple.
- Cars to be pulled will be located between the fence and the new barriers at Omni Source, MP CF 185.3. When spotting, cars will be shoved no farther than needed to clear the fence. Locomotives will not pass through the barriers.
- Do not place any cars west of the east end of the ballast pit located approximately 30 feet from the Main Line switch on the repair track. There are no walkways around the ballast pit.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

- When using the Wye at Argos, the switches must be restored for normal use after move is complete. Normal position is lined for siding movement on Westward B IMC Siding.
- When moving on Track No. 25 to Tracks 23X, 24X, or 25X, the switch on the Track 24 Lead must be lined for movement into Track 24. This portion of the Lead is to be considered a crossover with switches lined in corresponding position.
- The normal position for the RIP Track Switch off the Industrial Track is lined for the Industrial Track. Crews must always leave the switch lined for the Industrial Lead after use.
- Except when lined for movement into and out of the track, the switch governing movement into Track EW07 will be lined for EW08 at all times.
- Trains and engines operating on the Indiana Sugar Spur Track, MP TC 241.1 to MP TC240.3, may leave switches reversed and unattended. Switches may be left as last used.

CHICAGO DISTRICT

6. SWITCHES AND DERAILS (CONT.)

B. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP	INDUSTRY
B 366.1	Central States Grain
B 366.9	Detroit Salt
B 376.2	Fort Wayne Pools
B 376.8	Harrison House
B 376.9	Central Fine Pack
B 387.3	Raber Elevator
B 397.4	South Whitley Elevator Track
B 415.9	Burkett Elevator Track
B 431.5	Omni Source
B 473.9	Nipsco Track
B 474.2	Archwood Protection Track
B 474.3	North American Packaging Track
B 474.6	A.O.C Track
B 490.1	Nipsco

C. ELECTRIC SWITCH LOCKS

MP	SWITCH	TRACK	TIMER
C 366.96	Chicago District		8:00
B 417.76	WE North Central Coop	Main	13:15
B 416.76	EE North Central Coop	Main	13:45
B 462.88	Chicago District	Main	11:22
B496.8	Calhoun	Main 1 to CN N. Wye	DS request
B497.1	Colfax	Main 1 to CN S. Wye	DS Request
B497.6	Black Oak	Main 1 to N. Wye	DS Request
B501.6	Pacmoor	Main 2	7:20
B502.1	Roll and Hold	Main 2	6:21
B504.75	W. Staline Repeater	Main 1 to Burnham 1	5:00
B505.8	MWS Lock	Main 2 to MWS Spur	5:53
B505.8	Middle X-Over	Main 1 To Burnham 1	6:06
B505.9	Burnham EL	Main 1 to Burnham 1 or 2	5:00
B507.5	CIL Switch	Main 1	8:19
B510.3	E/E High Main	High Main to Pass	8:47
B512.0	W/E High Main	High Main to Pass	9:33
B512.2	Pullman Jct. AWL	11SW to Verson Lead	DS Request
B512.2	Pullman Jct. BWL	11SW to CRL or NS Main	DS Request
B512.2	Pullman Jct. CWL	11SW to Chicago Belt or 9SW	DS Request
IC00.35	Woodlawn	IC00.35 to CN	4:29

1. For movement from the Siding or Spur Track to the Main Track:
 - Secure permission from the Control Station to operate the electric lock and enter Main Track. The switch must be unlocked and thrown before the Derail or inside Crossover Switch operated.
 - Actuate foot pedal to request unlock of switch. After predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand - operated switch.
2. For movement from Main Track to Siding Track:
 - Stop Engine or Cars just ahead of switch points.
 - Look for the green LED. Actuate foot pedal to unlock position. Look for the green LED. This unlocks the switch and it can be operated the same as any other hand-operated switch.
3. For movement from Siding Track to the Main Track:
 - Secure permission from the Control Station to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
 - Actuate foot pedal to request unlock of switch. LED light will be red. After predetermined time interval has expired the light will be green and the switch is unlocked, and it can be operated the same as any other hand-operated switch.

D. RADIO / DTMF CONTROLLED SWITCHES

LOCATION	SWITCH	AAR	NORMAL	REVERSE
512.2	Pullman	076-076	#123	#321

CHICAGO DISTRICT

6. SWITCHES AND DERAILS (CONT.)

E. HANDLING OF DERAILS

1. Derails at Cummings are located in the territory as follows:
 - a. MP B 510.3 — clearance point at east end of Pass.
 - b. MP B 510.3 — clearance point at east end of North Pullman Siding.
 - c. MP B 512.0 — clearance point at west end of Pass.
 - d. MP B 512.0 — clearance point at west end of North Pullman Siding.
2. The hand-throw derail on the West End Pocket (Caboone Track) is a Mechanical Dept. derail. It must not be operated by Transportation Employees.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
MTO	640
Chicago MB Dispatcher	922
Detroit Huntington Dispatcher	923
East Wayne Yardmaster	920
Chicago Terminal Dispatcher	643
East Wayne Yardmaster	920
Service Support (SS)	658
Mechanical Operations Center (MOC)	123
LCDI Help Desk	125
Wayside (JWDS) Help Desk	127
Wayside Detector Retransmission	001
PTC General	130
PTC Priority (Premium Trains Only)	135
RFE Center	117

B. AAR RADIO CHANNELS

BASE STATION	TX AND RX	TONE	TX (RX)	TONE
Cummings Drawbridge	076-076			
Chicago MB Dispatcher	018-018			
Detroit Huntington Dispatcher	018-018			
East Wayne Yardmaster	072-072			
Hobart, IN B486.5 – B497.5	092-092	922	-	-
B497.5 – B515.5	076-076	922	-	-
Mixing Center Yardmaster	076-076		034-034 022-022	-
Calumet Yardmaster	076-076	-	022-022	-
Calumet Roundhouse	076-076	-	-	-
Pullman Branch	034-034	-	-	-
Landers Operator	022-022	-	-	-

C. TELEPHONE NUMBERS

CONTACT	PHONE
Service Support	800-898-4296
Great Lakes MTO	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lakes ACD West	470-463-1006
Chicago Terminal Dispatcher	404-877-9540
Chicago MB Dispatcher	404-877-9548
Cummings Drawbridge Operator	773-449-6357
Huntington District	404-877-9549
Mixing Center Yardmaster	773-646-8103
Mixing Center Clerk	773-294-1725

CHICAGO DISTRICT

7. COMMUNICATION INFORMATION (CONT.)

Landers Operator	773-470-4131
Calumet Trainmaster	773-449-6373
Chicago Command Center	773-449-6324
PTI Cab Dispatcher	773-449-6415

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

1. Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:
 - a. Tri State Warehouse Track 1 along building, tracks 2-3 under shed
 - b. Buzzi Unicem along load out facility
 - c. Central States Tipple, both sides
 - d. East Wayne Yard between tracks EW09-EW10, EW13-EW17, and EW19-EW22
 - e. Detroit Salt at load out shack, North side
 - f. Omni Source, both sides inside fence
 - g. Perfection Bakery, South side along fence
 - h. St. Mary's River Bridge
 - i. Fine Pack, North side Tracks 1 & 2
 - j. Yellow River Bridge
 - k. Indiana Sugars:
 1. Warehouse Track- fence and building on south side.
 2. Mill track - Tank connection
 - l. Hammond Lead:
 1. Building on both side of tracks 1 and 2.
 - m. Imperial Smelting:
 1. Building on south side of track
 - n. Grand Warehouse:
 1. Grand Warehouse - building on north side of track
 - o. Former CTI Warehouse
 1. track 7-building on west side. Sign posted.
 2. track 8-building on east side.
 - p. Ceres Terminal - Kinder Morgan:
 1. Crews switching within the confines of Kinder Morgan located just east of 112th Street on the Bulk Lead should be aware of the following conditions.
 2. Bad footing and a close clearance fence exist on the north side of track 3.
 3. When using the scale track, do not ride the side of cars adjacent to track 1 and 2 due to close clearance created when cars are on track 1.
 - q. Galaxy Steel:
 1. From the #9 switch all the way into the plant.
 2. Employees must not ride side of car on any track inside gate.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. CLOSE CLEARANCE (CONT.)

- r. Aeropress
 - 1. There are close clearance signs on the outside of the gates
- s. CN - CLOSE CLEARANCE-KENSINGTON 3 RUNNER
 - 1. Close clearance exists when shoving back at Kensington on three runner due to girders. Stop your move and walk train by the girders.
- 2. Engineering measurements have determined the following close clearances exist. Employees are prohibited from riding the sides of cars or the steps of locomotives at the locations listed below: Close clearances exist at the following locations:
 - a. **Calumet yard Tracks:**
 - 1. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 31, 32, 33 and 34.
 - 2. Engine house 1.
 - b. **Mixing Center Tracks:**
 - 1. 4, 5
 - 2. Riding equipment on the automobile loading tracks at the Mixing Center is prohibited.
 - c. **Hobart and Van Loon Tracks:**
 - 1. South yard Hobart 1 and 2.
 - 2. Van Loon North 1 and 2.
 - d. **Osborn Yard Tracks:**
 - 1. Osborn North Side auxiliary track 1.
 - 2. Osborn North Side pass 2.
 - e. **Rock Island Tracks:**
 - 1. Rock Island yard (97th Street Yard) tracks 6, 7, 8, 9, 10, 11, 12, 13.
 - f. **122nd Street Yard Tracks:**
 - 1. Yard Track 2 and 3.
 - g. **Landers Yard Tracks:**
 - 1. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14.
 - 2. Due to close clearance conditions between track 1 and the fence at Landers Yard employees must not ride the side of moving equipment adjacent to the fence or stand between the fence and moving equipment on track 1.

B. TRACK PERMISSION

- 1. When Home Signals at Four Mile Road display a switching signal aspect of Red over Flashing Red and switching movements or return to train after receiving permission from the Chicago District Dispatcher.
- 2. Trains working East Wayne Yard will contact the yardmaster prior to entering the yard to receive instructions. All movements in East Wayne Yard are to be made under the direction of the East Wayne Yardmaster.
- 3. Before lining movement into a track for the purpose of coupling, pulling, trimming, or shoving equipment, crews must confirm with the Yardmaster or opposing crews that no moves are authorized to place equipment into the same track, and that any free rolling equipment has sufficient time to settle. Once the confirmation is obtained, movements may proceed.
- 4. All Elkhart and Western Railroad employees must contact the Norfolk Southern Chicago District Dispatcher for permission into Argos Yard
- 5. All movement between I108.6 and I131.6 will be under permission of Elkhart and Western Railroad Company.
- 6. MP B 500.0
Between Osborn Interlocking and 110th Street Interlocking all trains and engines must not enter the Main Track without first securing permission from the Chicago District Dispatcher.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRACK PERMISSION (CONT.)

7. MP B 502.5
When the westward intermediate signal located east of Columbia Ave., MP B 502.5, Hammond, displays a restricting aspect, train or engine must not proceed without permission of the Chicago District Dispatcher.
8. MP B 507.0
All train movements either into or out of the Chicago Vehicle Mixing Center, at Burnham, MP B 506.1, or Torrence Ave., MP B 507.3, must either have a signal or permission of the Chicago District Dispatcher.
9. MP B 510.0
All trains entering or leaving Calumet Yard must have permission from the Yardmaster.
10. Movements between 110th St. and 81st St. are under the jurisdiction of the Chicago District Dispatcher.
11. Movements on the Calumet River I.T. are under the jurisdiction of the Chicago District Dispatcher.
12. Movements at Pullman Jct. on the Verson Lead will be governed as follows:
 - a. Permission to enter or leave the Main Track via the electrically locked switch at Verson Lead connection must be obtained from the Chicago District Dispatcher. Movements on the Verson Lead must not foul CRL track until gate has been lowered over CRL track. CRL gate must be restored to normal position when movement clears CRL tracks. NOTE: CRL gate is located on the northeast side of the Verson Lead at the CRL crossing. The normal position of the gate is in the raised position to permit CRL movements. CRL gate is lowered by pressing button marked "LOWER" located in box on side of gate. After movement, restore to normal position by pressing button marked "RAISE" and holding button until gate is restored to upright position. Movement will be governed by signal indication at the BRC crossing.

C. INTERLOCKING INSTRUCTIONS

1. CP Burham instructions for operating emergency release MP B 507.0. The NS emergency release box is mounted on the NS main bungalow at Burnham, located between the NICTD and Chicago District.
2. Obtain authority from the Chicago District Dispatcher before executing instructions.
3. Determine that there is not a conflicting movement present or approaching.
If the Red Indication Light is lit:
 - a. Operate push button for five (5) seconds then release. The GREEN Indication should light up and the Red Indication should stay lit. NS Chicago District Dispatcher SHOULD THEN REQUEST SIGNAL.
 - b. If the governing home signal does not display an indication to proceed and both the Red and Green Indications are lit: the movement may proceed at Restricted Speed.
 - c. If the Green Indication Light is not lit and the RED Indication Light is lit: wait eight (8) minutes before proceeding past the home signal. Stop before fouling a conflicting route and wait an additional six (6) minutes before proceeding at Restricted Speed.
4. If the Red Indication Light is off:
 - a. A conflicting home signal may be displaying an indication to proceed. Wait eight (8) minutes and if no conflicting movement is observed, operate the push button and hold for five (5) seconds then release. The Indication and the Green Indication should light up. NS Chicago District Dispatcher Should then request signal.
 - b. If the governing home signal does not display an indication to proceed and both the Red and Green Indications are lit: the movement may proceed at Restricted Speed.
 - c. If either the Red Indication or the GREEN Indication does not light up: wait eight (8) minutes before proceeding past the home signal. Stop before fouling a conflicting route and wait an additional six (6) minutes before proceeding at Restricted Speed.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

D. DRAWBRIDGES

MP

BRIDGE

B 508.0

Cummings Drawbridge

E. HANDBRAKE REQUIREMENTS

1. **East Wayne, MP B 366**
 - a. Three handbrakes will be used to secure equipment left in tracks EW05-EW06. A C-102 test is not required, except for Key Trains.
 - b. Two hand brakes will be used to secure equipment left in tracks EW08-EW24. A C102 test is not required, except for Key Trains.
 - c. 100% handbrakes are required to be applied to all equipment left standing in EW07. A C102 test is not required.
2. **Wabash Tracks, MP D 142.5**
 - a. Tracks 2-3 – 3 handbrakes. No C102 required, except for Key Trains.
3. **Piqua Yard, MP D 145.5**
 - a. Tracks 1-10 – 3 handbrakes. No C102 required, except for Key Trains.
 - b. Lead Tracks 1-2 – 3 handbrakes. No C102 required, except for Key Trains.
4. **Perfection Biscuit, MP B 371.7**
 - a. Handbrakes will be applied to all cars spotted at Perfection Biscuit after a full-service brake pipe reduction is made. After separating the locomotive from the standing equipment, handbrakes will be checked for tension and tightened, if necessary. No more than 5 (five) cars will be left spotted or on the lead at this location.
5. Section (C) of rule C102 applies at all times within Chicago Terminal for the purpose of ensuring the effectiveness of locomotive handbrakes.
6. **Hand brakes:**
 - a. All hand brakes applied or released on intermodal equipment will be immediately communicated via radio to the appropriate controlling Yardmaster.
 - b. All Yardmasters will keep an accurate record and communicate with crews the location of applied hand brakes on intermodal equipment.
 - c. The quick release lever must not be relied on to completely release a hand brake. When releasing a hand brake, the hand brake wheel must be used to ensure it is fully released.
 - d. When releasing handbrakes in Chicago check one car past the last documented handbrake to ensure all handbrakes are released.
 - e. Hand brakes applied in the intermodal yards must be applied to the end of the track/cut closest to the direction that the track will be departing. Hand brakes must be advanced when adding additional cars to a track.
 - f. **High Winds:**
 - If high or gusting winds exist, additional hand brakes must be applied to ensure track does not move. All rolling equipment must be properly secured when winds in excess of 50 mph are in existence or are forecasted.
 - g. **Mixing Center:**
 - Tracks 1-8 – 2 handbrakes. No C102 required, except for Key Trains.
 - Tracks 9-19 – 2 handbrakes (head and rear). No C102 required except for Key Trains.
 - h. **Calumet**
 - All Yard Tracks – 2 handbrakes. No C102 required, except for Key Trains.
 - CN Connection – 5 handbrakes. C102 is required.
 - Chrysler Lead – 2 handbrakes. C102 is required.
 - Bulk Lead – 2 handbrakes. C102 is required.
 - i. **Landers Yard**
 - Tracks 1 – 21 – 2 handbrakes. No C102 required, except for Key Trains.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. TRAIN HANDLING INSTRUCTIONS

1. CP Burham instructions for operating emergency trap release MP B 507.0

THERE ARE TWO INDEPENDANT TRAP RELEASE BOXES TWO AID IN RESTORING TRAP CIRCUITS OVER THE NICTD DIAMONDS AND THE NS CHICAGO DIST DIAMONDS. THEY ARE MOUNTED ON THE NS MAIN BUNGALOW AT BURNHAM, LOCATED BETWEEN THE NICTD AND CHICAGO DISTRICT. CONTACT DISPATCHER BEFORE EXECUTING INSTRUCTIONS.

1. Verify the diamond is clear of all visible obstructions.
2. Unlock and open Pushbutton box located on the case at the diamond.
3. If Trap needs reset, white light will be lit.
4. Press and hold the Trap Release button for (3) three seconds, then release.
5. A three second release timer starts after the button is operated to release the trap. White light will turn off when trap is reset.
6. Close and lock the Pushbutton box.
7. These instructions will be posted inside the Pushbutton Box.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. An eastward Lunar light at MP B 481.4 will display one (1) Lunar White light when trains and engines may cross County Road 400 N. looking for signal indication at MP B 480.9, W. Spriggsboro.
- b. An air hose has been installed at South Wanatah on the south side of the siding track. This air hose is for trains that have to be tied down and cut. This will eliminate the need to complete a Class 1 brake test when putting the train back together. The east end of the air hose is located 150 feet east of CR 1350S (MP-B469.1). The west end of the air hose is located 50 feet west of the private crossing (MP-B469.2). The ends of the air hose are 810 feet apart. To help in knowing where to make the cut, there is a sign located on the south side of the siding track 910 feet east of the west end. The sign is an orange inverted triangle with the words "Stop here to make cut."

The following instructions will be followed when cutting the crossing:

The conductor will dismount at the east end of the air hose and have the engineer pull forward. The engineer will pull ahead and stop when the head end reaches the stop sign. The conductor will then apply the proper amount of hand brakes on the rear cut and complete a C -102 test.

The crew will then make the cut and attach the orange flexible air hose to the car and open the angle cock on the post. The engineer will then pull ahead until the rear is even with the west end of the air hose. The conductor will then attach the flexible hose to the rear car and open the air hose on the post as well as on the car allowing air to flow to the rear part of the train. Before departing, the engineer will verify that there is air flow to the rear of the train.

When reassembling the train, ensure that both sections of the train are secure prior to disconnecting the air hose to charge the train. You must close the angle cocks on the cars before you disconnect the hoses.

There are no bleeder valves on the air hoses so you must brace the air hose against your leg when disconnecting them to avoid injury. You will then roll the hoses up and store them next to the post. Do not leave them strung out or in the gauge of the rail.

- c. Do not block Glasgow Avenue, MP B 369.8 - DOT #478008C
- d. Effective immediately all trains inbound on the CSL to Pullman, that will be delayed yarding at Calumet, will stop or tie down their train east of the Stony Island Bridge.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. Trains and engines operating on the Gary Branch must approach all grade crossings prepared to stop unless it is known that grade crossing warning devices are operating properly and/or vehicular traffic has stopped.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. SDI Columbia City Loads will not be flat switched into any yard track. They are not to be allowed to roll free and other equipment will not be allowed to couple to them with the locomotive detached. Coupling will be no more force than needed to complete the coupling.

2. All High and Wide shipments are to be shoved to a coupling with the engine attached and will not be allowed to roll free. Additionally, cars will not be allowed to free roll into High and Wide Shipments. When High and Wide Shipments arrive at the East Wayne, Yardmasters are to ensure these cars are placed in a track where cars will not be allowed to free roll.

3. Flat switching at East Wayne, Piqua, and Roanoke is permitted providing any cut of cars being cut off in motion does not exceed:
 - a. No more than five empty cars
 - b. No more than three loaded cars
 - c. Any combination of loads or empties does not exceed three cars
 - d. All loaded multilevel equipment must not be uncoupled or coupled to at a speed greater than 4 MPH.

For switching purposes, each platform, well, or unit of an articulated car will count as one car.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
 2% or greater over a distance of 2 continuous miles or
 1% or greater over a distance of 3 continuous miles:

MP	LENGTH (MILES)	GRADE-AVE. %
None	-	-

J. EXCESSIVE CURVATURE RESTRICTIONS

Long (73 feet or more) cars may be handled on Main and Passing Tracks without restriction.

The following instructions apply to movement on tracks other than Main and Passing Tracks:

1. Long cars must not be handled through No. 6 turnouts.
2. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 feet. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be made under observation at slow speed.
3. Long cars must not be handled on curves exceeding 17 degrees.

MP	TRACK	DEGREES
B 497.8	Van Loon EJ&E Wye	12
B 497.8	Van Loon North Side Track Main 2	12-3/4
B 498.9	Nipsco SW	22
B 500.5	Osborne North Wye	8
B 500.6	Osborne S, Wye (By Beer Factory)	17
B 500.7	Hammond Lead East	22
B 501.6	Pack Moore	16
B 504.7	State Line IHB Connection	22
B 506.3	E. E. Lead (Galaxy Steel)	14
B 507.5	CIL at 130th Street	16
B 510.0	Clean Harbor	29
B 510.1	Bulk EAD at Welded Tube #7 T/O	13
B 512.0	Solo Cup Track Main 1	20
B 512.0	Solo Cup Track Main 3	23
B 512.0	CIL at 97 th Street	20
TC 240.2	Gary District Sugar Docks	17
TC 241.1	Back Track to Sugar Building	19

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Great Lakes Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - a. Movement between State Line, MP B 504.7 (TC 252.4), and Clarke Jct., MP TC MP TC 246.7, is under CSXT Rules.
 - b. CSXT Porter Branch
 - c. CN Ry CN connection to Markham Yard
 - d. IHBRR State Line / CP Indy to Gibson Yard – Blue Island Yard
 - e. Metra SW Subdivision Belt Jct. to Forrest Hill
 - f. BRC 80th St. to Cragin
 - g. BRC Pullman Jct. to Rock Island Jct.
2. Trains and engines of other divisions and foreign lines will use Great Lakes Division tracks as shown below:
 - a. C P R Y 81st. to Mixing Center
 - b. CN RY CN Connection to Calumet Yard
 - c. U P R R 81st. to Calumet Yard
 - d. C R L Pullman Jct. to Calumet Yard

L. HAZMAT SPILL PAN LOCATIONS

1. EW07 – West End of the track
2. Bulk Lead at Calumet

M. GENERAL INSTRUCTIONS

1. CALUMET YARD

- a. Permission must be received from the Calumet yardmaster before using the Engine House Four Lead crossover at the east end at Calumet Yard and must be returned to normal position after use. All crews at Calumet Yard must contact the Yardmaster for permission off of the engine servicing facility (Pit).
- b. East end no. 3 lead Engine House switch must be lined for straight track movement at all times.
- c. In switching operations, cuts containing more than five (5) loaded cars or more than ten (10) total cars will not be cut off in motion; but shoved to rest. Special care must be exercised when handling cuts that contain heavy loads. Passenger cars or cuts of cars containing passenger cars must not be cut off in motion; they must be shoved to rest. Cars or cuts of cars must not be allowed to roll free into tracks containing passenger cars, they must be shoved to rest.
- d. Before operating a lead switch to occupy a "work lead" at either end of Calumet Yard communication must be established with the affected "lead assignment". If there is no response from that lead assignment permission must be secured from the yardmaster prior to operating the lead switch.
- e. Prior to lining 15 crossover switch, at the west end of Calumet Yard, for "crossover movement" (communication must be established with the west end lead assignment or yardmaster and then) the 12, 13, 14 lead switch must be lined reversed or toward 12, 13, 14, tracks for further protection.
- f. BAD ORDERS/MECHANICAL INSTRUCTIONS CALUMET YARD
 1. Do not spot bad order cars beyond the yellow marks on the rail, west end of Wash Track account of interference with vehicular traffic.
 2. When pulling Calumet yard rip track one or two, the derail(s) near the building must be checked to be on the "off position" before tying on to the track.

2. CSL Tracks

- a. Norfolk Southern Trains operating between Rock Island Junction and Pullman Junction via the Chicago Short Line (CSL) must obtain permission from the Chicago District Dispatcher before occupying CSL trackage.
- b. NS crews are to use the CSL Westbound Track (North Track, next to BRC) only. Chicago Rail Link (CRL) uses all other CSL tracks and permission must be obtained from CRL before occupying those tracks.
- c. The CSL Westbound Track is a Yard Track. All movements to be made at Restricted speed, not exceeding Ten (10) MPH.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

3. PULLMAN BRANCH

a. Rock Island RCO Jobs

1. Prior to occupying the Rock Island Lead off of Pullman Jct. It must be known that RCO assignments BH14 and BH24 are in the clear of the Rock Island Lead. Rock Island jobs operate channel 034-034.

b. GRAND WAREHOUSE

1. Grand Warehouse will now be receiving inbound loads at the former CTI Warehouse site. The site is located across from Grand Warehouse on Track No. 7. There are several doors located at the building, however, only eight (8) spots will be used for Grand Warehouse. From South to North, the first four (4) high doors and the last four (4) smaller doors will be used. These are numbers 1 through 8 with door one closest to Dorchester Avenue on straight track.

c. WEST ROCK

1. When spotting Mead Packaging on Track 0 at 97th Street, beware of derail and blue flag approximately 150 feet east of the entrance door to Mead Packaging. This derail/blue flag is controlled by Mead Packaging and crews will have to contact Mead to have the derail and blue flag removed from track when they are ready to make the switch. When spotting Mead spot the cars to the bumping post.

d. SHERWIN WILLIAMS

1. Norfolk Southern employees are not allowed to utilize the Sherwin Williams Cafe.
2. Sherwin Williams has installed an automated gate at their facility.

4. BULK LEAD INDUSTRIES

a. KINDER MORGAN

1. Permanent Blue Flag and Derail installed 740 feet of Kinder Morgan entrance at 122nd Street. Upon arrival at Blue Flag and Derail, crew will notify the guard in the Scale House when switching is to be performed at Welded Tube.

b. Ceres Terminal -Kinder Morgan

1. Crews switching within the confines of Kinder Morgan located just east of 122nd Street on the Bulk Lead should be aware of the following conditions:
 - a. Bad footing and a close clearance fence exist on the north side of track No. 3.
 - b. When using the scale track, do not ride the side of cars adjacent to Track No. 1 due to close clearance created when cars on Track No. 1.

5. CALUMET RIVER LINE INDUSTRIES

a. PVS CHEMICALS

1. All crews switching PVS Chemicals at South Chicago, Illinois must make sure they have their NS identification on them and must call the guard when they arrive on PVS property to allow them entrance into their industry due to NS locks being removed.
2. Prior to pulling "RSSM" cars from PVS with less than four hours to work, conductor must contact Calumet trainmaster for instructions. In addition, you will have to have the "RSSM Chain of Custody Form" for any TIH/PIH cars pulled out of this industry. The form will be signed by PVS and the NS crew; the paperwork will have to be faxed to SS.

b. RESERVE MARINE TERMINAL

1. A derail has been installed approximately 28 feet inside the industrial gate on the south rail on the track leading to Reserve Marine Terminal Inc. at 110th Street Yard, MP RU 2.9. Cars for E77 (Reserve Marine Terminal) will be spotted south of 116th Street only.
2. No cars should be spotted in the support yard.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

6. OTHER INDUSTRIES

a. AEROPRESS

1. When switching Aeropress, each crew will have a work order.
2. The bill box at Aeropress must also be checked for proper waybills.
3. There is a derail 25 feet outside of the gate.
4. A Metra key will be required for this industry.

b. CHEMTRADE

Be governed by the following:

1. There are three tracks within the confines of the industry. These tracks are designated No. 1-3. No. 1 track being the north track or the one closest to the river.
2. All inbound cars are to be placed on No. 1 or No. 2 track only.
3. All outbound cars are to be placed on No. 3 track and occasionally on No. 2 track.
4. Crews spotting the unit acid train are to place 10 cars on Track No. 2 and derails located within the second gate are for industry use only and should not be handled by NS crews.
5. The gate to the plant must be closed after switching/spotting is done.
6. The gate closest to the main track should be left open.
7. Chemtrade switch on main 1 has a timer set for five (5) minutes on the electric lock. After receiving authority to open the switch, the switch must be operated before the derail or the electric lock will not unlock.

7. OSBORN YARD

- a. Track No. 1 on the North Side must be kept clear.
- b. Road trains must only use OY1 to between CP Indy and Osborn.

8. LANDERS YARD

- a. Before applying blue flag or derail protection to any tracks in Landers yard, employees and contractors must first ask for permission from the Landers Operator. The Operator will in turn notify all crews working in Landers Yard that blue flag or derail protection will be on the tracks requested and receive acknowledgment from the train crews before granting permission to apply blue flag or derail protection.
- b. All yard crews are to switch with air.
- c. The Landers operator will supply the car department with a list of outbound trains to work when they get the paperwork from intermodal.

9. Chicago Operating Rules Association — C.O.R.A. Guide

- a. The Chicago Operating Rules Association (C.O.R.A.) Operating Guide is in effect. This guide will be in effect on all railroads operating within the Chicago Terminal District. This District is defined as the trackage inside the circumference of the former CN. Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the C.O.R.A. Operating Guide of the railroad over which the train is being operated. Each railroad section of the C.O.R.A. Guide will include information relative to operating over the particular line segment. Effective at the same time, C.O.R.A. Guide modifications will be issued by the home railroad. Railroads operating over the affected line segment will be responsible for issuing this information in their respective publication(s). Operating crews will be held accountable for this information as required by the respective road operating rules.
- b. The METRA Section of the C.O.R.A. Operating Guide will govern NS Trains operating between either 74th or Belt Jct. and Manhattan. All signals will conform to METRA signal indications except Forrest Hill Interlocking, which are NS Signal Indications. All trains and engines operating on the METRA Southwest Sub between Belt Jct. and Manhattan will be under the direction of the Landers Operator.

CHICAGO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

10. FRA EXCEPTED TRACK

- a. 110th Street Yard: All Tracks (Chicago)
- b. Board of Education (Chicago)
- c. Chicago Heights Yard: All Tracks (Chicago)
- d. Colehour Yard (Chicago): Panhandle Lead and 3, 4, 5, 6 Tracks
- e. House 5 Track (Chicago)
- f. LeMoynes District (Chicago)
- g. Loomis District (Chicago)
- h. Old State Line District and New State Line District (Chicago)
- i. Western Avenue I.T., between 49th St. and 16th St. (Chicago)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

FROM	TO
B 495.0	B 518.3
LK 6.3	LK 10.9
PB 0.0	PB 4.4
RU 0.	RU 4.7
TC 240.3	TC 244.9

- 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

GREAT LAKES DIVISION SPECIAL INSTRUCTIONS

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GL-O-A-1. STANDARD TIME.....

GL-S-1607-1. Caboose Heaters.....

GL-O-142-1. OSS.....

GL-O-621-1..... L.E.T. Operations.....

GL-O-910-(b)-1. Flat Switching.....

GL-O-20-(a)-1-(5).... Close Clearances

GL-O-26-1..... Riding Cars

GREAT LAKES DIVISION	
SPECIAL INSTRUCTIONS	
GL-O-A-1.	STANDARD TIME
Standard (Railroad) Time on entire Great Lakes Division is Eastern Standard Time. All clocks must be set to reflect this time.	
GL-S-1607-1.	CABOOSE HEATER
All train and engine service employees are prohibited from lighting caboose stoves/heaters. Where stoves/heaters are to be lighted, arrange to notify the on-duty supervisor and/or Mechanical personnel.	
GL-O-142-1.	OS
Crew members must use the MTR app to perform accurate and timely reports of their train's arrivals, departures, brake tests, and consist updates.	
<ul style="list-style-type: none"> • At origin stations, trains must be built and departed by a crew member using the MTR app at non-Yardmaster locations. • All line of road work must be reported by a crew member using the MTR app. • At destination stations, trains must be arrived and yarded to proper tracks by a crew member using the MTR app at non-Yardmaster locations. • For unit, automotive, and intermodal trains, reporting must be completed by a crew member using the MTR app. • Accurate reports of set offs, pick-ups, brake tests, and overall yarding of trains is required when using the MTR app. • Accurate reports of set offs, pick-ups, brake tests, and overall yarding of trains is required when using the MTR app or reporting to OS via radio. 	
Crew members must ensure that their railroad-supplied electronic devices are properly and fully charged when reporting for duty.	
GL-O-621-1.	L.E.T. OPERATIONS
An Engineer Trainee may operate the locomotive only under the direct supervision of a certified Locomotive Engineer present in the operating compartment of the locomotive, who has been promoted at least one year. An Engineer certified supervisor or DSLE, present in the operating compartment of the locomotive, may directly supervise the operation of the Engineer Trainee, for the purposes of monitoring and training.	
GL-O-910-(b)-1.	FLAT SWITCHING
During flat-switching operations, employees on the Great Lakes Division are prohibited from running while lifting the uncoupling lever or device. Employees are to remain vigilant while performing these duties, closely examining the walking path ahead for unsafe footing conditions.	
GL-O-20-(a)-1-(5).	CLOSE CLEARANCES
Employees will report any knowledge of fixed structural variances in clearances that may jeopardize the safety of an employee riding on, or getting off, equipment. This report must be made to their immediate supervisor or Train Dispatcher/Control Operator to ensure safety of operations as soon as practical after the changes are noted. Each report should contain the name of the district, milepost, customer and/or facility, and a brief description of the change. If the report cannot be made to the immediate supervisor, it should be forwarded to the MTO's office.	

GREAT LAKES DIVISION

SPECIAL INSTRUCTIONS

GL-O-26-1. RIDING CARS

No employee will be allowed to ride the side of a gondola type car covered with a tarp or ride on the side of a car coupled to a gondola car covered with a tarp. Also, all employees should be aware that this type of cover could accumulate water. Be aware of these cars when they are passing or when you are in close proximity of them.

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