



**NORFOLK SOUTHERN**®

*One line, infinite possibilities.*

**TT-DB**

**DEARBORN DIVISION**

**NORTHERN REGION**

**Timetable Number**

**1**

**EFFECTIVE NOVEMBER 15, 2019**

# CORE PRINCIPLES

1. SERVE OUR CUSTOMERS
2. MANAGE ASSETS
3. CONTROL COSTS
4. WORK SAFELY
5. DEVELOP PEOPLE

# KEY DISCIPLINES

1. RUN TRAINS ON TIME
2. SWITCH EVERYTHING  
IN 6 HOURS
3. RIGHT CAR, RIGHT BLOCK,  
RIGHT TRAIN
4. DO IT ALL SAFELY

# DEARBORN DIVISION TIMETABLE

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## Dearborn Timetable Summary Changes

PAGE	ITEM	REVISED	CHANGES
104	Detroit District	2/21/2020	Revised from reading MP D8.6 Oakwood Junction and Montpelier to: MP D8.6, Oakwood Junction, and MP D 113.7, Butler
54	Toledo West	2/21/2020	Deleting passenger speeds from MP CD 421.8 to MP CD 423.0 adding the speeds to Elkhart West
10	Elkhart West CP 421 – CP 479	2/26/2020	Maximum Speeds – Passenger – updated Adding MP CD 422.7 – MP CD 422.7 MP CD 432.0 - MP CD 436.3
11	Chicago Line Map	3/18/2020	Crossover showing between Pine Yard and #1 Main track will be deleted
12	Chicago Line Map	3/18/2020	The track names for CJ2 and CJ3 will reflect name change to Main 1 and Main 2
12	Chicago Line Map	3/18/2020	CP 518 will show crossover 17 added to map
10	Chicago Line Map	3/18/2020	The siding between CD 490.10 and CD 492.40 will read Millers Siding to map
37-55	Elkhart Terminal	5/14/2020	Elkhart Terminal –Remote Control Zones Class Yard
45	Elkhart Terminal	6/01/2020	13. Hump Yardmaster Responsibilities: 15. West End Yardmaster Giving Verbal Route Instructions to Crews:
84	Chicago District	07/29/2020	Section 4, Tonnage Ratings
106	Detroit District	07/29/2020	Section 4, Tonnage Ratings
97	Detroit Line	07/29/2020	Section 4, Tonnage Ratings
123	Kankakee Branch	07/29/2020	Section 4, Tonnage Ratings
117	Kankakee Line	07/29/2020	Section 4, Tonnage Ratings
14	Toledo East	07/29/2020	Section 4, Tonnage Ratings
32	Toledo West	07/29/2020	Section 4, Tonnage Ratings
117	Kankakee Line	09/30/2020	Section 4, Tonnage Ratings

**NORFOLK SOUTHERN  
DIVISION HEADQUARTERS  
2040 E. 106<sup>TH</sup> ST  
CHICAGO, IL 60617**

<b>PHONE</b>	<b>PHONE</b>	<b>TONE</b>
<b>Movement Trans. Officer</b>	404-877-9695	640
<b>Assistant Chief Disp.</b>	404-877-9696	640
<b>Elkhart Dispatcher</b>	404-877-9529	644
<b>Toledo Terminal</b>	404-877-9528	646
<b>Cleveland East</b>	404-877-9527	648
<b>Toledo East</b>	404-877-9530	647
<b>Chicago Terminal</b>	404-877-9540	643
<b>Pennsy (CF&amp;E/SP)</b>	404-877-9543	642
<b>Chicago District (LK)</b>	404-877-9548	922
<b>Detroit / Huntington</b>	404-877-9549	923
<b>Landers Operator</b>	773-470-4131	665
<b>Dearborn OSS</b>	800-898-4296	
<b>Watco Dispatching Center</b>	<b>866-386-9321 ext. 6022</b>	
<b>PTC</b>		130
<b>PTC Premium Trains</b>		135
<b>Wayside</b>		127
<b>MOC</b>		123
<b>RFE</b>		117

# DEARBORN DIVISION 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:

- |      |   |  |
|------|---|--|
| (A)  | — | Automatic Interlocking                     |
| (C)  | — | Controlled Interlocking                    |
| (CP) | — | Controlled Point                           |
| CS   | — | Controlled Siding                          |
| 773  | — | Dispatcher Radio Call-in Code              |
| (DB) | — | Drawbridge                                 |
| Frt  | — | Freight                                    |
| Jct  | — | Junction                                   |
| (N)  | — | Non-Interlocked Railroad Crossing at Grade |
| N/S  | — | Non-Signaled                               |
| PTC  | — | Positive Train Control                     |
| r    | — | Radio Base Station, Wayside                |
| R    | — | Radio Base Station, Monitored-Continuously |
| SS   | — | Signaled Siding                            |
| ss   | — | Spring Switch                              |
| S    | — | Stop Sign                                  |
| Y    | — | Wye  |
| (YL) | — | Yard Limit                                 |

#### 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                                  |

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Single Track — Track will not be shown.

## DEARBORN DIVISION TIMETABLE

### GENERAL INFORMATION (CONT.)

#### C. DIESEL UNIT GROUPS

GROUP 1	GROUP 2	GROUP 3	GROUP 5	GROUP 6
GP22ECO	GP33ECO	RP20CD	SD60M//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 Dearborn Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:
  - a. DB-O-A-1 — Refers to NS Operating Rule A.
  - b. DB-S-1607-1 — Refers to NS SGCR Rule 1607.
2. **NOTE:**
  - a. DB indicates the Special Instruction is specific to the Dearborn Division.
  - b. "-1," "-2," etc., will number concurrent division instructions that reference the same system instruction.

# DEARBORN DIVISION TIMETABLE

## STATION PAGES

LINE SEGMENTS	MILEPOST	PAGES
Chicago Line Map.....	CD 193.9 - CD 522.8.....	6 - 12
Toledo East .....	CD 194.0 - CD 280.9 .....	13 - 20
Toledo Terminal.....	CD 280.9 - CD 320.5 .....	21 - 30
Toledo West .....	CD 320.5 - CD 421.5 .....	31 - 36
Elkhart Terminal.....	CD 421.5 - CD 426.4 .....	37 - 54
Elkhart West .....	CD 426.4 - CD 479.3 .....	55 - 60
Chicago Terminal.....	CD 479.3 - CD 522.8 .....	61 - 71
Chicago Junction (CR&I) .....	UW 0.0 - UW 5.3 .....	72 - 80
Chicago District.....	B 486.5 - B 518.7 .....	81 - 95
Detroit Line .....	HK 20.0 - HK 40.0 Main 2.....	96- 102
Detroit Line .....	DR 6.5 - DR 57.7 .....	.96 - 102
Detroit District .....	D 1.4 - D 114.....	103 - 115
Kankakee Line .....	LK 6.3 - LK 32.9.....	116 - 120
Kankakee Branch .....	KS 57.6 - KS 184.5.....	121 - 127



# CHICAGO LINE

WEST	SIDINGS IN FEET	MP	STATION	NOTE
			<b>TOLEDO EAST DISPATCHER - 047</b>	<b>647</b>
<div style="display: flex; justify-content: space-between;"> <span>1</span> <span>2</span> </div>	<div style="text-align: center;"> <p>18041</p> </div> <div style="text-align: center;"> <p>23840</p> </div> <div style="text-align: center;"> <p>16898</p> </div> <div style="text-align: center;"> <p>15312</p> </div>	<p><b>CD 193.9</b></p> <p><b>CD 197.8</b> CD 199.8</p> <p><b>CD 202.9</b></p> <p><b>CD 207.9</b></p> <p><b>CD 212.7</b> CD 215.9</p> <p><b>CD 216.8</b></p> <p><b>CD 219.7</b> CD 220.9</p> <p><b>CD 222.1</b></p> <p><b>CD 223.5</b></p> <p><b>CD 232.2</b></p> <p><b>CD 234.4</b> CD 239.3</p> <p><b>CD 240.7</b></p> <p>CD 241.6</p>	<p><b>CP 194</b> ..... (CP)</p> <p><b>CP 197</b> ..... (CP) HBD-DED 1-2</p> <p><b>CP 203</b> ..... (CP) Elyria Yard Sandusky Yardmaster</p> <p><b>CP 207</b> ..... (C)</p> <p><b>CP 212</b> ..... (CP) Fairlane Yard</p> <p><b>CP 216</b> ..... (CP)</p> <p><b>CP 219</b> ..... (CP) HBD-DED-HWD 1-2</p> <p><b>CP 222</b> ..... (CP) (Lake Division Conn. - Vermillion)</p> <p><b>CP 224</b> ..... (CP) (Lake Division Conn. - Vermillion)</p> <p><b>CP 232</b> ..... (CP)</p> <p><b>CP 234</b> ..... (CP) HBD-DED 1-2</p> <p><b>CP 240</b> ..... (CP)</p> <p>Sandusky Yard</p>	1

# CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
1      2      NS		CD 242.8	CP-242..... (C)	
	CS 9504	CD 244.8	CP-244..... (CP)	
		CD 247.2	CP-247..... (CP)	
		CD 248.0	Bay Bridge (DB) (C)	
		CD 248.5	CP-248..... (CP)	
		CD 251.2	DED 1-2	
		CD 253.6	CP-253..... (CP)	
		CD 255.9	CP-256..... (DB) (C)	
		CD 260.9	HBD-DED-HWD 1-2	
		CD 267.1	CP-267..... (CP)	2
		CD 268.3	CP-268..... (CP)	
		CD 272.9	DED 1-2	
		CD 277.3	Clay Center	
		CD 280.9	CP-281..... (CP)	
	SS 22948	CD 282.9	HBD-DED 1-2-SS	
		<b>TOLEDO TERMINAL DISP - 064</b>		<b>646</b>
		CD 285.4	CP-285..... (C)	
		CD 286.9	CP-286..... (CP)	
		CD 287.6	MAUMEE..... (DB) (C)	
		CD 287.9	CP-287..... (CP)	2

LAKE  
DIVISION  
OAK  
HARBOR

CSXT

STANLEY SEC.  
STUB 1 2

TOLEDO  
BELT

OAKDALE  
CONN

MIAMI CUT  
BRANCH

MAUMEE  
BRANCH

AMTRAK

# CHICAGO LINE

WEST	SIDINGS IN FEET	MP	STATION	NOTE
TOLEDO CUT	1			
	2			
DETROIT LINE		CD 288.7	CP-288 ..... (CP)	
		CD 289.6/ DR 57.7	CP-289 ..... (CP)	
AIRLINE JUNCTION TOLEDO MEGA TERMINAL	SS	CD 290.8		
	16080			
SWANTON YARD		CD 292.1	CP-292 ..... (CP)	
		CD293.7	CP 293 ..... (CP)	2, 3
		CD 295.3	CP-295 ..... (CP)	
		CD 300.0	HBD-DED 1-2	
	SS	CD 304.5	CP-304 ..... (CP)	
	7331			
		CD 306.5	CP 306 ..... (CP)	
		CD 306.9	CP 307 ..... (CP)	
		CD 311.0	DED 1-2	
		CD 320.0	HBD-DED-HWD 1-2	
		CD 320.5	ELKHART DISPATCHER - 046   644 (CP)	
		CD 327.0	CP 327 ..... (CP)	
	SS			
	13926			
		CD 329.8	CP 329 ..... (CP)	
		CD 334.1	DED 1-2	
		CD 339.9	HBD-DED 1-2	
	SS	CD 340.3	CP-340 ..... (CP)	
	11496			
		CD 341.9	Bryan Yard	
		CD 342.5	CP 342 ..... (CP)	
		CD 352.6	CP 352 ..... (CP)	

# CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
1      2		CD 355.9	HBD-DED 1-2	
		CD 358.5	CP 358 .....	(C)
		CD 360.0	CP 360 .....	(CP)
		CD 367.0	CP 367 .....	(CP)
		CD 370.8	HBD-DED 1-2	
	KTR RY	CD 379.7	CP 379 .....	(CP)
		CD 386.3	HBD-DED 1-2	
		CD 395.4	CP 395 .....	(CP)
		CD 396.6	Ligonier	
		CD 397.7	CP 397 .....	(CP)
		CD 402.9	HBD-DED 1-2	
3 MARION BRANCH	CD 412.4	CP 412 .....	(CP)	
	CD 417.5	CP 417 .....	(CP)	
	CD 420.6	HBD-DED 1-2-3		
		<b>ELKHART DISPATCHER - 034</b>	<b>644</b>	
GRAND ELK RR		CD 421.5	CP 421 .....	(CP)
		CD 423.1	CP 423 .....	(CP)
		CD 424.5	Elkhart Yard	
		CD 426.4	CP 426 .....	(CP)
		CD 430.7	DED 1-2	
CN RY	SS 8605	CD 435.4	CP 435 .....	(CP)
		CD 437.5	CP 437 .....	(C)
		CD 441.9	HBD-DED 1-2	
		CD 445.2	SSD 1-2	
GAVILON GRAIN		CD 448.6	CP 448 .....	(CP)
				IN TEK

# CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
1      2				
CSS & SB R.R.		CD 453.7      CP 453 ..... (CP) CD 458.2      HBD-DED 1-2		
		CD 462.4      CP 462 ..... (CP)		
	SS   8400 	CD 463.8      CP 463 ..... (CP)		
		CD 466.6      CP 466 ..... (CP) CD 476.8      HBD-DED 1-2		
		CD 479.3      CP 479 ..... (CP)		
		<b>CHICAGO TERMINAL DISP 046   643</b>		
		CD 482.2      CP 482 ..... (CP)		
CSXT PM LINE AMTRAK				
	SS   5665 			
CSXT PORTER BRANCH		CD 483.5      CP 483 ..... (CP)		1
WORTHINGTON STEEL		CD 485.02      CP 485 ..... (CP)		
LMIC RR		CD 485.7      Burns Harbor Yard		
BURNS HARBOR		CD 487.1      CP 487 ..... (CP)		
BURNS HARBOR		CD 490.0      HBD-DED 1-2		
	SS   10001 	CD 490.10      CP 490 ..... (CP)		
MILLERS SIDING		CD 492.40      CP 492 ..... (CP)		
		CD 494.0      CP 494 ..... (CP)		
ROLL & HOLD		CD 497.1      CP 497 ..... (CP)		
PINE SIDING	SS   19008 			

# CHICAGO LINE

WEST	SIDINGS IN FEET	MP	STATION	NOTE	
<p style="font-size: small; margin-top: 10px;">             PINE YARD              CSXT BUFFINGTON BIA 249.4              LAKE FRONT              IHB 2              IHB 1              CSXT              WHITING YARD              COLEHOUR RUNNER              BRC CONN              21W 21M              22W 22M              22E              34 Lead              33 Lead           </p>		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	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 LINE

	WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	<p style="text-align: center;">55th St Yd</p> <p style="text-align: center;">METRA</p>	<p style="text-align: center;">CR&amp;I I.T</p> <p style="text-align: center;">CS</p> <p style="text-align: center;">10100</p>	<p style="text-align: center;">CD 518.5</p> <p style="text-align: center;">CD 518.5</p> <p style="text-align: center;">CD 521.1</p> <p style="text-align: center;">CD 521.2</p> <p style="text-align: center;">CD 522.8</p>	<p style="text-align: center;">CP-518 .....</p> <p style="text-align: center;">HCD-W 18'09"</p> <p style="text-align: center;">4 North</p> <p style="text-align: center;">21st Street .....</p> <p style="text-align: center;">South Branch Bridge .....</p> <p style="text-align: center;">Chicago Union Station</p>	<p style="text-align: center;">(CP)</p> <p style="text-align: center;">(C)</p> <p style="text-align: center;">(DB) (C)</p>

# TOLEDO EAST CP 194 – CP 281

## STATION PAGE INFORMATION

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

### 1. RULES IN EFFECT

	MAIN 1 TRACK	MAIN 2 TRACK
<b>BETWEEN</b>	<b>RULES</b>	
CP 194 and CP 281	261 PTC	261 PTC
Main 1 and Main 2 Tracks are numbered from North to South.		

### 2. MAXIMUM SPEEDS - PASSENGER

	SS	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK	MAIN 4 TRACK
<b>BETWEEN</b>	<b>MPH</b>				
MP CD 192.5 and MP CD 194.0		70	70		25
CP-194, East Connecting Track to CSXT		25			
CP-194, West Connecting Track to CSXT		25			
MP CD 194.0 and MP CD 194.3		50	50		
MP CD 194.3 and MP CD 194.8		50	50		
MP CD 194.0 and MP CD 197.0, Berea Sdg.	25				
MP CD 194.8 and CP-197		70	70		
CP-197 and MP CD 202.5		79	79		
MP CD 202.5 and MP CD 206.7		70	70		
MP CD 206.7 and MP CD 207.3		50	50		
MP CD 207.3 and CP-207		79	79		
CP-207		50	50		
CP-207 and MP CD 221.0		79	79		
CP-216 and CP-219	25				
MP CD 221.0 and MP CD 221.3		70	70		
MP CD 221.3 and MP CD 225.7		79	79		
MP CD 225.7 and MP CD 226.2		75	75		
MP CD 226.2 and MP CD 231.6		79	79		
MP CD 231.6 and MP CD 233.2		65	65		
MP CD 233.2 and CP-242		79	79		
CP-242		50	50		
CP-242 and CD 248		79	79		
CD 248.0 and CD 248.2 Movable Bridge		30	30		
CD 248.2 and CP 248		79	79		
CP 248 and MP CD 250.1		75	75		
MP CD 250.1 and CP-256		79	79		
CP-256		40	40		
CP-256 and MP CD 283.0		79	79		
MP CD 283.0 and CP-285		70	70		
CP-281 and CP-285	25				



## TOLEDO EAST CP 194 – CP 281

### 2. MAXIMUM SPEEDS – RHWY – FREIGHT

	SS	MAIN 1 TRACK			MAIN 2 TRACK			MAIN 4 TRACK		
		FRT TPOB < 120	FRT TPOB ≥ 120		FRT TPOB < 120	FRT TPOB ≥ 120		FRT TPOB < 120	FRT TPOB ≥ 120	
		TV		TV			TV			
<b>BETWEEN</b>	<b>MPH</b>									
MP CD 193.4 and MP CD 194.0		60	60	50	60	60	50	25	25	25
CP-194, East Connecting Track to CSXT	MAIN 30									
CP-194, West Connecting Track to CSXT	MAIN 30									
MP CD 194.0 and MP CD 194.3		40	40	40	40	40	40			
CP-194 and CP-197	25									
MP CD 194.3 and MP CD 194.8		50	50	50	50	50	50			
MP CD 194.8 and MP CD 206.4		60	60	50	60	60	50			
MP CD 206.4 and CP-207		50	50	50	50	50	50			
CP-207		50	50	50	50	50	50			
CP 207 and CP 240		60	60	50	60	60	50			
CP 240 and CP 242		60	60	50	60	60	50			
CP-216 and CP-219	25									
CP-242		50	50	50	50	50	50			
CP-242 and CD 248		60	60	50	60	60	50			
CD 248.0 and CD 250.2 Movable Bridge		30	30	30	30	30	30			
CD 248.2 and CP-256		60	60	50	60	60	50			
CP-256		40	40	40	40	40	40			
CP-256 and CP-285		60	60	50	60	60	50			
CP-281 and CP-285	25									

**NOTE:**

1. CP 216 East crossover between siding and Main 1 track – 10MPH
2. Maximum authorized speed in #1 South and #1 North Tracks at Fairlane Yard is 5MPH.
3. All movements 250 feet from the switch points at the north end of Fairlane Yard and beyond northward are 5MPH.

### 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 198.0 to MP CD 199.0	MP CD 227.0 to MP CD 228.0
MP CD 202.0 to MP CD 203.0	MP CD 260.0 to MP CD 261.0
MP CD 222.0 to MP CD 223.0	MP CD 278.0 to MP CD 279.0

### 4. DIESEL UNIT RATINGS

**DIESEL UNIT RATINGS IN TONS**

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
<b>Westward</b>						
Cleveland DB – Cleveland Rockport	2937	3553	4116	4724	5902	8590
Cleveland Rockport - Oak harbor	6504	7832	9110	10430	13035	17650
Oak Harbor – T-Center	6358	7630	8901	10174	12716	17166
<b>Eastward</b>						
Oak Harbor–Cleveland DB	6504	7832	9110	10430	13035	17650
T-Center – Oak Harbor	6358	7630	8901	10174	12716	17166

## TOLEDO EAST CP 194 – CP 281

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### EXCEPTIONS

#### AUTHORIZED WEIGHT

Chicago Line (CP-194 to CP-281)	315,000 lbs.
---------------------------------	--------------

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform  
NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

#### Maximum Safe Trailing Tonnage behind Restricted Equipment

Direction	Between	Maximum Safe Trailing Tonnage
Northward / Eastward	Cleveland and Elkhart	12,000
Southward / Westward	Cleveland and Elkhart	Unrestricted

#### C. HEIGHT RESTRICTIONS

NONE.

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. U.S. Gypsum- Gypsum, Ohio
  - a. 6-axle locomotives are prohibited on the following tracks:  
U.S. Gypsum, OH- CD251.1

### 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

SWITCH LOCATION	CONNECTING	WITH	NORMAL POSITION
Fairlane Yard MP CD 215.7	Fairlane Siding	East Leg of Wye	East Leg of Wye
Fairlane Yard MP CD 216.6	Fairlane Siding	West Leg of Wye	West Leg of Wye

#### B. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP	SWITCH	TRACK
CD197.0	Dairy Pack	Berea Siding
CD228.6	Ceylon	1

## TOLEDO EAST CP 194 – CP 281

### 6. SWITCHES AND DERAILS (CONT.)

#### C. ELECTRIC SWITCH LOCKS

LOCATION	SWITCH	TRACK	TIMER
CD206.3	Blue Star	2	9:06
CD208.6	Junction Yard	2	11:17
CD209.0	3M	1	11:41
CD233.6	Lear	1	9:24
CD242.0	Mill St.	2	Approach Lock
CD251.3	Gypsum	2	Approach Lock
CD258.8	Camp Perry	1	Approach Lock
CD266.0	Oak Harbor	1	Approach Lock
CD268.9	Rocky Ridge	2	13:46
CD271.5	East Greytown	1	11:55
CD271.9	West Greytown	1	9:18
CD276.2	Martin	1	12:13
CD277.3	Clay Center	1	11:00

#### D. RADIO / DTMF CONTROLLED SWITCHES

LOCATION	SWITCH	AAR	NORMAL	REVERSE
NONE.				

### 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
OSS	658
MTO	640
Mechanical Helpdesk	123
Sandusky Yardmaster	933
Toledo East Dispatcher	647
Toledo Yard Dispatcher	646
Wayside Help Desk	127
Wayside Detector Retransmission	001

#### B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1 TX and RX	CHANNEL 2 TX (RX)
Olmstead Falls, OH	047-047	069-069
Fairlane, OH	047-047	069-069
Fairlane Yard	050-050	-
Sandusky, OH	047-047	-
Oak Harbor, OH	047-047	-
Milbury, OH	047-047	-
Toledo, OH	064-064	-
Mega Yard	064-064	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn OSS	800-898-4296
Dearborn Manager Train Operation	404-877-9695
Dearborn Assistant Chief Dispatcher	404-877-9696
Toledo East Dispatcher	404-877-9530

## TOLEDO EAST CP 194 – CP 281

### 7. COMMUNICATION INFORMATION (CONT.)

#### C. TELEPHONE NUMBERS (CONT.)

CONTACT	PHONE
Toledo Terminal Dispatcher	404-877-9528
Sandusky Yardmaster	419-871-6041
Mega Yardmaster	419-381-5505
Toledo Trainmaster	419-381-5522

### 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. Berea — CP-197

Due to close clearance at bridge, trains and "On-track equipment" using Main 1 or siding tracks between Berea and CP-197 are to stop west of and stay clear of Rocky River Bridge at MP CD 194.4 if they are going to be delayed for any reason.

#### B. TRACK PERMISSION

##### 1. Fairlane Yard

All movements in Elyria Yard or Fairlane Yard must have permission from the Sandusky Yardmaster before movement occurs, including entering Elyria Siding or Fairlane Siding, MP CP 203 to CP 207, and MP CP 212 and CP 216.

#### C. INTERLOCKING INSTRUCTIONS

NONE.

#### D. DRAWBRIDGES

CD 248.01

CD 256.05

#### E. HANDBRAKE REQUIREMENTS

##### 1. Fairlane Yard – MP CD 216.1

- a. Train crews setting out three (3) cars or less on the Parallel Tracks 1, 2, or 3 at Fairlane Yard, MP CD 216.1 must shove the car(s) to the center of the tracks or bottom of the grade and 100% hand brakes must be applied (C-102 is required).
- b. Handbrakes are required on the first two (2) cars from the north end only on tracks 1 through 19 (C-102 is required).

#### F. TRAIN HANDLING INSTRUCTIONS

When building outbound trains at Fairlane Yard that includes picking up 1, 2, or 3 South, ensure to pick up these tracks first on the head-end followed by doubling back to your main yard tracks 4 through 19.

When yarding inbound trains at Fairlane Yard that include putting cars into 1, 2, of 3 South, ensure to first yard the rear of the train in to the main yard tracks 4 through 19, followed with your last move of 42 cars into 1, 2, or 3 South.

# TOLEDO EAST CP 194 – CP 281

## 9. DISTRICT INSTRUCTIONS (CONT.)

### G. ROAD CROSSINGS

#### 1. DO NOT BLOCK ORDER

- a. Eastward trains receiving stop indication at CP-203 must make stop clear of Race Road, MP CD 203.76. Westward trains receiving stop indication at CP-203 must stop clear of Chestnut Ridge Road, MP CD 201.36.
- b. All trains working at Elyria Yard must refrain from blocking road crossings at Abbe Road, MP CD 205.5, and at Olive Street, MP CD 205.9, when practicable. Trains and engines on north siding must approach Abbe Road prepared to stop.
- c. Between the hours of 5:00 AM and 6:00 AM, do not block Miller Road, MP B 204.5 while working CEI. Make arrangements to restrict time on the crossing to no more than 10 minutes.
- d. Trains yarding at the Lake Division's Sandusky Yard must stay 300 feet away from Mill Street to avoid activating crossing warning devices unless notified by NS Yardmaster they have permission to enter into the yard.
- e. All efforts must be made to keep the following critical emergency route road crossings clear. In the event of an emergency stop, notify the train dispatcher of the blocked crossing as soon as possible:

CROSSING	MP
Rocky Ridge Rd. (Main St.)	MP CD 269.14
Lickart-Harder Rd.	MP CD 268.66
Benton-Carroll Rd.	MP CD 267.57
Genoa –Clay Center Rd.	MP CD 276.97

#### 2. QUIET ZONES

MP	CROSSING(S)	DOT
CD 196.10	Lewis Road	#523835H
CD 196.39	Columbia Road	#523836P
CD 196.75	Brookside Drive	#523837W
CD 196.86	Mapleway Drive	#523838D
CD 201.36	Chestnut Ridge Road	#523844G
CD 201.69	Root Road	#523845N
CD 203.10	Maddock Road	#523847C
CD 203.76	Race Road	#523848J
CD 220.90	Main Street / Division Street	#524040W
CD 221.06	Grand Street	#524041D
CD 221.86	Adams Road	#524045F

#### 3. RUSTY RAIL CONDITIONS

CP-194 — East Crossover to CSXT Short Line at Front St. — Eastward movements only.

### H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

NONE.

### I. STEEP GRADES - END OF TRAIN DEVICES

NONE.

## TOLEDO EAST CP 194 – CP 281

### 9. DISTRICT INSTRUCTIONS (CONT)

#### 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
CD 251.1	Gypsum	21
CD 258.9	Camp Perry Lead	14

#### K. JOINT TRACKAGE

1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:  
NONE
2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:
  - a. Amtrak CP 521 to CP 194

#### L. HAZMAT SPILL PAN LOCATIONS

NONE.

#### M. GENERAL INSTRUCTIONS

##### 1. Quarry at Clay Center

Prior to handling cars into or out of the Quarry at Clay Center, MP CD 277.4, crews will arrange to inspect the flangeways of the tracks to be used to assure that they are clear of debris so that rail equipment can be safely handled. Particular attention to outbound loads is required to assure that hopper doors are closed and that material has not leaked from the car onto the rail creating a situation which may lead to a derailment.

The tracks will be labeled as the following at the stone quarry:

TRACK	DESCRIPTION
The stub track	Power
Track 1	Place inbound empties.
Track 2	Outbound loads to be pulled.
Track 3	Runaround track not for placement of train.
Stub Track	Used for storing power. Place power in the clear to avoid blocking routes through the quarry. Power needs to be back to back and enough fuel for a return trip to destination to be left at the quarry.
Track 1	A standing cut will be required in the Quarry to allow for traffic. Airlines will be located on the east side of both sides of the crossing inside the quarry. Keep a lookout for hoses stretched over the track to the outbound train on track two.
Track 2	The outbound trains will be air tested in two blocks and the 1043-BT will be left in the knuckle on each cut. Remove the airlines in accordance with rule. The hoses are to be wrapped up on the hose rack next to the airline.
Track 3	Runaround
The stub track	Power
Track 1	Place inbound empties.

##### 2. FRA EXCEPTED TRACK

- a. Pier West (Sandusky)

## **TOLEDO EAST CP 194 – CP 281**

### **9. DISTRICT INSTRUCTIONS (CONT.)**

#### **N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT**

1. HTUAs
  - a. CD 180.9 to CD 204.6
  - b. CD 275.4 to CD 306.4
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.

# TOLEDO TERMINAL CP 281 – CP 320

## STATION PAGE INFORMATION

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

**NOTE 3:** Interlocking in service for Controlled Siding only.

### 1. RULES IN EFFECT

	MAIN 1 TRACK	MAIN 2 TRACK
<b>BETWEEN</b>	<b>RULES</b>	
CP-281 and CP-320	261 PTC	261 PTC
Main 1 and Main 2 Tracks are numbered from North to South.		

### 2. MAXIMUM SPEEDS - PASSENGER

	SS	MAIN 1 TRACK	MAIN 2 TRACK
<b>BETWEEN</b>	<b>MPH</b>		
CP-281 and MP CD 283.0		79	79
MP CD 283.0 and CP-285		70	70
CP-281 and CP-285	25		
CP-285 and CP-286		60	60
CP-286 and MP CD 287.6		30	30
MP CD 287.6 and MP CD 288.0		25	25
MP CD 288.0 and CP-289		30	30
CP-289 and CP-292		60	60
CP-292 and MP CD 294.4		70	70
CP-292 and CP-295, Nasby Siding	25		
CD 294.4 and CP-320		79	79
CP-304 and CP-307, Swanton Siding	25		

### 2. MAXIMUM SPEEDS — RHWY — FREIGHT

	SS	MAIN 1 TRACK			MAIN 2 TRACK		
		RHWY	FRT TPOB < 120	FRT TPOB ≥ 120	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
		<b>MPH</b>					
<b>BETWEEN</b>							
CP 281 and CP 285		60	60	50	60	60	50
CP 281 and CP 285	25						
CP 285		30	30	30	30	30	30
CP 285 and MP CD 287.6		30	30	30	30	30	30
MP CD 287.6 and MP CD 288.0		25	25	25	25	25	25
MP CD 288.0 and CP 289		30	30	30	30	30	30
CP 289 and CP 292		50	50	50	50	50	50
CP 292 and CP 295	25						
CP 292 and CP 320		60	60	50	60	60	50
CP 304 and CP 307 Swanton Siding	25						
Toledo Belt TB 1.24to TB 5.37 restricting speed not exceeding						20 MPH	
Mega Yard Tracks 1-8 and 3 Lead 16 inbound						20 MPH	
Mill lead from Woodford Street into Mill						5 MPH	
All industry tracks						5 MPH	
Maumee Branch MP IW 105.89 to MP IW 118.20 restricted speed not exceeding						15 MPH	
Maumee Branch MP IW 108.5						10 MPH	
Runner track from MP T8 to MP CS2.8						10 MPH	
Swanton Yard tracks Restricted Speed not exceeding						15 MPH	



## TOLEDO TERMINAL CP 281 – CP 320

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

#### LOCATION OF TEST MILE SIGNS:

CD 296.0 to CD 297.0

CD 311.0 to CD 312.0

### 4. DIESEL UNIT RATINGS

	GROSS WEIGHT IN POUNDS			
	UNIT		LOADED CAR	
	4 AXLE	6 AXLE	4 AXLE	6 AXLE
Toledo and Maumee Connection Track	291,000	420,000	263,000 286,000 <sup>1</sup> 315,000 <sup>2</sup>	394,500

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### EXCEPTIONS

#### AUTHORIZED WEIGHT

Chicago Line (CP-281 to CP-320)	315,000 lbs.
Oakdale Connection	315,000 lbs.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

Direction	Between	Maximum Safe Trailing Tonnage
Northward / Eastward	Cleveland and Elkhart	12,000
Southward / Westward	Cleveland and Elkhart	Unrestricted

#### C. HEIGHT RESTRICTIONS

None.

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. **6-axle locomotives are prohibited on the following tracks:**

##### a. Evans Yard

1. Mondelez Global (D10)
2. #5 BELT – Front Street Yard

##### b. Maumee Yard

1. American Rail Center (E03)
2. Kuhlman Corp. (E04)

## TOLEDO TERMINAL CP 281 – CP 320

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS (CONT.)

3. Andersons Cargill (E64)
4. 84 Lumber (E88)
5. Manville River (F10)
6. Manville International (F20)

**c. Airline Yard (Mega)**

1. GAC (A14) (Small 6-axle may be used – no wide body locomotives)

**d. Sumner Street Yard**

1. #18 track

### 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

SWITCH LOCATION	CONNECTING WITH	NORMAL POSITION
North Star Steel, Inc. MP CD 315.8	Inside Lead	Straight Track
<ol style="list-style-type: none"> <li>1. All movements over junction switch Manhattan must expect to find switch improperly lined.</li> <li>2. Normal position for switch governing movement to and from Toledo Runner Track and AA Main 1 Yard Track will be lined for movement to and from these tracks, and must be so left after use. All movements must approach prepared to stop.</li> <li>3. Normal position for the switch connecting the Maumee Branch and Waterville Lead, MP IW 117.2, is lined for movement to or from Waterville Lead.</li> </ol>		

#### B. HANDLING OF DERAILS

1. The following permanent blue signal derails on the Toledo Edison Lead are under the exclusive control of the Mechanical Department:
  - a. 509 feet east of inbound, outbound switch on inbound track.
  - b. 528 feet east of inbound, outbound switch on outbound track.
  - c. 1,063 feet east of the BP, Edison Lead switch on the Edison track

#### C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

#### D. ELECTRIC LOCK SWITCHES

LOCATION	SWITCH	TRACK	TIMER
CD285.9	Sun Oil	1	6:50
CD294.3	East Rice Grain	SS	10:42
CD294.8	West Rice Grain	SS	9:46
CD303.5	Delta Proper	1	10:49
CD315.7	North Star Steel	1	10:23
CD316.1	East Gerald Grain	1	10:54
CD316.5	West Gerald Grain	1	11:20

#### E. RADIO CONTROLLED SWITCHES

MP	LOCATION	NORMAL	REVERSE	AAR
CD 304.1	Swanton Yard	4001111	4001133	030-030
CD 304.2	Swanton Yard	4010111	4010133	030-030
CD 304.3	Swanton Yard	4010211	4010233	030-030
CD 306.1	Swanton Yard	4010611	4010633	030-030
CD 306.2	Swanton Yard	4010511	4010533	030-030
CD 306.3	Swanton Yard	4010411	4010433	030-030

# TOLEDO TERMINAL CP 281 – CP 320

## 7. COMMUNICATION INFORMATION (CONT.)

### A. DIAL IN RADIO CODES (CONT.)

Emergency	911
MTO	640
Toledo East Dispatcher	647
Toledo Terminal Dispatcher	646
Elkhart Dispatcher	644
Operations Service and Support (OSS)	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)	TONE	TX (RX)	TONE
Toledo East DS	047-047	647	None	-
Toledo Terminal DS	064-064	646	None	-
Toledo North	027-027	646	None	-
Elkhart DS	046-046	644	None	-
Mega Yardmaster	064-064	690	018-018 022-022 030-030 072-072 076-076 038-038	- - - - - -
Mega Van Site	022-022		None	-
Mega Switching	030-030		None	-
Swanton Switching	038-038		None	-
Maumee / PBF Jobs	072-072		None	-
Evans Yd. / Mill	076-076		None	-
T-District Rd Ch. / Evans Yd.	018-018	924	None	-
CSXT Road	008-008		None	-
CSXT Yard	025-025		None	-
CSXT RL Dispatcher	035-035	5#	None	-
CSXT Stanley Yard	048-048		None	-
CSXT Fuel Pad	042-042		None	-
Ann Arbor RR	092-092		None	-
Cab / PTI Channel	081-081		None	-

### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Dearborn Manager Train Operations	404-877-9695
Dearborn Assistant Chief Dispatcher	404-877-9696
Toledo East Dispatcher	404-877-9530
Toledo Terminal Dispatcher	404-877-9528
Elkhart Dispatcher	404-877-9529
Mega Yardmaster	419-381-5505
Swanton Yard Office	419-826-0038
Toledo Trainmaster	419-381-5522
Ann Arbor RR Ottawa Yard	419-726-4181
Ann Arbor RR Hallett Tower	419-726-3237
CSXT RL Dispatcher	708-832-2172
CSXT Yardmaster Walbridge	419-661-3056

# TOLEDO TERMINAL CP 281 – CP 320

## 8. TERMINAL INSTRUCTIONS

### A. CLOSE CLEARANCE

Employees must remain constantly vigilant for any Close Clearance locations whether marked with signs or not and operate with extreme caution in these areas.

1. A CLOSE CLEARANCE sign has been placed on the North Side of Campbell St. Lead on the fence west of Ohio Pickling near the old car shop.
2. A CLOSE CLEARANCE sign has been placed on the Jersey Barrier located on the North Side of # 14 Track at C.U.T.

#### Maumee: Special Instructions

1. **Cargill (E06):**
  - a. Close clearance of telephone poles and tracks. DO NOT RIDE CARS ON TRACKS 2 & 3.
2. **Maumee Stamping:**
  - a. ALL TRACKS. NO ONE permitted to ride side of car next to gate.
  - b. Banner on derail No. 4 track. NO ONE allowed to ride cars past banner.
3. **Johns-Manville:**
  - a. ALL TRACKS at river plant. NO ONE permitted to ride cars. All movements are to be protected to prevent cornering of cars.
4. **Kuhlman (E04):**
  - a. Building where box cars are spotted.
5. **Sun Chemical (E74):**
  - a. Located on Webstrand Lead, Maumee Ohio. DO NOT ride cars past or near building or unloading facility.
6. **Ransom Randolph:**
  - a. NO ONE permitted to ride cars.

#### DO NOT RIDE SIDES OF ANY EQUIPMENT GOING INTO OR ON THE FOLLOWING ACCOUNT CLOSE CLEARANCE DUE TO TRACK CENTERS.

1. Class Yard
2. Front St: IRONVILLE YARD (FS01-THRU FS12)
3. Evans Yard: HO01 – HO22
4. Pad tracks inside intermodal facility at Mega Yard (TMG6 & TMG7)

#### DO NOT RIDE IN CLOSE CLEARANCE AREAS IN THE FOLLOWING INDUSTRIES:

Mondelez	DO NOT RIDE CARS
A & K Railroad	DO NOT RIDE CARS
Kuhlman	DO NOT RIDE CARS
Marco's Pizza	DO NOT RIDE CARS
Power Lab	DO NOT RIDE CARS
Ransom & Randolph:	DO NOT RIDE CARS
Sun Chemical:	DO NOT RIDE CARS
PBF Toledo	DO NOT RIDE CARS
U.S. Container:	DO NOT RIDE CARS
BP Oil	DO NOT RIDE CARS
Toledo Logistics:	DO NOT RIDE CARS
Seneca Petroleum:	DO NOT RIDE CARS
Spartan Warehouse:	DO NOT RIDE CARS

## TOLEDO TERMINAL CP 281 – CP 320

### 8. TERMINAL INSTRUCTIONS (CONT.)

#### B. TRACK PERMISSION

1. MP T 8.0 to Ironville, MP T 5.4 (MP CS 3.7). All movements are under the direction of the Mega Yardmaster. At MP T 8.0, westward trains must have permission from Mega Yardmaster to enter yard. At MP T 8.0, eastward trains must have permission from Mega Yardmaster to depart yard.
2. Ironville, MP CS 3.7, to End of Track, MP CS 1.3, via Manhattan Jct., MP CS 2.1, is under the control of the Mega Yardmaster. Permission for movement to and from Cherry Street Branch at Manhattan Jct. will be secured from the Mega Yardmaster.
3. Permission for movement to the AA will be secured from the operator at Ottawa Yard / Hallett Tower. Permission for movement from AA to NS trackage will be secured from NS Toledo Terminal Dispatcher.
4. On the Maumee Branch from Toledo, MP IW 105.0, to Waterville, MP IW 118.2, all movements are under the direction of the Mega Yardmaster. Ledo/Maumee Back Side between MP TM 5.0 and Gould, MP TM 12.7, is under the jurisdiction of the Mega Yardmaster. Track between Gould at East and West wye and TM line from Gould to Airport Hwy is out of service.
5. At Airline Yard, CP 292, CP 289 on Chicago Line, and CP 56, Detroit Line, all movements in yard are under the direction of the Mega Yardmaster.
6. All movements in E Yard are under the direction of the Mega Yardmaster.
7. All movements at Swanton Yard CP 304 to CP 306 are under the control of Mega Yardmaster channel 038-038.

#### C. INTERLOCKING INSTRUCTIONS

MP	LOCATION	CONTROLLED / AUTOMATIC	RAILROAD
T 5.4	Ironville	Controlled	CSXT
CS 2.1	Manhattan Junction	Controlled	AA / CN

#### D. DRAWBRIDGES

MP	LOCATION	CONTROLLED / AUTOMATIC
CS 2.8	Maumee River	Controlled
CD 287.6	Maumee River	Controlled

#### E. HANDBRAKE REQUIREMENTS

1. When handling or switching into tracks at all yards including Swanton, all tracks are to be stretched to ensure they are coupled before leaving the area.
2. Hand brakes must be applied to east end (toward Ironville) of cars in the Ironville side of Front Street Yard.
3. Hand brakes must be applied to the Front St. end of cars in the bone yard and belt tracks.
4. **Airline New Yard:**  
Minimum of 3 hand brakes on the West-end of all tracks (102,103,104). (C102 required)
5. **Detroit Yard**  
Will have air in every track at all times with a minimum of 4 (four) hand brakes. If a crew chooses to switch without air, then that crew will make sure that all tracks will be stretched, air hoses laced, and air back in the tracks that they switched into and handled when switching is complete. If cars are kicked while switching, the tracks used will have a minimum of 4 (four) handbrakes.  
Cars left in any track in Detroit Yard including twelve (12) track and the Old Slow will have a minimum of four (4) hand brakes applied to the east end of the cut.(C102 required)

## TOLEDO TERMINAL CP 281 – CP 320

### 8. TERMINAL INSTRUCTIONS (CONT.)

#### E. HANDBRAKE REQUIREMENTS (CONT.)

##### 6. MEGA Van-site

- a. 2 (two) hand brakes minimum on the west end of all tracks (#6 and #7) – no C-102 required.
- b. Tracks #1 - #5 handbrakes must be on east end (C-102 required)

##### 7. Evans Yard

- a. All tracks at Evans must have minimum of 6 (six) cars with handbrakes applied prior to allowing additional cars to free roll into the track. The cut of 6 blocker cars must be placed a minimum of 50 feet East of the West end clearance point. Upon completion of switching, crews must confirm that all tracks are in the clear at the West end of the yard. When yarding trains at Evans Yard, system handbrake rules apply.
- b. When building cuts of cars at Evans Yard that are destined for Bellevue, 3 hand brakes must be left on the east end of the track. If the hand brakes were previously applied to the west end of the track, they are to be released after hand brakes are applied to the East end.

#### F. TRAIN HANDLING INSTRUCTIONS

1. Trains or equipment held within Toledo Terminal for Block Swaps, Spacing, or Storage, on Wagon Works tracks 1 & 2; Stanley Secondary tracks 1 & 2 or other locations where train line air can be maintained without a locomotive MUST:
  - a. **Train and Engine crews:**

Shut all locomotives down (if locomotives remain with train) and secure train as prescribed in C-102, attach ground air supply to the head car or locomotive, open all associated angle cocks necessary to supply air to the train, and ensure that air from the ground air is being supplied to the train. If air is not being supplied, this fact must be reported to the Mega yardmaster. Crew must relay the following information as indicated on the inbound air slip to the Mega Yardmaster:

    1. The date and time of the last A-6 inspection.
    2. The number of the lead equipment being left at location
    3. The number of cars inspected
    4. The name or names of persons that performed the A-6 test. The name of the test location.
  - b. **Mega Yardmaster:**

Verify with the crew that air is being supplied to the equipment left standing. If air is not being supplied the Yardmaster must contact the mechanical department for correction. Maintain a written record of information supplied by the crew to include:

    1. The date and time of the last A-6 inspection.
    2. The number of the lead equipment being left at location
    3. The number of cars inspected
    4. The name or names of persons that performed the A-6 test.
    5. The name of the test location.
    6. Relay information the above information to outbound crews.
    7. Carry train information as identified above on the yardmaster turn over for each shift until train has departed location.

# TOLEDO TERMINAL CP 281 – CP 320

## 8. TERMINAL INSTRUCTIONS (CONT.)

### G. ROAD CROSSINGS

**1. DO NOT BLOCK ORDER**

None.

**2. QUIET ZONES**

MP	CROSSING(S)	DOT
CD 297.4	Holloway Rd.	#509463J

**3. RUSTY RAIL CONDITIONS**

1. Otter Creek Road - Gates will activate in 30 seconds.
2. Corduroy Road - Gates will activate in 38 seconds.

### 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.
2. 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.

MILEPOST	TRACK	DEGREES
CD292.2	Allied Building Material Connection Back Side	17-30 15
CS 2.3	GT Connection	14
IW 105.8	Main	13
IW 110.3	Gould East Wye	13
IW 110.8	Gould West Wye	13
IW 113.9	New Yard East Wye	13
IW 114.1	New Yard West Wye	13
IW 117.4	Johns Manville River Plant	22
IW 117.9	Johns Manville Dutch Road	25
IW 114.5	84 Lumber	14
T 6.0	BP Lead	22
TB 5.0	Bone Yard 3 Belt	14
TB 5.0	Bone Yard 4 Belt	17
TB 5.0	Bone Yard 5 Belt	23
TB 5.0	Bone Yard Hocking Valley	14
TB 4.5	Kraft	25 (Number 6 Turnout)

## TOLEDO TERMINAL CP 281 – CP 320

### 8. TERMINAL INSTRUCTIONS (CONT.)

#### J. JOINT TRACKAGE

1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
  - a. Ann Arbor RR Toledo, OH
  - b. CSXT Toledo, OH
2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:
  - a. Amtrak CP 521 to CP 194
  - b. Trains 29, 30, 48, and 49 are to use Station Track No. 1 unless otherwise advised by Amtrak personnel. With a speed not to exceed 15 MPH on all tracks.

#### K. RECEIVING YARD INSTRUCTIONS

None.

#### L. CLASSIFICATION / SWITCHING INSTRUCTIONS

1. When handling cars between Front St. and Evans Yard all cars must have air hoses connected and transfer train brake test completed.
2. WHEN KICKING CARS: NO more than two (2) loads, NO more than six (6) empties in a solid block, or NO more than one (1) load and up to three (3) empties may be cut off at a time.
3. SWITCH LIST: Crews must notify yardmaster and / or on-duty supervisor of irregularities in switch lists (cars out of place, missing cars, etc.) in any track, including industries.
4. When building cuts of cars at Evans Yard that are destined for Bellevue, 3 hand brakes must be left on the east end of the track. If the hand brakes were previously applied to the west end of the track, they are to be released after hand brakes are applied to the East end.
5. Kicking cars in Front Street Yard and the Bone Yard is prohibited.
6. When handling or switching into tracks at ALL yards including Swanton, all tracks are to be stretched to ensure they are coupled before leaving the area.
7. Crews working in the Sumner Street area will use air.
8. All Toledo Road Switcher Crews coming on duty at Airline Yard, Evans Yard, Maumee, and Swanton Yard are to contact the Mega Yardmaster within 15 minutes of their on duty time to receive instructions.

#### M. FORWARDING YARD INSTRUCTIONS

None.

#### N. RCO OPERATIONS

None.

#### O. HAZMAT SPILL PAN LOCATIONS

1. Evans Yard – Pig Track.



# TOLEDO TERMINAL CP 281 – CP 320

## 8. TERMINAL INSTRUCTIONS (CONT.)

### P. GENERAL INSTRUCTIONS

1. When necessary to open locomotive slide windows, adjust them for your own personal protection to prevent being struck by objects that may be thrown in the following known high vandal and trespasser areas along railroad right-of-way at Toledo on the Chicago Line, Maumee to CP-292, and Detroit Line, CP-K to CP-289.
2. At Anderson, Nabisco, Sun Refinery, Mid-States (Clinton I.T.) Plants, NS train crews must protect against engine and car movers at these locations.
3. A member of all T&E crews reporting for duty at the Toledo T Center must promptly notify the appropriate Train Dispatcher of their presence within 10 minutes after their call time. The crewmember will provide the Train Dispatcher with information necessary to operate their train to include requesting transportation if needed.
4. At Swanton Yard the inbound Conductor is responsible for ensuring the Mega/Airline Yardmaster receives the original or a copy of the Class 1 Brake Test (A6) being performed. This can be accomplished by fax and follow-up phone call to ensure the Yardmaster received the fax or face to face delivery of the brake slip to the Mega Yardmaster on-duty. Mega Yardmaster phone number 419-381-5505. There have been too many instances of misplaced/lost brake slips and unnecessary delays for DTE. If instructed to remove locomotive power from a train at Swanton, the crew which was instructed to remove the locomotives from the train will hook-up the ground air supply line to the cars left standing on the track so the A-6 brake test remains valid.
5. FRA Excepted Track  
NONE.

### Q. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

#### 1. HTUAs

FROM	TO
CD 275.4	CD 306.4
DR 38.1	DR 57.9
CS 2.6	CS 3.7
DK 1.8	DK 4.1
DY 1.2	DY 4.0
HK 38.2	HK 40.3
IW 105.8	IW 118.2
TB 1.3	TB 5.4
TM 9.5	TM 12.8
XA 286.9	XA 287.9

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.

# TOLEDO WEST CP 320 – CP 421

## STATION PAGE INFORMATION

**NOTES:** None.

### 1. RULES IN EFFECT

<b>BETWEEN</b>	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK
	<b>RULES</b>		
CP-320 and CP-421	261 PTC	261 PTC	261 PTC
Main 1, Main 2 and Main 3 Tracks are numbered from North to South.			

### 2. MAXIMUM SPEEDS - PASSENGER

<b>BETWEEN</b>	SS	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK
	<b>MPH</b>			
MP CP 320 and CP-340		79	79	
CP 327 and CP-329	25			
CP 340 and CP-342	10	70	70	
CP 342 and CP-358		79	79	
CP 358		60	60	
CP 358 and MP CD 417.0		79	79	
CP 412 and CD 421.1				30
MP CD 417.0 and MP CD 419.8		70	70	
MP CD 419.8 and CP-421.1		70	70	
MP CD 421.1 and MP CD 421.8		30	30	30

### 2. MAXIMUM SPEEDS - RHWY - FREIGHT

<b>BETWEEN</b>	SS	MAIN 1 TRACK			MAIN 2 TRACK			MAIN 3 TRACK		
		RHWY	FRT TPOB < 120	FRT TPOB ≥ 120	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
			<b>MPH</b>							
CP 320 and CP 358		60	60	50	60	60	50			
CP 327 and CP 329	25									
CP 340 and CP-342	10									
CP 358		40	40	40	40	40	40			
CP 358 and CD 421.1		60	60	50	60	60	50			
CP 412 and CD 421.1								30	30	30
MP CD 421.1 and MP CD 421.8		30	30	30	30	30	30	30	30	30
CD 421.8 and MP CD 423.0		50	50	50	50	50	50	30	30	30

### 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 335.0 to MP CD 336.0  
MP CD 394.0 to MP CD 395.0

MP CD 402.0 to MP CD 403.0  
MP CD 414.0 to MP CD 415.0

## TOLEDO WEST CP 320 – CP 421

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
<b>Westward</b> T-Center Ashland Ave.	6654	8044	9317	10664	13327	18169
<b>Eastward</b> Ashland Ave. – CP 482	6554	7902	9178	10512	13135	17828
CP 482 – Elkhart	4358	5266	6104	6996	8743	11898
Elkhart – T-Center	6504	7832	9110	10430	13035	17650

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### EXCEPTIONS:

Chicago Line (CP-320 to CP-421)

#### AUTHORIZED WEIGHT

315,000 lbs.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform  
NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

Direction	Between	Maximum Safe Trailing Tonnage
Northward/Eastward	Cleveland and Elkhart	12,000
Southward/Westward	Cleveland and Elkhart	Unrestricted

#### C. HEIGHT RESTRICTIONS

1. MP CD 328.0  
The old building at Sauders Industry will not accommodate excessive height cars. Do not place any high or excessive height cars inside the old building.

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

##### 1. CHICAGO LINE

- a. 6-axle locomotives are prohibited on the following tracks:
  1. American Colliod – Archbold, OH
  2. Silgan Plastics Corp. – Ligonier, IN

## TOLEDO WEST CP 320 – CP 421

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS (CONT.)

3. Scottdel Cushion LLC – Swanton, OH
4. Brunk Corp. – Goshen, IN

### 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

SWITCH LOCATION	CONNECTING	WITH	NORMAL POSITION
North Star Steel, Inc. MP CD 315.8	Inside Lead	Straight Track	Straight Track

#### B. HANDLING OF DERAILS

System instructions govern.

#### C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

LOCATION	SWITCH
None.	

#### D. ELECTRIC SWITCH LOCKS.

LOCATION	SWITCH	TRACK	TIMER
CD324.5	Pettisville	2	8:29
CD328.2	South Sauder	2	9:01
CD329.9	Hunt Weston	1	9:05
CD334.4	House Track	2	8:11
CD342.2	Stock Track	1	8:49
CD352.0	House Track	2	10:23
CD363.9	East Anderson	2	9:19
CD364.8	West Anderson	2	8:09
CD368.3	Metal X	1	14:05
CD373.3	Corunna	2	5:40
CD376.5	Indiana Spur	1	9:40
CD386.3	Brimfield	2	10:16
CD390.6	Wawaka	2	8:28
CD396.4	East Ligonier	2	11:08
CD397.2	West Ligonier	2	7:30
CD403.5	Millersburg	1	8:35
CD411.5	Brunk	1	12:53
CD416.2	Dunlap (Poor Farm)	1	10:27

### 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
MTO	640
Toledo East Dispatcher	647
Toledo Terminal Dispatcher	646
Elkhart Dispatcher	644
Operations Service and Support (OSS)	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

## TOLEDO WEST CP 320 – CP 421

### 7. COMMUNICATION INFORMATION (CONT.)

#### B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX - RX	TONE	TX - RX	TONE
Toledo East DS	047-047	647	-	-
Toledo Terminal DS	064-064	646	-	-
Toledo North	027-027	642	-	-
Elkhart DS	046-046	644	-	-
Mega Yardmaster	064-064	690	018-018	-
	-	-	022-022	-
	-	-	030-030	-
	-	-	072-072	-
	-	-	076-076	-
Mega Van Site	022-022	-	-	-
Mega / Swanton Switching	030-030	-	-	-
Evans Yd. / Mill	076-076	-	-	-
Cab / PTI Channel	081-081	-	-	-
Delta, OH	046-046	-	-	-
Scale House-North Star Steel	064-064	-	-	-
Bryan, OH	046-046	-	-	-
Bryan, OH switching	050-050	-	-	-
Butler, IN	046-046	-	-	-
Ligonier, IN	046-046	-	-	-
Goshen, IN	046-046	-	-	-
Elkhart, IN				
CP 320 to CP 421	046-046	-	064-064 Yard	-
CP 421 to CP 479	034-034	-	064-064 Yard	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Dearborn Manager Train Operations	404-877-9695
Dearborn Assistant Chief Dispatcher	404-877-9696
Toledo East Dispatcher	404-877-9530
Toledo Terminal Dispatcher	404-877-9528
Elkhart Dispatcher	404-877-9529
Mega Yardmaster	419-381-5505
Toledo Trainmaster	419-381-5522
Swanton Yard Office	419-826-0038
Bryan Yard Office	419-630-0731
Kendallville Industrial Railroad	269-689-9198
Elkhart Hump Yardmaster	574-296-2235
Elkhart West End Yardmaster	574-296-2245
Elkhart Diesel House Foreman	574-296-2223

### 8. DETECTOR INSTRUCTIONS

#### A. STRESS STATE DETECTORS

None.

#### B. HIGH CAR AND CLEARANCE DETECTORS

None.

#### C. OTHER INSTRUCTIONS

None.

# TOLEDO WEST CP 320 – CP 421

## 9. DISTRICT INSTRUCTIONS

### A. CLOSE CLEARANCE

1. **DeKalb – MP CD 364.1**
  - a. All loading structures at DeKalb Agri-Industry create close clearance.
2. **Bryan, OH – MP CD 341.1**
  - a. Lower 1 and Lower 2 Tracks at the bridge are close clearance.
3. **Goshen, IN - MP CD 410.7**
  - a. Omni Source industry track off of Brunk Storage lead track #4=
4. **Goshen, IN – MP CD 411.1**
  - a. Brunk industry tracks in between tracks #1 and # 3 at unloading stanchions and building on track #1 at Logan St.
5. **Goshen, IN – MP 3.5 Marion Branch**
  - a. All industries in Goshen industrial park

### B. TRACK PERMISSION

None.

### C. INTERLOCKING INSTRUCTIONS

None.

### D. DRAWBRIDGES

None.

### E. HANDBRAKE REQUIREMENTS

None.

### F. TRAIN HANDLING INSTRUCTIONS

None.

### G. ROAD CROSSINGS

1. **DO NOT BLOCK ORDER**
  - a. County Road 5 Edgerton, OH MP CD 351.2.
  - b. While school is in session, Monday through Friday, between 6:00 AM and 9:00 AM local time, Concord City school traffic will be rerouted to use C.R. 15, MP CD 416.1, and C.R. 13, MP CD 417.3. These crossings must be kept clear and if necessary be cut immediately. Sunnyside Rd., MP CD 417.8, may be left blocked during this period of time.
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

# TOLEDO WEST CP 320 – CP 421

## 9. DISTRICT INSTRUCTIONS (CONT.)

### 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.

### J. EXCESSIVE CURVATURE RESTRICTIONS (CONT.)

MP	TRACK	DEGREES
1.0	Archbold Lugbill Lead	15
CD 376.5	Performance Foods	13-1/2
CD 379.0	Kendallville Terminal	13-1/2
CD 383.7	PVC	13-1/2
CD 397.2	Silgon Plastics	20
CD 397.2	Ligonier Siding	15
CD 411.1	Brunk 1 & 3 track	24
MP 3.4	Goshen Industrial Track	25.5

### K. JOINT TRACKAGE

1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
  - a. None.
2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:
  - a. Amtrak CP 521 – CP 194
  - b. Canadian Pacific Ry. CP 421 – CP 358

### L. HAZMAT SPILL PAN LOCATIONS

None.

### M. GENERAL INSTRUCTIONS

1. **FRA EXCEPTED TRACK**
  - a. Edgerton Yard MP CD 352.0 to CD 352.4

### N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**
  - a. CD 275.4 – CD306.4
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.

# ELKHART TERMINAL CP 421 – CP 426

## STATION PAGE INFORMATION

**NOTES:** None.

### 1. RULES IN EFFECT

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK
	<b>RULES</b>		
CP-421 and CP-426	261 PTC	261 PTC	261 PTC

Main 1, Main 2, and Main 3 Tracks are Numbered from North to South.

### 2. MAXIMUM SPEEDS

BETWEEN	TRACKS MPH
CP 421 and CP 426, Elkhart Terminal Non-Controlled tracks Except:	15
Inbound Running Track Eastbound between CP 426 and Signal 425	30
Inbound Running Track Eastbound between Signal 425 and End Automatic Block Sign	20
North Freight Running Track, Westbound between CP 421 and End Automatic Block Sign	20
a. <b>South Freight Running Track, Westbound between CP 421 and End Automatic Block Sign</b>	20
Early Bird, CP 423 – CP 426	25
R Yard all tracks and leads	20
North and South Drill Tracks	15
All Tracks at the West End of the Eastbound Departure Yard	15
Entire Class Yard	15
RCO Movements North and South Drill Tracks, 1-2-3 leads	10
Service and Repair Tracks	5

### 3. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

System instructions EQ-1 applies.

#### EXCEPTIONS:

	AUTHORIZED WEIGHT
Chicago Line (CP-320 to CP-421)	315,000 lbs.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty

Not loaded in accordance with Appendix 1 in the System Timetable



# ELKHART TERMINAL CP 421 – CP 426

## 4. SWITCHES AND DERAILS

### C. HEIGHT RESTRICTIONS

None.

### D. LOCATIONS OF EQUIPMENT RESTRICTION

1. Nagy lead is restricted to 4-axle locomotives only.

### A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. Normal position of hand operated switches on pigtail lead is lined for pigtail lead.
2. Normal position of hand operated switch at east end of 7 pocket is lined for the E Yard runner.
3. Normal position for hand operated switch on the west end of the ready track is lined for the outer escape.
4. Normal position of hand operated switch on the west end of the western cab track and service track is lined and locked for the service track (must notify hump yardmaster or switch tender when lined and locked for service track)
5. Normal position of hand operated switch on junkyard lead - 15R is lined and locked for straight track movement anytime that it is not in use for the junkyard.
6. Normal position of runner / 1 lead switch is lined for 1 lead unless otherwise directed.
7. 2 Lead hand operated crossover is to be lined for two lead unless otherwise directed.
8. East end local yard 1-2 track inside switch is to be lined and locked for local yard 1.

### B. HANDLING OF DERAILS

1. The following blue signal derails are under the exclusive control of the Mechanical Department:

#### Elkhart Diesel House

New fuel lead	No. 3 Track
North fuel track	No. 4 Track
South fuel track	No. 5 Track
House track	North side of house 130 ft. west of west leg of wye
No. 2 Track	North side of house 47 ft east of shop crossing.

#### Elkhart Car Shop

136 ft. East of car shop lead / local yard lead divide switch.	131 ft. West of the 7 lead 8 lead divide switch
99 ft. West of 7 lead 8 lead divide switch.	10 ft. East of the 7 lead 8 lead divide switch

### C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

### D. ELECTRIC LOCK SWITCHES

None.

### E. DTMF RADIO CONTROLLED SWITCHES

Switch on the Early Bird Track MP CD 425.40 is a remote - radio controlled switch to be operated by trains or other equipment that will shunt the track traversing over the switch. All movements of equipment that may not shunt the track must follow instructions for manual operation of the switch, which can be found in the switch box at this location. The following operating instructions apply:

## ELKHART TERMINAL CP 421 – CP 426

### 4. SWITCHES AND DERAILS (CONT.)

#### E. DTMF RADIO CONTROLLED SWITCHES (CONT.)

1. Normal position of Long Jones switch is lined for the Early Bird track as indicated by a green route light mounted on the side of the switch machine. Reverse position of the Long Jones switch is lined for a route into or out of the Long Jones pocket and will be indicated by a yellow route light.
2. When approaching the switch, radio should be tuned to yard channel 02 frequency 161.070 AAR Channel 064.
3. Within 400ft. of the switch, as marked by temporary signs and the position of the switch cannot be determined by the route lights, users must push radio toned buttons #4-2-7 to ascertain the switch position. The switch position will be transmitted in one of three ways by radio:
4. "Norfolk Southern, Long Jones, switch normal" OR
5. "Norfolk Southern, Long Jones, switch reversed" OR
6. "Norfolk Southern, Long Jones, switch is in a fault position. Stop and inspect."
7. If the transmission indicates that the switch is in the proper position, no action is necessary and the train may proceed at authorized speed.
8. If necessary to operate the switch, the following actuation code will operate the switch to the desired position: #4-2-6-1 for movement Early Bird to Early Bird. Actuation code for reverse is # 4-2-6-3 for Early Bird to Long Jones. If the radio transmission then indicates that the switch is in the proper position, the train may proceed at authorized speed.
9. Once a train or On Track equipment reaches the point where the wheel detectors are located: 100ft. West of switch on the Early Bird track and 150ft. East on the Early Bird and the Long Jones pocket, the switch will be locked and cannot be operated by remote radio operation or manually. The location of the wheel detectors will be marked by ties painted yellow.
10. When switch is in fault condition, movement must not foul wheel detectors as described in item #6. The crew is to inspect switch for gapping, obstruction or obvious broken part.
11. Do not foul switch points, rods or any movable part with any body part. If no visible defect is discovered, the switch may be operated manually by following the posted instructions within the switch box. Before movement can proceed, the switch position indicator light must correspond with the alignment of the switch.
12. After the switch is operated manually, the switch will automatically return to remote radio control operation.
13. After a movement is complete and has been clear of the 400ft. signs for ten (10) seconds, the switch will return to the normal position.
14. Operation of this switch can only be made with approval of the Elkhart West End Yardmaster.
15. The East end of Early Bird Track and the E Yard lead switch, when lined normal, is for movements on the Early Bird; when lined reverse, is for movements on the E Yard Lead. This switch can be operated by DTMF code, push button on the machine, or in hand throw. This switch machine is equipped with three (3) indicator lights. These are not block signals. These indicator lights announce the position of the switch and occupancy of the track circuit. The three colors and their indications are:

## ELKHART TERMINAL CP 421 – CP 426

### 4. SWITCHES AND DERAILS (CONT.)

#### E. DTMF RADIO CONTROLLED SWITCHES (CONT.)

- a. Green-switch is lined for the normal route down the Early Bird
- b. Yellow switch is lined for the reverse route down the E Yard Lead
- c. Red-the track circuit is occupied. This is not a stop or restricting signal. If the red light is on, then the switch cannot be operated. The track circuit extends 2 car lengths on either side of the switch (blue marks painted on rails).
- d. Flashing Red - switch out of correspondence. Do not move over the switch.
- e. **DTMF operation of switch:**
  - 1. To remote operate the switch using your radio keypads, use the following codes while on Channel 64-64:
    - 2. #4211 lines the switch for the Early Bird (normal)
    - 3. #4233 lines the switch for the E Yard Lead (reverse)
    - 4. A radio transmission will announce the switch alignment. Like all other switches in the yard, crews must approach the switch at restricted speed. After the switch is lined either way, a timer will prevent the switch from being lined for 2 minutes. This is to prevent someone from taking your lineup away.
- f. **Push button operation of switch:**
  - 1. Movement must stop short of the switch track circuit.
  - 2. Unlock the N/R box on the switch machine.
  - 3. Inside the box, operate the "normal" or "reverse" switch buttons.
  - 4. The switch machine will announce on channel 64-64 the position of the switch for radio confirmation.
  - 5. Close box and reapply the switch lock.
  - 6. Movement may be made as long as a yellow or green indicator light is lit. If no light is lit, then the switch is not in correspondence and movement must not be made over it. In the event the switch does not work, it can be operated in "hand throw" operation. Doing so requires use of a short jacking bar. Be careful for pinch points when using the bar.
- g. **Hand-throw operation of switch:**
  - 1. Unlock and remove the pump handle from the handle holders.
  - 2. Open the hand throw cover and insert the pump handle in the pump socket.
  - 3. Select the direction of point travel by moving the directional valve lever; in the direction the points are to move. If the direction of travel is incorrect, simply reverse the position of the valve lever.
  - 4. Operate the hand throw by moving the pump handle back and forth. It may be necessary to hand throw the points all way and a visual check of a good point closure should be made after completing the hand throw.
- h. After completing the hand throw, close the cover, reinstall the pump handle in the holders and reinstall the lock

### 5. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
Dearborn Division MTO	640
Elkhart Desk Dispatcher	644
LCDI Help Desk	126
Mechanical Operations Center (MOC)	123
Operations Service and Support (OSS)	658
PTC Help Desk	130
PTC Help Desk for premium trains only	135
RFE Center	117
Wayside JWDS Help Desk	127

## ELKHART TERMINAL CP 421 – CP 426

### 5. COMMUNICATION INFORMATION (CONT.)

#### B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX -RX	TONE	TX-RX	TONE
Elkhart Desk Dispatcher CP320 to CP421	046-046	-	-	-
Elkhart Desk Dispatcher CP421 to CP479	034-034	-	-	-
West End Yardmaster	064-064	-	-	-
Hump Yardmaster	064-064	-	058-058	-
Diesel House	050-050	-	-	-
Car Department	096-096	-	-	-
Pullback 1	059-059	-	-	-
Pullback 2	013-013	-	-	-
Pullback 3	085-085	-	-	-
Pullback 6	079-079	-	-	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Elkhart Desk Dispatcher	404-877-9529
West End Yardmaster	574-296-2245
Hump Yardmaster	574-296-2235
Elkhart Trainmaster	574-296-2233
Elkhart Diesel House	574-296-2223

### 6. TERMINAL INSTRUCTIONS

#### A. CLOSE CLEARANCE

1. **Local Yard due to Track Centers @ Inside SW**
  - a. 9 track (south side)
  - b. 10 track (north side at east end)
  
2. **East Forwarding Yard due to Track Centers**
  - a. 1E (south side at west end)
  - b. 2E (north side at west end)
  
3. **Class Yard**
  - a. 01 track (north side at retention pond) Close clearance due to Early Bird
  - b. 12 track (either side at west end) – due to Track Centers
  - c. 13 track (south side at west end) – due to Track Centers
  - d. 14 track (north side at west end)- due to Track Centers
  - e. 61 track (south side at west end)- due to Track Centers
  - e. 62 track (north side at west end)-due to Track Centers
  
4. **Industries:**
  - a. L&L Fertilizer
  - b. Bull Moose Tube
  - c. Auto Facility
  - d. Nagy Lead
  - e. Reith Riley (at unloader)
  - f. Patrick Industries
  - g. Junk Yard Lead (all industries)
  - h. E&W Railroad 300 feet North of West Jackson St. (fence)
  
5. **Diesel Shop**
  - a. Entire diesel shop facility (must not ride on steps of locomotives)

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### A. CLOSE CLEARANCE (CONT.)

**6. Elkhart Car Shop**

- a. Track 1 at Load shifter device and at building
- b. Track 2, 3, 4, at building
- c. Track 5 and 6 at dock
- d. Track 8 at building

### B. TRACK PERMISSION

- 1. All train and engine movements moving in a westward direction on the Engine Terminal Runner must obtain permission from the West End Yardmaster before proceeding beyond the west end of the Engine Track Runner and the #1 Lead Junction.
- 2. The east leg of the Wye falls under the jurisdiction of the Hump Yardmaster and must not be used without his or her permission.

TRACK	DIRECTION	BETWEEN	AND	PERMISSIVE PARTY
Inbound R.T.	East	CP 426	Signal 425	Hump Yardmaster
Inbound R.T.	East	Signal 425	End Auto Block	Hump Yardmaster
Inbound R.T.	West	Begin Auto Block	CP 426	Hump Yardmaster
North Freight R.T.	West	CP 421	End Auto Block	Hump Yardmaster
North Freight R.T.	East	Begin Auto Block	CP 421	Hump Yardmaster
South Freight R.T.	West	CP 421	End Auto Block	Hump Yardmaster
South Freight R.T.	East	Begin Auto Block	CP 421	Hump Yardmaster

### C. INTERLOCKING INSTRUCTIONS

None.

### D. DRAWBRIDGES

None.

### E. HANDBRAKE REQUIREMENTS

**1. Hand Brakes in Receiving Yard**

The inbound train crew is responsible for ensuring that a sufficient number of hand brakes are applied to the “east end” of the track. All trains left in the Receiving Yard must have the hand brakes applied to the east end of the cut unless otherwise directed by the Hump tower. The inbound crew on trains arriving “from the east” must talk to the Hump Tower before entering the Receiving Yard to ascertain if the utility man is available to secure the train on the east end.

**2. Hand brakes in Car Shop**

When flat switching cars a minimum (**of four (4)?**) effective handbrakes must be applied before flat switching commences.

**3.** Cars must be secured with a minimum of two effective handbrakes when leaving equipment unattended with no C-102 (a) required.

**4.** Tracks in the Class Yard with empty intermodal cars left on the west end of the Class Track must be secured with 2 hand brakes. Empty intermodal cars should not be left on the west end of the class tracks, if possible due to cars rolling out. Empty intermodal cars do not provide sufficient lateral forces to allow west end inert retarders to provide proper braking force.

**5.** A sufficient number of hand brakes must be applied in accordance with Timetable instructions every time a cut of cars is left standing in the Departure Yard. It is not permitted to use only a chock to secure a cut of cars when it is anticipated that more cars are to be added to the cut. Hand brakes are to be applied and released each and every time a shove is made in the Departure Yards.

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### E. HANDBRAKE REQUIREMENTS (CONT.)

6. Any outbound train that requires seven or more hand brakes applied must be reported. The crew member tying down the train will report to the Yardmaster, via radio.
7. The crew member tying down seven or more hand brakes must report the following:
  - a. Number of hand brakes that were applied.
  - b. If any hand brakes applied were not in consecutive order.
  - c. What track the hand brakes were applied on.
  - d. In the case where seven or more hand brakes are applied, the Yardmaster must record, then report to the outbound crew, via radio, how many hand brakes were applied and if they are in consecutive order.

### F. TRAIN HANDLING INSTRUCTIONS

1. When yarding trains that are traversing turnouts and crossover within Elkhart Yard, special precautions will be taken to reduce lateral forces caused by stopping or slowing trains. The automatic brake will be utilized to keep trains stretched and reduce lateral forces and eliminate slack action generated by small turnout switch configurations.

### G. ROAD CROSSINGS

1. **DO NOT 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.
2. 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
SK2.2	South Bend New Energy	16
VO2.7	Olivers I.T.	16
CD422	Elkhart East/ West Wye	18
CD422	Reith Riley	18
CD422	K&B West End 3/4 lead	13
CD422	L&L Fertilizer	16.5
CD422	Junk Yard Lead	15.5
CD422	Homan Lumber	20.5
CD422	MJB Lead	13
CD411.1	Brunk #1 & #3 Track	24
MP3.4	Goshen Industrial Track	25.5

## ELKHART TERMINAL CP 421 – CP 426

### 6. TERMINAL INSTRUCTIONS (CONT.)

#### J. JOINT TRACKAGE

1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
  - a. Elkhart & Western Elkhart, IN
2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:
  - a. Amtrak CP 521 to CP194
  - b. Canadian Pacific Ry. CP 509 – to CP 358
  - c. Canadian National Ry. CP 437 to CP 421
  - d. Grand Elk Railroad CP 421 –CP 426

#### K. RECEIVING YARD INSTRUCTIONS

None.

#### L. HUMP OPERATION INSTRUCTIONS

1. Double check routes from Receiving Yard to Hump
  - a. The following procedure must be adhered to when a route is lined by the Switchtender for a cut to shove to the Hump out of the Receiving Yard. After the route is lined out of the R Yard to the Hump and a proper route is indicated on the screen, the Switchtender must notify the Hump Yardmaster that the route is lined specifying the particular track number.
  - b. The Hump Yardmaster must visually check the Switchtender's screen to verify that the correct route is lined and repeat the notification made by the Switchtender to include the track number. After this procedure has been completed, the Hump Yardmaster can give the Hump crew permission to shove to the Hump.
  - c. The RCO Operator/pin puller shares in the responsibilities for movement of the cut to the Hump.
2. Cut must be stopped prior to first car passing crest unless permission to start Hump operations is received from Hump Yardmaster.
3. Verify all cars in Hump cut with Hump switch list.
4. Stop cut if cars on list do not match the cars standing on the Hump.
5. The following procedure will be adhered to in the number of cars Humped at one time:
  - a. No more than one extra heavy weight car will be cut at one time.
  - b. No more than two medium or heavy weight cars will be cut at one time.
  - c. No more than five empties or light weight cars will be cut at one time.
  - d. No mixed cuts or empties and loads.
  - e. No more than one weigh car at a time.
6. DO NOT HUMP:
  - a. Poisonous Gas
  - b. Explosive A
  - c. Placarded Flat Cars
  - d. High Value Shipments
  - e. DOT 113A Flammable Gas Tank Cars
  - f. ANY QUESTIONS OF ANY CARS NOT TO BE HUMPED, ASK HUMP YARDMASTER FOR FURTHER INSTRUCTIONS.
7. Watch for shop tags or other defects and notify the Hump Yardmaster if classed for other shop tracks.
8. Watch for hand brakes and air brakes.

## ELKHART TERMINAL CP 421 – CP 426

### 6. TERMINAL INSTRUCTIONS (CONT.)

#### L. HUMP OPERATION INSTRUCTIONS (CONT.)

9. TO TRANSPORTATION & MECHANICAL EMPLOYEES:
  - a. Car Department employees are responsible for removing EOTD from inbound trains in the Receiving Yard.
  - b. Remote Control Operators are NOT to remove EOTD units at the Hump. When an EOTD is left on a cut of cars, the remote control operator will stop the cut of cars and notify the Trainmaster on duty. The Trainmaster will notify the Car Department personnel to remove the EOTD. Refer to Rule A-31 of the NS-1 for proper handling of End-of-Train Devices. Caution must be used when removing these devices from cars. When required, 3-step protection must be utilized and proper lifting techniques are to be used at all times. Attentiveness to the air hose and antenna on these devices is required in order to prevent them from catching on other objects when being moved, handled or placed in storage.
10. Riding equipment over the Hump:
  - a. Employees are not permitted to ride equipment over the Hump into the Class Yard and/or out of the Class Yard over the Hump. Exception is engine and slug combination.
11. Manually overriding the Automatic Hump System:
  - a. Hump Yardmasters are prohibited from manually overriding the Automatic Hump System for the purpose of starting or trimming tracks. The Hump System should only be manually overridden in an emergency situation.
12. Humping into clear tracks:
  - a. When Humping into clear Class Yard tracks, single car cuts will be made until five (5) cars are in the track. The Hump Yardmaster must verbally communicate with the West End Yardmaster to ensure that the west end leads associated with the empty tracks are clear of crew members and equipment. Additionally, the Hump Yardmaster must check the Hump computer to ascertain if there are any blocks applied for west end pull back crews to any tracks associated with the empty tracks to be humped to. If any of these tracks are blocked for west end pull back crews the Hump Yardmaster must ensure that the crews and their equipment are not fouling any tracks that may be affected by Humping into a clear class track. If there are any questions concerning Humping into empty tracks, you must contact the supervisor on duty for clarification.
13. Hump Yardmaster Responsibilities:
  - a. The Hump Yardmaster is responsible for instructions regarding line ups or taking the line-up away from the Hump crew. The message will be relayed to the RCO Operator and/or Hump Engineer will acknowledge back to the Hump Yardmaster by repeating instructions.
14. Humping Over speeds – Hump Yardmaster Responsibility:
  - a. Whenever an over speed in excess of 4 mph over the requested exit speed occurs, the Hump should immediately go on the red and remain stopped until the C&S Department investigates the over speed and authorizes Humping to resume. Additionally, the C&S Supervisor will be notified immediately of the situation.
15. West End Yardmaster Giving Verbal Route Instructions to Crews:
  - a. West End Yardmaster must first verify the line-up by looking at the monitor to ensure the intended route is properly lined for the movement BEFORE giving verbal permission for a route to ANY train or engine(s). After the line-up is verified on the monitor, verbal permission for the move may be given.



# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### L. HUMP OPERATION INSTRUCTIONS (CONT.)

16. Walking at Hump Near Scale:
  - a. Employees are prohibited from walking on the steel grate located around the scale at the Hump.
  - b. Employees are to use the gravel surface in this area to avoid the scale.
17. Locomotive Moving East Over Hump:
  - a. Before any movement of locomotive or locomotives with cars attached are given permission for an eastward movement over the Hump, the Hump Yardmaster and Switchtender must have a route lined for the movement to make sure there are no conflicting moves.
17. Remote Control Locomotive Powered Axles
  - a. Reference the exception in NS-1 rule L-242 Back-Up or Shove Move, for using the equivalent of 18 powered axles to make back-p or shove movements when humping cars with Remote Control Locomotives at Elkhart.
  - b. During Elkhart humping operations, cuts of cars to be shoved that exceed 8,000 feet must not exceed 14,000 tons, account buff forces experienced during movement through the turnouts at the East end of the Receiving Yard.

### M. CLASSIFICATION YARD / PULLBACK INSTRUCTIONS

1. When west end pullback crews are instructed to switch a car on the west end of the Class Yard, the Yardmaster will communicate to the crew which car is to be moved by using the car initially and number, not just by saying something like “the west car”. Any pullback crew being instructed to make a move to set out one or more cars in the Class Yard are responsible for making sure that the move is correctly made, the car or cars to be moved are the ones actually moved and that crew must report to the Yardmaster via radio when the move has been made.

Cars cannot be cut off in motion into any track in the Class Yard if there is a job occupying the lead on the west end in that group. This does not pertain to humping operations in automatic
2. **P-2 RACOR Type Run-Through Switches:**
  - a. It is never permissible for a train movement to travel through an improperly lined switch.
  - b. All switches must be properly lined for train movement either automatically or by hand. Exception would be spring switches designated in the Timetable.
3. **P-4 North/South Drill Track:**
  - a. Wheel stops are installed 23 feet west of the North/South Drill track.
4. **Radio Communication between Departments:**
  - a. Prior to or just before a track in the Receiving or Departure Yard is shoved, the Yardmaster will notify the Mechanical Department via radio to alert them of the movement; no response is needed in return by Mechanical Department.
5. **Shoving Tracks in Forwarding Yards:**
  - a. Conductors must position themselves to observe the shove light for the entire movement of their train. The Conductor must observe the shove light until the movement stops.
  - b. Conductors and Engineers must know the condition of the forwarding track and number of cars involved before commencing movement.
6. **Shove Lights on Departure Tracks:**
  - a. A departure track is a track located in a classification yard designated for building and making tracks ready for outbound departure.
  - b. The following tracks at Elkhart Yard are designated as departure tracks and are equipped with shove lights.

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### M. CLASSIFICATION YARD / PULLBACK INSTRUCTIONS (CONT.)

YARD	TRACK	LENGTH IN FEET
WEST FORWARDING YARD	WF01	6,480
WEST FORWARDING YARD	WF02	6,650
WEST FORWARDING YARD	WF03	6,550
WEST FORWARDING YARD	WF04	6,510
WEST FORWARDING YARD	WF05	6,560
WEST FORWARDING YARD	WF06	6,780
WEST FORWARDING YARD	WF07	6,840
EAST FORWARDING YARD	EF01	6,500
EAST FORWARDING YARD	EF02	6,525
EAST FORWARDING YARD	EF03	6,525
EAST FORWARDING YARD	EF0	6,750
EAST FORWARDING YARD	EF05	6,900
EAST FORWARDING YARD	EF06	7,000

- c. In accordance with Operating Rule 218, the following instructions govern all movements in the above listed tracks.
  - d. Yardmasters are responsible for checking TYES/YELLOW SHEET inventory to determine the number of cars in the Forwarding Track to be shoved as well as the number of cars that are to be shoved into the track prior to the pullback crew beginning the shove movement.
  - e. The Conductor directing the shove movement must have a job briefing with the Yardmaster in charge and with the Engineer, if applicable, before making the shove move. This job briefing must include:
    - 1. The number of cars to be shoved into the track.
    - 2. The number of cars already occupying the track that will be shoved in to.
    - 3. Information regarding any overflow cars that should be held onto that will not fit into the track being shoved.
    - 4. Notification of any trains or jobs occupying leads or tracks on the opposite end of the track or yard being shoved.
    - 5. The Conductor must indicate via radio that he is in place to observe the shove light associated with the track to be shoved.
    - 6. Radio is the preferred method for the Conductor to direct the shove move. If hand signals are to be used, the Conductor must notify the Engineer, if applicable, via radio that he is going to use hand signals.
    - 7. The Conductor directing the shove move must position him/her in a position to observe the shove light for the entire movement of their train. The Conductor must solely be engaged in the shoving movement.
- 7. Protecting Shove Moves While Using a Vehicle:**
- a. To clarify using a vehicle while protecting shove moves:
    - 1. Get out of the vehicle while protecting shove moves.
    - 2. The vehicle must be stopped while the shove movement is moving.
    - 3. These instructions also apply on the Main Line regardless of signal indication.
    - 4. The leading end of the movement must remain in view.

## ELKHART TERMINAL CP 421 – CP 426

### 6. TERMINAL INSTRUCTIONS (CONT.)

#### M. CLASSIFICATION YARD / PULLBACK INSTRUCTIONS (CONT.)

##### 8. Cars Left on the West End of Class Tracks:

- a. When pulling cars out of the west end of the Class Yard, any cars left in a track must not be left west of the skate retarders. Both sets of trucks on the west car must be left in or east of the retarder.

##### 9. Blocking Protection – Elkhart Classification Yard:

- a. The following instructions will govern the procedure for requesting blocking protection in the Elkhart Classification Yard:
  - b. All Transportation employees working in Elkhart Terminal are required to contact the West End Yardmaster when requesting blocking protection in the Classification Yard. The West End Yardmaster will request the protection from the Hump Yardmaster and notify the transportation employee requesting the protection when the blocking protection has been applied. Employees from all other departments will request their blocking protection directly from the Hump Yardmaster.
  - c. When work in the blocked track has been completed, the employee who requested the block from the West End Yardmaster must request that the block be released through the West End Yardmaster. The West End Yardmaster will request that the blocking be removed from the Hump Yardmaster. Once the Hump Yardmaster has removed the block, the West End Yardmaster will relay that the block has been removed to the person asking that the block be removed.

##### 10. Blocking Procedure – Group 1 of Class Yard:

- a. The hydraulic skates located at the west end of the Class Tracks 1 through 9 are not to be opened using the blocking reason “couple and pull” until the pullback engine is in place to pull the track. To facilitate this, the Yardmaster will request a block with the reason “shove”. This will allow the pullback engine to enter the track and couple to the cars in the track to be pulled if the coupling can be made west of the hydraulic skates. If the coupling cannot be made without opening the hydraulic skate, the pullback engine will be positioned at the west end of the hydraulic skate after the “shove” block has been applied. After the pullback engine is either coupled to the track or positioned in the track at the hydraulic skate, a second block will be applied to the track with the reason “couple and pull”. When the “couple and pull” block is applied to the track, the hydraulic skate will open and the track can be pulled or if not already made, the coupling can be made. The pullback conductor (RCO) will be notified prior to applying the couple and pull reason and must be aware that the cars have the possibility of free rolling and they must not step between equipment.

#### N. FORWARDING YARD INSTRUCTIONS

1. The EOT must be tested with the HOT for each train that is made up at Elkhart Terminal. This test must include linking with and testing to ensure that the EOT will dump when the HOT signal is sent. The Dump test should be made prior to the locomotives departing the engine terminal and before coupling to the outbound train. This will allow the Mechanical Department to maintain Blue Flag Protection on the track while the test is being made. The Engineer on the outbound train prior to departing the engine terminal will communicate with the Mechanical Department personnel on Channel 2 after departing the engine terminal to coordinate the dump test.

#### O. RCO OPERATIONS

**Remote Control Zones are established within Elkhart Yard for Pullback Operations as designated below:**

**Early Bird** – Early Bird track from the #1A power switch westward to the clearance point of Main 2.

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### O. RCO OPERATIONS (CONT.)

**1 Lead West** – 1 Lead Pullback track from the #11B power switch westward to the clearance point of the 1 Lead/2Early Bird switch.

**Group 1 / 1 Lead** - All class yard tracks in Group One extending from the clearance points at the West end of Class Tracks 1 – 9, extending over the hand-operated switches onto the switching lead of Group One onto 1 Lead to the clearance point of the #11B electric switch.

**2 Lead West** – 2 Lead Pullback track from the #13 power switch westward to the clearance point of the 1 Lead/2 Lead switch.

**Group 2 / 2 Lead** - All class yard tracks in Group Two extending from the clearance points at the West end of Class Tracks 10 – 18, extending over the hand-operated switches onto the switching lead of Group Two onto 2 Lead to the clearance point of the #13 power switch.

**Group 3 / 3 Lead** - All class yard tracks in Group 3 extending from the clearance points at the West end of Class Tracks 19 – 27, extending over the hand-operated switches onto the switching lead of Group Three onto 3 Lead to the clearance point east of the Which Way hand-operated switch.

**West 3 Lead** - 3 Lead from the hand-operated Which Way switch to the clearance point of the #9 power switch.

**Groups 4 & 5 / 4 Lead** - All class yard tracks in Group 4 and Group 5 extending from the clearance points at the West end of Class Tracks 28 – 39, extending over the hand-operated switches onto the switching lead of Group 4 and Group 5 onto 4 Lead to the clearance point east of the Which Way hand-operated switch.

**North Drill West Zone** - North Drill track westward from the clearance point of the #11B power switch to the dirt mound at the end of track.

**South Drill West Zone** - South Drill track westward from clearance point of the #15 power switch to the dirt mound at the end of track.

**North Drill Lead** – North Drill Lead from the 5 Lead #19 power switch westward to the clearance point of the #11B power switch.

**South Drill Lead** – South Drill Lead from the 8 Lead #25A power switch westward to the clearance point of the #15 power switch.

**Groups 5 & 6 / 5 Lead** - All class yard tracks in Group 5 and Group 6 extending from the clearance points at the West end of Class Tracks 43 – 49, extending over the hand-operated switches onto the switching lead of Group 5 and Group 6 onto 5 Lead to the clearance point east of the #19 power switch.

**Groups 6 & 7 / 6 Lead** - All class yard tracks in Group 5 and Group 6 extending from the clearance points at the West end of Class Tracks 50 – 56, extending over the hand-operated switches onto the switching lead of Group 6 and Group 7 onto 6 Lead to the clearance point east of the #23 power switch.

**North Drill Pocket Lead** – North Drill Lead from 7 Lead #25B power switch westward to #19 power switch.

**Group 7 / 7 Lead** - All class yard tracks in Group 7 extending from the clearance points at the West end of Class Tracks 57 – 63, extending over the hand-operated switches onto the switching lead of Group 7 onto 7 Lead to the clearance point east of the #25B power switch.

**Group 8 / 8 Lead** - All class yard tracks in Group 8 extending from the clearance points at the West end of Class Tracks 64 – 72, extending over the hand-operated switches onto the switching lead of Group 8 onto 8 Lead to the clearance point east of the #25A power switch.

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### O. RCO OPERATIONS (CONT.)

#### ABBREVIATIONS:

Early Bird – EB  
1 Lead West – 1L  
Group 1 / 1 Lead – G1L  
2 Lead West – 2L  
Group 2 / 2 Lead – G2L  
Group 3 / 3 Lead – G3L  
West 3 Lead – 3L  
Groups 4 & 5 / 4 Lead – G4L  
North Drill West Zone - NDW  
South Drill West Zone - SDW  
North Drill Lead – NDL  
South Drill Lead – SDL  
Groups 5 & 6 / 5 Lead - G5L  
Groups 6 & 7 / 6 Lead – G6L  
North Drill Pocket Lead – POC  
Group 7 / 7 Lead - G7L  
Group 8 / 8 Lead – G8L

#### ZONE ACTIVATION:

The RCO must contact the West End Yardmaster prior to occupying or operating within a Remote Control Zone (RCZ). When activating a remote control zone, the remote control operator (RCO) must contact the West End Yardmaster and receive a zone activation time for the specific zone(s). The RCO must also receive a deactivation time when activation of the Remote Control Zone is no longer required.

Proper identification must include the designated Zone number and lead Remote Control Locomotive number. The West End Yardmaster will record this information, including the times of activation and deactivation on the RCO Zone log.

No other train movements or workers may be permitted to work within an active Remote Control Zone.

#### ZONE RECORDS:

Yardmasters are required to maintain an RCO Zone Log for each calendar day and retain the zone records for 15 days. Zones remaining active at the start of the new calendar day must be transferred over to the new form for the new calendar day. The new calendar will start at 12:01 AM.

#### PULLBACK STOP PROTECTION USE:

RCO assignments must verify that the RCL consist is equipped with a Pullback Stop Protection (PSP) reader. If the RCL consist is not equipped with a PSP reader, the RCO must rely on PSP as an additional safety feature for stopping the locomotive in PSP-equipped tracks.

When necessary to override PSP, a member of the Remote Control crew must be located on the leading end of the movement and provide point protection for the Remote Control move.

#### ZONE USE:

When a Remote Control Zone (RCZ) has been activated, a member of the remote control crew must make an initial determination that the track is clear and switches are properly lined for the intended movement in accordance with NS Operating Rule 215. After this initial determination that the track is clear has been made, it is not necessary to make a new determination prior to each subsequent showing or pushing movement provided that:

- The controlling locomotive of the remote control movement is on the leading end (pull out end) in the direction of movement, and
- The Active remote control zone is not jointly occupied.

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### O. RCO OPERATIONS (CONT.)

Before occupying a Remote Control Zone for any reason, including:

- a. Engineering Department employees to perform work under Roadway Worker Protection,
- b. Mechanical Department employees to perform work under Blue Signal Protection, and
- c. Other train, engine or switch movements;

The West End Yardmaster must be contacted and will ensure that the Remote Control Zone is not active. If necessary, the Remote Control Zone must be deactivated to permit other movements or workers to occupy the Remote Control Zone. Other employees or movements must restore and secure, if applicable, all switches to prior position before informing the West End Yardmaster that they are no longer occupying the Remote Control Zone.

A determination that the track is clear and switches are properly lined for the intended movement must be made in order to re-activate the Zone.

The North and South Drill Tracks are restricted to maximum equipment weight of 5,250 tons. The maximum authorized speed for RCO movements on the North and South Drill tracks and 1, 2, 3, leads and the early bird: 10 mph

### P. HAZMAT SPILL PAN LOCATIONS

- 1 Patrick Lead

### Q. GENERAL INSTRUCTIONS

#### 1. Elkhart Fuel Pad

- a. Trains stopping at the Main Line fuel pad for service will, after stopping train, be required to make a full service reduction using the automatic brake, center the reverser, and place the generator field switch in the "OFF" position in order to properly secure the train while the mechanical forces are servicing the locomotives and/or train. This is to prevent possible subsequent slack action causing train movement which could result in damage to the fuel stanchions, spillage and potential personal injury.
- b. Blue light signal located at west end of Early Bird Track is for use by engine house employees while fueling locomotives at the Main Line fuel pad. The signal is located on the south side of the Early Bird Track, MP CD 425.5, between Early Bird and crossover from 1 lead to Early Bird, approximately 700 feet west of Mechanical Dept. crossing. This additional signal allows trains to move in either direction on the Early Bird Track between CP-426 and the west end of the "E" yard. The current Blue light signal for the Early Bird, located south of Early Bird at CP-426, remains in service controlled separately from Main Line fuel pad office. When this signal is illuminated, trains and engines must not move on the Early Bird Track between CP-423 and CP-426.

#### 2. Road Trains & Engine Crews Reporting for Duty at the Dorm:

- a. The following instructions apply to crews called for duty for a train originating at Elkhart Terminal. If 20 minutes has elapsed from your on-duty time and you're still awaiting paperwork, Engineers are to immediately report to their power at the Elkhart Diesel House. Conductors are to immediately report to the Terminal Trainmaster's office in the Hump Building and obtain paperwork still needed.

#### 3. EOT/HOT TESTING

- b. Prior to departing the Elkhart Diesel House territory, confirm verbally with Engine House personnel if the EOT has been tested with the actual HOT for each train that is made up at Elkhart Yard. This test must include linking with and testing to ensure that the EOT will dump when the HOT signal is sent. If it has not been tested, call the Trainmaster in the Hump Tower and take the locomotives to your respective outbound train where proper linkage will be made with the assistance of the Elkhart Mechanical Department.

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### Q. GENERAL INSTRUCTIONS (CONT.)

#### 4. All T&E Crews Using Yard Ground Air Plants:

- a. To eliminate tripping hazards in the Eastbound and Westbound Departure Yards, the following instructions govern the removal of yard ground air lines. After properly removing the ground air from a train, the air hose/extension air hose must either be recoiled and placed on the air stand or stretched out and placed parallel to the outside of the rail out of the walkway.

#### 5. T&E Employees Working Road Trains Called to Deadhead:

- a. Any crew waiting at the Dorm to deadhead in any capacity must notify the Trainmaster in the Elkhart Hump Tower if the taxi is 20 minutes late for any reason.

#### 6. Crossing Gates near West End Tower:

- a. The crossing gates protecting the road crossing just north of the West End Tower protect the grade crossing for: #1 Lead, #2 Lead, #3 Lead and #4 Lead. The normal position of the crossing gates is down position. The West End Switchtender is responsible for the operation of the gates for rail and vehicular traffic over the crossing.
- b. The Switchtender will raise the gates for vehicular traffic only after verifying there is no conflicting movement of trains or locomotives. Trains and locomotives have the right-of-way and are given priority. When raised the gates must remain in raised position for 90 seconds and automatically lower themselves. The West End Switchtender also has the ability to lower the gates manually using the control panel prior to the expiration of the 90 seconds. Prior to lowering the gates manually, the Switchtender operating the gates will visually check that there are no vehicles or persons that could be struck by lowering the crossing gate arms.

#### 7. Transportation Yard Employees – Marking Off Duty:

- a. All yard T&E employees must mark off duty at the computer at their reporting location. T&E employees working a yard assignment are not allowed to mark off on or off duty at the Dorm. If, for any reason, you cannot mark on duty or off duty at your reporting location, you must notify a Trainmaster at 526-2233.

#### 8. Power Switches at Elkhart Yard:

The following instructions govern movement over power switches at Elkhart Terminal. Before traversing a power switch, the following must occur:

##### a. Power Switches With Electric Switch Indicator Signals

1. If permission to occupy a track is given by the employee in charge and a lunar white (normal alignment) or an amber/yellow light (diverging movement) is the aspect given on the switch indicator signal, then the movement may proceed over the switch. If a red switch failure light (barrel light) or no indication is given, then no movement should be made. If the employee in charge of the switch has an indication on the switch panel/board showing the route is properly aligned and locked, the movement will be verbally authorized by the employee in charge to operate over the switch and the C&S Department must be notified of switch indicator signal failure.

##### b. Power Switches With No Electrical Switch Indicator Signal:

1. No movement is authorized over these switches without authority of the employee controlling them. The employee controlling remote power switches must not authorize movement unless the switch panel/board indicates the route is properly aligned and locked for movement.

# ELKHART TERMINAL CP 421 – CP 426

## 6. TERMINAL INSTRUCTIONS (CONT.)

### Q. GENERAL INSTRUCTIONS (CONT.)

#### 8. Power Switches at Elkhart Yard: (CONT.)

##### c. Failure or Out-of-Correspondence Switches:

1. If a switch fails and shows out of correspondence on the switch panel/board, then movement must not be authorized unless a C&S Maintainer inspects the switch points, verifies the machine is fully thrown in desired position and energy to motor circuit of the switch machine is disabled. When this criteria is met, C&S Maintainers will notify the employee in charge and he/she will give authority to operate over the switch.

#### 9. Power Switches at Elkhart Yard – Switchtender Responsibilities:

- a. Switchtender's are responsible for train movements over all power switches in Elkhart Yard. The West End Switchtender is responsible for the power switches at the west end and the Hump Switchtender is responsible for the power switches in the Receiving Yard. Before authorizing a train movement over any power switch(s), the Switchtender must ensure the route and/or line-up is lined and locked for the desired movement. This is verified by indication on the Switchtender's computer screen. If the need arises to change a route or line-up after authority is given, the following must occur:

- b. The Switchtender must instruct the movement to stop.

- c. Once the movement is stopped and verified by the Engineer via radio communication, the Switchtender may change the route or line-up.

- d. When the new route or line-up is verified by the Switchtender, the move may continue only with new authorization.

- e. Switchtender's must use a route for movement over power switches under their control. The only exception is using a route for a lite engine movement where a switch line-up can be used.

- f. Double Checking Power Switches at Elkhart Terminal:

1. Before accepting a route or line-up from the Switchtender in charge, Engineers or RCO Operators must ask for and receive a double check of the route or line-up from the Switchtender.

Movement over power switches can only commence once a double check is confirmed over the radio by the Switchtender in charge.

2. Switchtender's are responsible for physically double-checking their screen to ascertain that the route or line-up, as required by previous instructions, is lined and locked for the desired movement before authorizing train movements.

#### 10. Parking Locomotives in Local Yard:

Locomotives are not to be parked on #11 Local Track adjacent to Maintenance of Way equipment.

#### 11. Repeating Instructions:

- a. Any instruction given to an employee regarding train or equipment movement, track protection or other work within Elkhart Terminal must be clearly and correctly repeated back to the instructing employee before the instruction is carried out.
- b. Employees giving instructions who do not have their instructions successfully repeated, must require it before authorizing movement, protection or other work.
- c. Damaged Rolling Stock:

1. Damaged equipment must immediately be reported to the Yardmaster and/or Trainmaster on duty. Any time you notice damaged rolling stock, you must notify the Yardmaster and/or Trainmaster to inform them of the equipment number, location and description of the damage



## ELKHART TERMINAL CP 421 – CP 426

### 6. TERMINAL INSTRUCTIONS (CONT.)

#### Q. GENERAL INSTRUCTIONS (CONT.)

**12. FRA Excepted Track**

- a. Western Cab Track

**13. Mechanical Local and Class Yard**

CT40, CT41, CT42, all yard and all affected leads with the local yard will now be controlled by the west end WGL and considered Mechanical tracks. Before accessing these tracks you must obtain permission from the west end WGL on Channel 96 24. Before entering CT40, CT41, CT42 the employees will:

- a. Contact the West End Yardmaster to request a block to be place on the track desired to be entered.
- b. After a block is applied, employees will request permission to enter the desired track from West End WGL.
- c. Once coupled to the track, employee will request the West End Yardmaster to release the skates on the track they are coupled to.
- d. When the cars are pulled into the clear of requested track, the employee will inform the West End Yardmaster that they are clear; the West End Yardmaster has permission to set the skates and remove their block from the track.

#### R. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

**1. HTUAs**

None.

- 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.

# ELKHART WEST CP 421 – CP 479

## STATION PAGE INFORMATION

NOTES: NONE.

### 1. RULES IN EFFECT

	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK
<b>BETWEEN</b>	<b>RULES</b>		
CP 421 and CP 479	261 PTC	261 PTC	261 PTC
Main 1, Main 2 and Main 3 Tracks are numbered from North to South.			

### 2. MAXIMUM SPEEDS - PASSENGER

	SS	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK
<b>BETWEEN</b>	<b>MPH</b>			
MP CD 421.8 and MP CD 422.7		60	60	30
MP CD 422.7 and MP CD 426.0		79	79	
MP CD 426.0 and MP CD 427.0		70	70	
MP CD 427.0 and MP CD 432.0		79	79	
MP CD 432.0 and MP CD 436.3		70	70	
CP 435 and CP 437	30			
MP CD 436.3 and MP CD 436.9		50	50	
MP CD 436.9 and MP CD 439.4		70	70	
MP CD 439.4 and MP CD 462.0		79	79	
CP 462		40	40	
CP 462 and MP CD 465.5		70	70	
CP 463 and CP 466	30			
MP CD 465.5 and MP CD 470.4		79	79	
MP CD 470.4 and MP CD 471.6		75	70	
MP CD 471.6 and MP CD 473.7		70	70	
MP CD 473.7 and MP CD 474.0		75	70	
MP CD 474.0 and MP CD 474.1		79	70	
MP CD 474.1 and MP CP 479		79	79	

### 2. MAXIMUM SPEEDS - RHWY- FREIGHT

	SS	MAIN 1 TRACK			MAIN 2 TRACK			MAIN 3 TRACK		
		RHWY	FRT TPOB < 120	FRT TPOB ≥ 120	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
			<b>MPH</b>							
CP 358 and CD 421.1		60	60	50	60	60	50			
CP 412 and CD 421.1								30	30	30
MP CD 421.1 and MP CD 421.8		30	30	30	30	30	30	30	30	30
CD 421.8 and MP CD 423.0		50	50	50	50	50	50	30	30	30
MP CD 423.0 and MP CD 436.3		60	60	50	60	60	50			
CP 435 and CP 437	30									
MP CD 436.3 and MP CD 437.6		50	50	50	50	50	50			
MP CD 437.6 and CP 462		60	60	50	60	60	50			
CP 462		40	40	40	40	40	40			
CP 462 and CP 482		60	60	50	60	60	50			
CP 463 and CP 466	30									

## ELKHART WEST CP 421 – CP 479

### 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 430.0 to MP CD 431.0	MP CD 466.0 to MP CD 467.0
MP CD 445.0 to MP CD 446.0	MP CD 473.0 to MP CD 474.0
MP CD 458.0 to MP CD 459.0	MP CD 478.0 to MP CD 479.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
Elkhart to Chicago, Ashland Ave.	5240	7350	7390	8720	10850	17810
Eastward Chicago, Ashland Ave. to Elkhart	3470	4840	4920	6000	7450	11748

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### EXCEPTIONS:

#### AUTHORIZED WEIGHT

Chicago Line (CP-320 to CP-421)	315,000 lbs.
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#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

**NONE**

#### C. HEIGHT RESTRICTIONS

NONE

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

NONE.

### 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

NONE.

#### B. HANDLING OF DERAILS

System instructions govern.

## ELKHART WEST CP 421 – CP 479

### 6. SWITCHES AND DERAILS (CONT.)

#### C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

LOCATION	SWITCH	INDUSTRY
MP CD 443.7	Track 1	Lydick house track
MP CD 449.8	Track 2	New Carlisle Elevator
MP CD 473.6	Track 1	Otis Stub
MP CD 475.8	Track 2	Stub

#### D. ELECTRIC SWITCH LOCKS

LOCATION	TRACK	INDUSTRY	TIMER
MP CD 447.1	2	IN Tek	8:19
MP CD 447.2	1	Gavilion Grain	8:22
MP CD 456.8	1	Rolling Prairie House Track	11:55
MP CD 461.1	2	Alpha Baking	8:00
MP CD 461.8	2	Renolet	Approach lock
MP CD 467.2	2	Jet Corps	Approach lock

### 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
MTO	640
Elkhart Dispatcher	644
Elkhart Terminal Trainmaster	684
Operations Service and Support (OSS)	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	TONE	TX - RX	TONE
Elkhart, IN	034-034	-	064-064	
South Bend, IN	034-034	-	-	
South Bend, IN (switching)	076-076	-	-	
New Carlisle, IN (IN Tek)	034-034	-	058-058	
LaPorte, IN	034-034	-	-	
Porter, IN	034-034	-	-	

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Dearborn Manager Train Operations	404-877-9695
Dearborn Assistant Chief Dispatcher	404-877-9696
Elkhart Dispatcher	404-877-9529
Elkhart Hump Yardmaster	574-296-2235
Elkhart West End Yardmaster	574-296-2245
Elkhart Diesel House Foreman	574-296-2256
Elkhart Trainmaster	574-296-2233
In Tek New Carlisle, IN	574-654-1012
Burns Harbor Yardmaster	219-787-7705

## ELKHART WEST CP 421 – CP 479

### 8. DETECTOR INSTRUCTIONS

#### A. STRESS STATE DETECTORS

Wheel impact load detector (WILD) installed on main 1 and main 2 tracks at MP CD 445.2, Vine Creek, Indiana, with readout in the Network Operations Center in Atlanta, GA. This device detects high wheel load impacting on track structure attributed to flat spots, shelled wheels, built-up tread, etc.

1. If readout is over 170 kips, Train Dispatcher / Control Operator must immediately instruct train crew to stop train for inspection and defective car must be set out at nearest point.
2. If no Obvious defects are found during the inspection, car may be handled at a speed not exceeding 30 mph and set out at LaPorte or Elkhart.
3. A readout between 150 and 169 kips require speed of trained be immediately reduced to 30 mph and Train Dispatcher / Control Operator will give crew instructions to set off car.

#### B. HIGH CAR AND CLEARANCE DETECTORS

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. OTHER INSTRUCTIONS

NONE.

### 9. DISTRICT INSTRUCTIONS

#### A. CLOSE CLEARANCE

1. **VO 1.3 – VO 1.5 South Bend, IN**
  - a. Olivers Yard Lead fence at Yard office
2. **PY 1.6 South Bend, IN**
  - a. Omni Source Gate
3. **South Bend, IN**
  - a. Noble America / South Bend Ethanol – Gate, tracks 3 / 4, building
  - b. KAK – building
  - c. Interplastics – building
4. **Mishawaka, IN**
  - a. Zeeland Lumber - gate
5. **LaPorte, IN**

Alpha Baking loading stanchion

#### B. TRACK PERMISSION

##### A. South Bend – CP-437

Elkhart Dispatcher grants permission to occupy the Olivers Industrial Track.

##### B. MP CD 448.3 — MP CD 446.9

Before entering switches at these locations, permission must be obtained from In Tek Security – IN Tek Locomotive operates on channel 058-058.

#### C. INTERLOCKING INSTRUCTIONS

NONE.

#### D. DRAWBRIDGES

NONE.

#### E. HANDBRAKE REQUIREMENTS

System Instructions

#### F. TRAIN HANDLING INSTRUCTIONS

NONE.

# ELKHART WEST CP 421 – CP 479

## 9. DISTRICT INSTRUCTIONS (CONT.)

### G. ROAD CROSSINGS

#### 1. DO NOT BLOCK ORDER

a. In order to prevent unnecessary activation of the Automatic Highway Warning Devices at Burdick Rd., MP CD 476.8, trains must stop before passing the approach circuits as indicated below:

1. Westward trains must stop short of the Yellow stripe painted on the rails and ties located at MP CD 476.2.
2. Eastward trains must stop west of the Automatic Signals located at MP CD 477.6.
3. The approach circuits for this crossing are conventional circuits and will not time out.

#### 2. QUIET ZONES

- a. Mishawaka, IN CD 431.1 – CD 434.4
- b. South Bend, IN CD 434.4 – CD 439.8

#### 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.

MILEPOST	TRACK	DEGREES
SK 2.2	Noble America - South Bend Ethanol	16
VO 2.7	Olivers Industrial Track	16

### K. JOINT TRACKAGE

1. Trains and engines of the Dearborn 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

## **ELKHART WEST CP 421 – CP 479**

### **9. DISTRICT INSTRUCTIONS (CONT.)**

#### **K. JOINT TRACKAGE (CONT.)**

2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:
  - a. Amtrak CP 521 to CP194
  - b. Canadian Pacific Ry. CP 509 – to CP 358
  - c. Canadian National Ry. CP 437 to CP 421

#### **L. HAZMAT SPILL PAN LOCATIONS**

NONE.

#### **M. GENERAL INSTRUCTIONS**

1. Crews receiving approach or restricting signal indications eastbound at MP CD 440.2 must stop short of Grandview Ave. MP CD 439.8.
2. **FRA EXCEPTED TRACK**
  - a. Olivers Yard South Bend, IN
  - b. Olivers Industrial Track South Bend, IN

#### **N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT**

1. **HTUAs**  
NONE.
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 TERMINAL CP 479 - CP 521

## 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

### 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		
MP CD 510.5 and MP CD 516.0		70	70		
Englewood and MP CD 516.0		55	55		
MP CD 516.0 and MP CD 516.3		30	30		
MP CD 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 <sup>st</sup> 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						
CP 482 and CP 483	25												
CP 482 and CP 501		60	60	50	60	60	50						



## CHICAGO TERMINAL CP 479 - CP 521

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

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	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							
MP CD 516.0 and MP CD 516.3		30	30	30	30	30	30							
MP CD 516.3 and 21 <sup>st</sup> Street		40	40	40	40	40	40							
21 <sup>st</sup> Street, Over ICG Crossing		10	10	10	10	10	10							
CP 509 and Rock Island Jct.	WEST													
	15													
	EAST													
East and West Wye Tracks to IHB R.R. CP 502	MAIN				10	10	10					10	10	10
	10													
21 <sup>st</sup> 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.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container

# CHICAGO TERMINAL CP 479 - CP 521

## 4. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

### B. TRAILING TONNAGE RESTRICTIONS (CONT.)

3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform  
NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

NONE

### 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. LeMoynes 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.

## CHICAGO TERMINAL CP 479 - CP 521

### 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 <sup>th</sup> 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	Approach Lock

#### 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
Operations Service and Support (OSS)	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	TONE	TX - RX	TONE
Porter, IN	046-046	-	-	-
Burns Harbor Yard	046-046	-	-	050-050 064-064
51 <sup>st</sup> Street, IL	046-046	-	-	050-050

51 <sup>st</sup> Street, 55 <sup>th</sup> Street Yard Offices	046-046	-	-	050-050
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## CHICAGO TERMINAL CP 479 - CP 521

### 6. COMMUNICATION INFORMATION (CONT.)

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

### C. TELEPHONE NUMBERS CONTACT

	PHONE
Dearborn Division OSS	800-898-4296
Dearborn Manager Train Operations	404-877-9695
Dearborn Assistant Chief Dispatcher	404-877-9696
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 <sup>th</sup> 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.

# CHICAGO TERMINAL CP 479 - CP 521

## 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 (47<sup>th</sup> and 51<sup>st</sup> 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. 51<sup>st</sup> St Side
  - a. Tracks 1, 2, 3, 4, 5, 6, 7
- 8. 47<sup>th</sup> 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:

## CHICAGO TERMINAL CP 479 - CP 521(CONT.)

### 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.
- c. Park Manor Lead and track 21
- d. 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

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. **55<sup>th</sup> & 51<sup>st</sup> Yards (No C102 required)**
  - a. One hand brake on all tracks.
3. **Colehour Yard (No C102 required)**
  - a. One hand brake on tracks 1 through 13 and panhandle tracks.
  - b. Two hand brakes on 3 runner.
4. **Park Manor Yard (No C102 required)**
  - a. Tracks 1-9, three hand brakes are required and when tracks are split at a road crossing or break, two hand brakes are required. Additionally, when setting to the strip/pad tracks at Park Manor, after the track is set, TTX and/Chicago Car Department will place two wheel chocks on the head of the tracks to help with intermodal securement when loading. Transportation will be responsible during train build to ensure all chocks are removed and set off to the side of the track and notify the Yardmaster that the chocks have been removed.

# CHICAGO TERMINAL CP 479 - CP 521

## 7. TERMINAL INSTRUCTIONS (CONT.)

### E. HANDBRAKE REQUIREMENTS (CONT.)

5. **47<sup>th</sup> Street Yard**
  - a. **All yard tracks, one hand brake required on the break. 4 North, minimum two Hand brakes required and a C102 must be completed.**
6. **Ashland Yard**
  - a. **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. Main 1 and Main 2 (formally the CJ's), and the siding fall under NS Operating Rules. (C102 is required.)**

### 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 CP 479 - CP 521(CONT.)

## 7. TERMINAL INSTRUCTIONS (CONT.)

### K. JOINT TRACKAGE

1. Trains and engines of the Dearborn 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 Dearborn 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 couplers 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 CP 479 - CP 521(CONT.)

## 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.

#### 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

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. 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.

# CHICAGO TERMINAL CP 479 - CP 521(CONT.)

## 7. TERMINAL INSTRUCTIONS (CONT.)

### N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

#### 1. HTUAs

<b>FROM</b>	<b>TO</b>
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
			<b>CHICAGO TERM. DISP - 064</b> <b>643</b>	
<p>Diagram labels include: METRA RNR, M1, M2, WABASH YD, CANALPORT YARD, SWITCHING LEAD, STATE LINE, PACKERS, SHORT WAY, ASHLAND SIDING, 5 LD DAMEN 16 STACK, 4 LD HUMP, CSXT 239, WESTERN AVE IND, BNSF CONN, MofW, TO BNSF WESTERN AVE YD, BNSF 4, BNSF 3, BNSF 2, BNSF 1, TO BNSF CINCERO YD, CSXT 1, CSXT 2.</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><b>CP 518</b>..... (CP)</p> <p>Butler Wye (North Boomer)</p> <p><b>CP HALSTED</b>..... (CP)</p> <p>South Boomer</p> <p>Packers</p> <p>Ashland Yard Office</p> <p><b>CP PERSHING</b>..... (CP)</p> <p><b>CP BRIGHTON</b> ..... (C)</p> <p>CN Joliet Subdivision Crossing</p> <p><b>ASH ST</b> ..... (C)</p> <p>CN Freeport Subdivision Crossing</p> <p><b>CP CERMAK</b>..... (CP)</p> <p>16<sup>th</sup> St</p> <p>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;"><b>1</b></p> <p style="text-align: center;"><b>2</b></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		

### 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 51<sup>st</sup>
- 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 51<sup>st</sup> 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 <sup>th</sup> St.)	Industry Track	Northward Main 2 Yard Runner	Northward Main 2 Yard Runner
BNSF Connection from LeMoyné	LeMoyné 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 Service and Support (OSS)	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 <sup>st</sup> Street, IL	046-046	-	050-050	-
51 <sup>st</sup> Street, 55 <sup>th</sup> Street Yard Offices	046-046	-	050-050	-
Ashland Avenue Yard Office	064-064	-	087-087 034-034	-
51 <sup>st</sup> 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
Dearborn Division OSS	800-898-4296	-
Dearborn Manager Train Operations	404-877-9695	-
Dearborn 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 <sup>th</sup> 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. ADM Milling:

1. Rail Gate
2. Various locations, all tracks inside gate. Employees must not ride side of car on any track inside gate.

###### b. Continental Paper:

1. Track two (east track along the wall).

###### c. Case Paper:

1. Spot track (south along the wall).

###### d. 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

###### e. JEI:

1. Between the track and the building.

###### f. South Chicago Packing:

1. All tracks within the plant.

###### g. Cameo Containers:

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

###### h. Vantage Oleo Chemical:

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

###### i. Biostar:

1. A close clearance gate exists.

###### j. 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., 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:

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.
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. Park Manor track 8
  - c. Calumet-High Main, Pass, Siding, 1 and 2 Mains Above, CN connection.
  - d. Biostar
  - e. Cedar Concepts
  - f. All industries where cars will be left spotted in the industry with the exception of ADM Milling.
  - g. Park Manor Track 7
  - h. Calumet Chrysler Lead
  - i. All main tracks
  - j. The CJ mains and the Siding at Ashland
  - k. When flat switching (free rolling of cars) at Ashland Avenue, tracks being switched into must have a minimum of five (5) handbrakes or a sufficient amount. Two Hand Brakes: All other tracks to prevent cars from fouling adjacent tracks.

#### F. TRAIN HANDLING INSTRUCTIONS

None.

#### G. ROAD CROSSINGS

- 1. **DO NOT 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.



## 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 Dearborn 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 Dearborn 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 dismantled. 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
	 SS 6696W 6165E 	<b>B 486.5/ PC 433.2</b>	<b>County Line</b> ..... (CP)	
		<b>B 488.3 B 493.0</b>	<b>Duck Creek</b> ..... (CP) HBD-DED	
		<b>B 497.7</b>	<b>Van Loon</b> ..... (YL) (C)	
		<b>B 500.3</b>	<b>Osborn</b> ..... (C) Osborn Yard	
		<b>B 501.6</b>	<b>CP Indy</b> ..... (CP)	
		<b>B 503.8</b>	<b>Hammond</b> ..... (C)	
		<b>B 504.7</b>	<b>State Line</b> ..... (C) Burnham Yard 1 East 1 West 2 East 2 West	
		<b>B 506.0</b>	<b>Burnham</b> ..... (A)	
		<b>B 506.8</b>	Mixing Center Yard	
		<b>B 507.3</b>	<b>Torrence</b> ..... (C)	
		<b>B 508.0</b>	<b>Cummings</b> ..... (DB) (C)	



# CHICAGO DISTRICT STATION PAGE INFORMATION

**NOTE 1:** Remotely controlled by IHB

**NOTE 2:** Drawbridge remotely controlled by Chicago District Dispatcher

## 1. RULES IN EFFECT

<b>BETWEEN</b>	<b>MAIN 1 TRACK</b>	<b>MAIN 2 TRACK</b>
	<b>RULES</b>	
County Line and Van Loon	261 PTC	
Van Loon and Cummings	261 PTC	261 PTC
Cummings and Cummings	261 PTC	
Cummings and 110 <sup>th</sup> Street	261 PTC	261 PTC
110 <sup>th</sup> Street and Pullman Jct.	261 PTC	
Pullman Jct. and 81 <sup>st</sup> St.	261 PTC	261 PTC
81 <sup>st</sup> St. to B516.3 Stack Connection Track	261	
B516.3 and Metra SW Sub-District 74 <sup>th</sup> St.	261	

## 2. MAXIMUM SPEEDS

<b>BETWEEN</b>	<b>MAIN 1 TRACK</b>	<b>MAIN 2 TRACK</b>
	<b>MPH</b>	
MP B 486.7 and MP B 492.1 Except: MP B 486.7 to MP B 489.0, Curves	60 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 Except: MP B 492.1 to MP B 497.7, Head end only over road crossings	50 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 Except: MP B 500.1 to MP B 501.8, Head end only over road crossings	50 20	50 20
MP B 500.5, Over IHB Crossing	40	40
MP B 502.6 and MP B 507.9 Except: MP B 502.8 to MP B 503.7, Head end only over road crossings	25 20	25 20
MP B 507.9, Cummings Drawbridge through turnouts	25	
MP B 507.9 and MP B 510.3	25	25
MP B 501.3 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 <sup>th</sup> 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 <sup>th</sup> Street, Belt Jct.	25	
Belt Junction	25	
METRA Trackage 74 <sup>th</sup> Street to Ashburn	40	40
METRA 74 <sup>th</sup> Street, Curve	20	20
CP Forest Hill, Within Control Point	30	
CP Ashburn, Through turnout	40	

## CHICAGO DISTRICT

### 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:

NONE.

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
<b>Westward</b>						
Chicago to Ft. Wayne	3775	4530	5284	6040	7549	10191
<b>Eastward</b>						
Ft. Wayne to Chicago	3632	4360	5086	5814	7266	9810

### 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

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

**NONE**

#### C. HEIGHT RESTRICTIONS

NONE.

## CHICAGO DISTRICT

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. 6-axle locomotives are prohibited on the following tracks:
  - a. MP B 501.9, Osborn — H.T. Aluminum
  - b. MP B 507.6 Domino's Industry Track
  - c. MP B 512.3, Pullman District, all tracks except Main Line
  - d. Gary Branch
2. 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

1. Trains and engines operating on the Indiana Sugar Spur Track, MP TC 241.1 to MP TC 240.3, may leave switches reversed and unattended. Switches may be left as last used.

MP	CONNECTING	WITH	NORMAL POSITION
TC 241.1 to TC 240.3	Indiana Sugar Spur Track	Indiana Sugar Tracks	Last Used

#### B. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP	TRACK	INDUSTRY
B 490.1	Main	Nipsco

#### C. ELECTRIC SWITCH LOCKS

MP	SWITCH	TRACK	TIMER
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. Stateline 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

#### D. RADIO / DTMF CONTROLLED SWITCHES

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

#### 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 (Caboose Track) is a Mechanical Dept. derail. It must not be operated by Transportation Employees.



## CHICAGO DISTRICT

### 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
MTO	640
Chicago District Dispatcher	922
Elkhart Dispatcher	644
Chicago Terminal Dispatcher	643
Operations Service and Support (OSS)	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 AND RX	TONE	TX (RX)	TONE
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
Dearborn Division OSS	800-898-4296
Lake Division Manager Train Operations	404-877-9668
Lake Division Assistant Chief Dispatcher	404-877-9669
Chicago Terminal Dispatcher	404-877-9540
Chicago District Dispatcher	404-877-9548
Mixing Center Yardmaster	773-646-8103
Mixing Center Clerk	773-294-1725
Landers Operator	773-470-4131
Calumet Trainmaster	773-449-6373
Chicago Command Center	773-449-6324
PTI Cab Dispatcher	773-449-6415
Dearborn Division OSS	800-898-4296
Lake Division Manager Train Operations	404-877-9668
Lake Division Assistant Chief Dispatcher	404-877-9669
Chicago Terminal Dispatcher	404-877-9540
Chicago District Dispatcher	404-877-9548
Mixing Center Yardmaster	773-646-8103

### 8. DETECTOR INSTRUCTIONS

#### A. STRESS STATE DETECTORS

NONE.

#### B. HIGH CAR AND CLEARANCE DETECTORS

NONE.

## CHICAGO DISTRICT

### 8. DETECTOR INSTRUCTIONS (CONT.)

#### C. OTHER INSTRUCTIONS

NONE.

### 9. DISTRICT INSTRUCTIONS

#### A. CLOSE CLEARANCE

1. Close Clearances exist at the following 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

e. **Former CTI Warehouse**

1. track 7-building on west side. Sign posted.
2. track 8-building on east side.

f. **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 2 due to close clearance created when cars are on track 1.

g. **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.

h. **Aeropress**

1. There are close clearance signs on the outside of the gates.

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. 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, and 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.

# CHICAGO DISTRICT

## 9. DISTRICT INSTRUCTIONS (CONT.)

### B. TRACK PERMISSION

1. 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.
2. 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.
3. 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.
4. MP B 510.0
5. All trains entering or leaving Calumet Yard must have permission from the Yardmaster.
6. Movements between 110th St. and 81st St. are under the jurisdiction of the Chicago District Dispatcher.
7. Movements on the Calumet River I.T. are under the jurisdiction of the Chicago District Dispatcher.
8. 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 Burnham 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.
  1. Obtain authority from the Chicago District Dispatcher before executing instructions.
  2. Determine that there is not a conflicting movement present, or approaching.
  3. 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.

# CHICAGO DISTRICT

## 9. DISTRICT INSTRUCTIONS (CONT.)

### C. INTERLOCKING INSTRUCTIONS (CONT.)

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 Red 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.

### D. DRAWBRIDGES

MP	BRIDGE
B 508.0	Cummings Drawbridge

### 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 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. 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. 3 of 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, handbrakes must be applied before equipment is left unattended. 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.
  - g. Exceptions:  
CN Connection Calumet:  
Whenever cars are left between CN Main and Pullman Junction on the CN Connection, (example: rear of train 278 a minimum of five (5) effective hand brakes are required). The Calumet Yardmaster should be notified of location of the hand brakes.

# CHICAGO DISTRICT

## 9. DISTRICT INSTRUCTIONS (CONT.)

### E. HANDBRAKE REQUIREMENTS (CONT.)

- h. High Winds:
  - 1. 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.
- i. Mixing Center
  - 1. Tracks 1-8, one hand brake required. Tracks 9-19 all cars are required to have 100% hand brakes.
- j. Calumet
  - 1. Tracks 1-30, intermodal strip/pad tracks 1-5, Derrick Track, 1 & 2 below, one hand brake required. All other tracks including Rock Island, two hand brakes required. CN Connection, five hand brakes required including a C102. High Main, Pass, Siding, 1 & 2 above, Chrysler Lead, and all main tracks must fall under NS Operating Rules. When flat switch switching at Calumet, no more than four empty and two loaded cars in motion at one time.
- k. Landers Yard
  - 1. Tracks 1-12, two hand brakes are required. Tracks 13-21, one hand brake required.

#### 3. C102 will not be required in Chicago Terminal except in the following locations:

- 1. Chicago Sweetener (A.K.A Batory Foods) Track 1 & 2 (C102 C)
- 2. Park Manor track 8
- 3. Calumet-High Main, Pass, Siding, 1 and 2 Mains Above, CN connection.
- 4. Biostar
- 5. Cedar Concepts
- 6. All industries where cars will be left spotted in the industry with the exception of ADM Milling.
- 7. Park Manor Track 7
- 8. Calumet Chrysler Lead
- 9. All Main tracks
- 10. The CJ mains and the Siding at Ashland

### 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.

### G. ROAD CROSSINGS

#### 1. DO NOT BLOCK ORDER

- a. 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.

## CHICAGO DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### G. ROAD CROSSINGS (CONT.)

##### 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.

#### 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:

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 <sup>th</sup> Street	20
TC 240.2	Gary District Sugar Docks	17
TC 241.1	Back Track to Sugar Building	19

#### K. JOINT TRACKAGE

1. Trains and engines of the Dearborn 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. IHB RR State Line / CP Indy to Gibson Yard – Blue Island Yard

## CHICAGO DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### K. JOINT TRACKAGE (CONT.)

- 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 Dearborn Division tracks as shown below:
  - a. CP RY 81st. to Mixing Center
  - b. CN RY CN Connection to Calumet Yard
  - c. UP RR 81<sup>st</sup>. to Calumet Yard
  - d. CRL Pullman Jct. to Calumet Yard

#### L. HAZMAT SPILL PAN LOCATIONS

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.

##### 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)

# CHICAGO DISTRICT

## 9. DISTRICT INSTRUCTIONS (CONT.)

### M. GENERAL INSTRUCTIONS (CONT.)

#### 3. PULLMAN BRANCH (CONT.)

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 OSS.

##### 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.

#### 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.



# CHICAGO DISTRICT

## 9. DISTRICT INSTRUCTIONS (CONT.)

### M. GENERAL INSTRUCTIONS (CONT.)

#### 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 derrails 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 EJ&E. 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. LeMoyne 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

<b>FROM</b>	<b>TO</b>
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

# DETROIT LINE

SOUTH	SIDINGS IN FEET	MP	STATION	NOTES	
<p style="text-align: center;">1 2</p> <p style="text-align: center;">TRENTO EDISON SWITCH CN</p> <p style="text-align: center;">WARNER YARD FORD LEAD CN PRIMARY</p> <p style="text-align: center;">CSXT</p> <p style="text-align: center;">AARR</p> <p style="text-align: center;">CSX</p> <p style="text-align: center;">WAGON WORKS 1WWW 2WWW</p> <p style="text-align: center;">DETROIT YARD CAMPBELL ST CROSSOVER</p> <p style="text-align: center;">NS CHICAGO LINE 1 2</p>			<b>TOLEDO TERMINAL DISP - 027</b>	<b>646</b>	
		DR 6.5	YD .....	(CP)	
		DR 7.0	River Rouge		
		DR 7.8	Visger Rd. Switch		
		DR 9.3	MILL .....	(CP)	
		DR 11.1	DED (Wyandotte)		
		DR 11.7	Wyandotte		
		DR 15.5	RODNEY .....	(C)	
		DR 18.2	Trenton Edison Switch		
		DR 20.0	BLAHA .....	(CP)	2
		HK 20.0	DAY .....	(CP)	1
		DR 22.1	HBD-DED 2		
		HK 22.3	HBD-DED 1		
		DR 32.8	CP 32 .....	(CP)	2
		DR 34.0	Warner Yard		
		DR 35.9	Monroe		
		HK 36.6	DUNBAR .....	(CP)	1
		HK 40.0			
		DR 40.2	LASALLE .....	(CP)	
		DR 46.6	Vienna		
		DR 46.6	HBD-DED 1-2		
				<b>TOLEDO TERMINAL DISP - 064</b>	<b>646</b>
		DR 50.3	ALEXIS .....	(C)	
		DR 51.4	K .....	(C)	
		DR 52.6	CRAVENS .....	(CP)	
		DR 54.4	CP 54 .....	(CP)	
		DR 56.0	CP 56 .....	(CP)	
		DR 56.9	Detroit Yard		
		DR 57.7/ CD 289.6	CP 289 .....	(CP)	

# DETROIT LINE

## STATION PAGE INFORMATION

**NOTE 1:** Control Point on Main 2 only.

**NOTE 2:** Control Point on Main 1 only.

### 1. RULES IN EFFECT

	MAIN 1 TRACK	MAIN 2 TRACK
<b>BETWEEN</b>	<b>RULES</b>	
YD AND MP DR 20.0	261	261
MP DR 20.0 and Lasalle	261 PTC	261 PTC
Lasalle and CP-289	261 PTC	261 PTC

Main 1, and Main 2 are numbered from West to East. MP HK 20.0 to HK 40.0 is in effect for Main Track 2 only.

### 2. MAXIMUM SPEEDS

	MAIN 1 TRACK	MAIN 2 TRACK	OTHER TRACKS
<b>BETWEEN</b>	<b>MPH</b>		
MP DR 20.0 and MP DR 34.7	50	50	
MP DR 34.7 and MP DR 35.9	25	40	
Except:			
MP DR 34.7 to MP DR 35.9, Southward		25	
MP DR 35.9 and MP DR 50.2	50	50	
MP DR 50.2 and MP DR 50.4	50	30	
MP DR 50.4 and MP DR 55.6	50	50	
MP DR 55.6 and CP-289	30	30	
Alexis, Ann Arbor Connecting Track			10
LaSalle — All Crossover Moves			10

### 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 DR 12.0 to MP DR 13.0

MP DR 26.0 to MP DR 27.0

MP DR 46.0 to MP DR 47.0

### 4. DIESEL UNIT RATINGS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
<b>Southward</b>						
Detroit Sterling - Toledo	6738	8085	9432	10780	13475	18191
<b>Northward</b>						
Toledo – Detroit Sterling	6738	8085	9432	10780	13475	18191

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container

## DETROIT LINE

### 5. LOCOMOTIVE AND CAR RESTRICTIONS(CONT.)

#### B. TRAILING TONNAGE RESTRICTIONS (CONT.)

3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform  
NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

#### C. HEIGHT RESTRICTIONS

No additional restrictions.

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. 6-axle locomotives are prohibited on the following tracks:
  - a. Port of Monroe – Monroe Yard (short wye) (N04)

## 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

System instructions govern.

#### B. HANDLING OF DERAILS

System instructions govern.

#### C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

#### D. ELECTRIC SWITCH LOCKS.

LOCATION	SWITCH	TRACK	TIMER
DR31.6	Spartan Steel	1	11:49
DR34.5	South End Warner Yard	1	7:30
DR50.7	DJ2	1	Approach Lock
DR56.8	Campbell St. X-over	2	8:20
DR56.81	Campbell St.	2	8:20
DR56.82	Campbell St.	1	8:20
DR56.84	Detroit Yard	1	8:20
HK32.7	32.7	2	7:50
HK34.0	Short Wye	2	9:29
HK34.1	Ford Lead	2	9:29

#### E. RADIO / DTMF CONTROLLED SWITCHES

None.

## 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911

## DETROIT LINE

### 7. COMMUNICATION INFORMATION (CONT.)

#### A. DIAL IN RADIO CODES (CONT.)

MTO	640
Toledo East Dispatcher	647
Toledo Terminal Dispatcher	646
Elkhart Dispatcher	644
Operations Service and Support (OSS)	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	TONE	TX - RX	TONE
CP Alexis to CP YD	027-027	-	-	-

### 7. COMMUNICATION INFORMATION (CONT.)

#### B. AAR RADIO CHANNELS (CONT.)

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX - RX	TONE	TX - RX	TONE
CP 289 to CP Alexis	064-064	-	-	-
Mega Yardmaster	064-064	690	018-018	-
	-	-	022-022	-
	-	-	030-030	-
	-	-	072-072	-
	-	-	076-076	-
	-	-	038-038	-
Mega Van Site	022-022	-	-	-
Mega Switching	030-030	-	-	-
Detroit Edison Coal Handling Foreman	064-064	-	-	-
Detroit Edison Scales	032-032	-	-	-
Cab / PTI Channel Toledo	081-081	-	-	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Dearborn Manager Train Operations	404-877-9695
Dearborn Assistant Chief Dispatcher	404-877-9696
Toledo East Dispatcher	404-877-9530
Toledo Terminal Dispatcher	404-877-9528
Elkhart Dispatcher	404-877-9529
Mega Yardmaster	419-381-5505
Swanton Yard Office	419-826-0038
Toledo Trainmaster	419-381-5522
Ann Arbor RR Ottawa Yard	419-726-4181
Ann Arbor RR Hallett Tower	419-726-3237

## DETROIT LINE

### 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

Employees must remain constantly vigilant for any Close Clearance locations whether marked with signs of not and operate with extreme caution in these areas.

1. Monroe, MI Industries:
  - a. National Galvanizing
  - b. Ford Vision

#### B. TRACK PERMISSION

None.

#### C. INTERLOCKING INSTRUCTIONS

1. At the following CN Ry. controlled railroad crossings at grade, trains and On-Track equipment will proceed as follows when signal displays Stop.
  - a. CN Ry. Shoreline Subdivision
  - b. Plum Creek, MP DR 35.8, CN Ry. MP 16.8
  - c. Ford Crossing, MP DR 34.1, CN Ry. MP 18.7
  - d. Contact Toledo Terminal Dispatcher who will contact CN Dispatcher.
  - e. **NOTE:** When instructed to flag over CN Ry. crossing at Plum Creek, MP DR 35.8, movement may be made as follows:
    1. Stop before passing Stop Signal.
    2. Examine track, including switch points (if any) within interlocking limits.
    3. If no conflicting movement is apparent and route is properly lined, proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, occupying track section between signal and crossing but not foul of crossing.
    4. After five (5) minutes, place lighted fusees on each side of crossing and proceed at Restricted Speed.

#### D. DRAWBRIDGES

None.

#### E. HANDBRAKE REQUIREMENTS

1. Detroit Edison unit coal trains at "Monroe" will be secured only by securing the locomotive consist in compliance with NS-1 Rule L-236, no C102 required.

#### F. TRAIN HANDLING INSTRUCTIONS

1. System instructions govern.

## DETROIT LINE

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### G. ROAD CROSSINGS

1. **DO NOT BLOCK ORDER**

- a. When spotting DTE Monroe do not block crossings between hours of 0500- 0700 and 1530-1600 and 1700-1900.
- b. When spotting DTE Rouge do not block crossings between hours of 0500-0800 and 1500-1900.

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

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
HK 36.5	Dunbar – Monroe I.T.	14
HK 34.0	Ford Lead	17
HK 34.0	Warner Yard Short Leg Wye	14

#### K. JOINT TRACKAGE

- 1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:  
None.
- 2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:  
None.

#### L. HAZMAT SPILL PAN LOCATIONS

- 1. Track PB24.



## DETROIT LINE

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### M. GENERAL INSTRUCTIONS (CONT.)

1. When pulling or spotting a coal train at River Rouge, Trenton, and Monroe power plants or when tying the train down en route, all crews must notify OSS when completed.
2. When spotting and pulling DTE trains at Trenton and River Rouge Power Plants the instructions are as follows:
  - a. . **At Trenton**
    1. trains being spotted shall proceed as follows:  
Spot: 1-2-3
    - 2.. Trains being pulled shall proceed as follows:  
**Pull 3-2-1**
  - b. . **River Rouge**
    - .1. Trains spotted at River Rouge shall proceed as follows:  
Spot: 7-6-5-4-3-2-1
    - 2.. Trains pulled from River Rouge shall proceed as follows:  
Pull: 1-2-3-4-5-6-7
3. Road crews reporting to Oakwood and Wayne yards who will take taxis to Toledo to perform service must obtain and print all paperwork prior to departing their on duty location and contact Train Dispatcher to ascertain location of their train.
4. **FRA Excepted Track**  
None.

#### N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

##### 1. HTUAs

FROM MP	TO MP
CD 275.4	CD 306.4
DR 38.1	DR 57.9
DY 1.2	DY 4.0
HK 38.2	HK 40.3
XA 286.9	XA 287.9

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.

# DETROIT DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES
		D 1.4	<b>DETROIT DISTRICT DISP - 018</b>   <b>923</b> BOAT YARD	
		D 4.4	DELRAY..... (C)	
		D 5.2	ROUGE BRIDGE ..... (DB) (C)	
		D 5.6	ECORSE JCT ..... (YL)	
		D 6.5	OAKWOOD YARD	
		D 8.2	OAKWOOD YARD	

# DETROIT DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES	
			<b>DETROIT DISTRICT DISP - 018</b>   <b>923</b>		
			D 8.7	OAKWOOD JUNCTION ..... (YL) (C)	
			D 11.3	ROBERTS ..... (CP)	
			D 16.9	PRESTON ..... (CP)	
			D 19.0	ROMULUS ..... (CP)	
			D 20.5	HBD-DED 1-2	
			D 23.3	BELLEVILLE ..... (CP)	
			D 26.6	Rawsonville Spur	
			D 31.5	HBD-DED	
		SS   12344 	D 33.3	WHITTAKER ..... (CP)	
			D 37.3	MILAN ..... (C)	
			D 39.6	HICKORY ..... (CP)	
			D 42.3	HBD-DED	
			D 52.5	HBD-DED	
			D 54.3	RAISIN CENTER ..... (CP)	
			D 59.0	ADRIAN ..... (C)	
			D 61.2	STAN ..... (CP)	
			D 64.2	HBD-DED	
		SS   8752 	D 71.3	LENAWEE ..... (CP)	
			D 73.1	HUDSON ..... (CP)	
		D 76.1	HBD-DED		
		D 80.4	MI/OH State Line		
	SS   9213 	D 83.8	MILL CREEK ..... (CP)		
		D 85.6	HILLTOP ..... (CP)		
		D 87.6	HBD-DED		
		D 93.7	MODE ..... (CP)		
		D 97.4	MONTPELIER ..... (CP)		

# DETROIT DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES
		D 98.8 <b>D 104.4</b>  D 105.6  D 108.3 <b>CD 358.5</b>	<b>HUNTINGTON DISTRICT DISP - 018</b>	<b>923</b>
			HBD-DED <b>BLAKESLEE</b>  LITTLE BEAR  HBD-DED <b>CP 358</b> ..... (C) Butler, IN	

## STATION PAGE

### 1. RULES IN EFFECT

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK
	RULES	
Detroit and Delray	93	93
Delray and Rouge Bridge	93	93
Rouge Bridge and Ecorse Jct.	261	261
Ecorse Jct. to Oakwood Jct.	93	93
Oakwood Jct. to CP358	261 PTC	261 PTC

### 2. MAXIMUM SPEEDS

BETWEEN	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
	MPH		
MP D 8.6, Oakwood Junction, and MP D 113.7, Butler Except MP D 8.6 to MP D 8.8, Oakwood Junction, CN Interlocking and Turnouts	60	60	50
MP D 11.3, Roberts, Through Crossovers	40	40	40
MP D 16.8, Preston, Through Crossovers	40	40	40
MP D 19.0, Romulus, Over CSXT Diamond	40	40	40
MP D 23.3, Belleville, Through Turnout	40	40	40
MP D 33.3, Whitaker, Through Turnout	20	20	20
MP D 37.2, Milan, Through Crossover	25	25	25
MP D 37.3, Milan, Over AA Diamond	40	40	40
MP D 39.6, Hickory, Through Turnout and Siding	40	40	40
MP D 54.3, Raisin Center, Through Turnout	40	40	40
MP D 56.7 to MP D 56.9, Curve	60	50	50
MP D 57.7 to MP D 57.9, Curve	60	50	50
MP D 58.6 to MP D 58.7, Curve	50	50	50
MP D 59.0, Adrian, Over A&B Diamond	40	40	40
MP D 59.0 to MP D 59.2, Curve	60	55	50
MP D 60.9 to MP D 61.2, Curve	60	50	50
MP D 61.2, Stan, Through Turnouts	40	40	40
MP D 71.3 to MP D 73.1, Through Turnouts and Siding	25	25	25
MP D 83.8 to MP D 85.6, Through Turnouts and Siding	25	25	25
MP D 93.7, Mode, Through Turnouts	40	40	40
MP D 95.6 to MP D 95.9, Curve	60	55	50
MP D 97.4, Montpelier, Through Turnouts	40	40	40

## DETROIT DISTRICT

### 2. MAXIMUM SPEEDS (CONT.)

BETWEEN	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
	MPH		
MP D 104.4 to MP D 105.6, Through Turnouts and Siding	25	25	25
MP D 113.7 to MP D 113.9, Curve	50	50	50
MP D 113.7, Through Connection Track to Elkhart	25	25	25
MP D 113.9, Butler, Over NS Diamond	40	40	40

### 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 D 16.0 to MP D 15.0

MP D 81.0 to MP D 82.0

MP D 29.0 to MP D 30.0

### 4. DIESEL UNIT RATINGS

#### DIESEL UNIT RATINGS IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
<b>Westward</b>						
Oakwood Jct. – CP 358	3830	4530	5254	6040	7549	10191
<b>Eastward</b>						
CP 358 – Oakwood Jct.	6578	4360	5086	5814	7266	9810

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

System Instructions EQ-1 applies.

#### EXCEPTIONS

Detroit District (MP D 8.68 to D 113.9)

#### Authorized Weight

315,000 lbs.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

## DETROIT DISTRICT

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### MAXIMUM SAFE TRAILING TONNAGE BEHIND RESTRICTED EQUIPMENT

DIRECTION	BETWEEN	MAXIMUM SAFE TRAILING TONNAGE
Northward / Eastward	Detroit and Ft. Wayne	17,000
Southward / Westward	Detroit and Ft. Wayne	Unrestricted

#### C. HEIGHT RESTRICTIONS

NONE.

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

NONE.

## 6. SWITCHES AND DERAILS

### A. NORMAL POSITION OF HAND OPERATED SWITCHES

- Switch at Accuride, MP D 10.4 and U.S. Steel, MP D 10.5 at Taylor Town is spiked, tagged and out-of-service.
- The normal position for the crossovers for the long tracks at the west end of the Class Yard at Oakwood will be lined for straight track movement. Employees using these crossovers for other than straight track movements are responsible for making sure the crossovers are restored for straight track movement after they are used.
- Switches located at the blacktop that connect the Eastbound Yard 3rd Rail at Oakwood to the Eastbound Runner are designated crossover switches; when operated they must be in corresponding position.
- Normal position for the crossovers connecting the 3rd Rail and the eastward Main (MP D 8.25 and MP D 8.35) between the blacktop and OJ will be lined and locked for straight track movement, and they must be left in this position after used, unless otherwise authorized. These crossovers are under the jurisdiction of the Yardmaster at Oakwood, and the switches must not be reversed and no crossover movement may be made through them without the Yardmaster's permission. Crew members or other employees requesting permission must identify themselves and provide all pertinent information as to the move(s) to be made or the work to be performed. The same employee that requests permission will report clear when finished using the crossover(s) and the switches have been restored to normal position. The Yardmaster will record all of the information on the prescribed form.

### B. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP	TRACK	INDUSTRY
D 13.99	Main 2	Van Waters/RCA
D 14.5	Main 1	Wick Team Track/AJAX
D 14.9	Main 2	EDS/Marathon Sw.
D 21.4	Main 1	HVSteel/French Landing
D 21.4	Main 1	HVSteel/French Landing
D 37.9	Siding	East Pass Switch
D49.9	Main 1	Britton

### C. ELECTRIC SWITCH LOCKS

Hand-operated switches at the following locations are equipped with electric locks with the associated lock release time intervals, trains and engines may clear on these tracks:

MP	SWITCH	TRACK	TIMER
D 11.15	Taylor Town	Main 2	9:53
D 12.70	Atlas Oil	Main 2	11:08
D 15.20	RKA/Sunoco	Main 1	13:00
D 18.06	Federal Screw	Main 1	12:35
D 18.93	Romulus West Pass	Main 1	9:31
D 20.3	Kelsey Hayes/Home Depot	Main 1	7:12

## DETROIT DISTRICT

### 6. SWITCHES AND DERAILS (CONT.)

#### C. ELECTRIC SWITCH LOCKS (CONT.)

MP	SWITCH	TRACK	TIMER
D 26.7	Rawsonville Spur	Main	10:30
D 38.5	West Pass Switch/Milan Yard	Main 1	8:02
D 57.94	East End East Pass/Adrian Yard	Main 1	9:05
D 58.3	Middle Crossover	Main 1	9:05
D 58.31	Derail Crossover	Main 1	9:05
D 58.4	East Crossover	Main 1	9:05
D 58.41	West Crossover	Main 2	9:05
D 58.42	West End West Pass	Main 2	9:05
D 58.7	Wye	Main 2	9:05
D 59.8	Page	Main 2	8:05
D 59.94	East End West Pass/ Adrian Yard	Main 2	9:05
D 79.2	Munson	Main 1	13:09
D 90.1	Menards East/Menards	Main 1	10:09
D 91.0	Menards West/Menards	Main 1	11:17
D 92.8	20-20 Plastics/ 20-20 Lock	Main 1	11:25
D 95.1	Dunlap Switch	Main 1	9:23
D 96.6	South East Ave	Main 1	11:57
D 97.3	West End Yard Lead	Main 1	16:19

#### D. RADIO / DTMF CONTROLLED SWITCHES

LOCATION	SWITCH	AAR	NORMAL	REVERSE
Delray	Hydra Switch	008-008	Green	#454

#### E. HANDLING OF DERAILS

1. The following will govern movement into and out of the Diesel Shop facility at Oakwood Yard:
  - a. A Remote Controlled derail is located at the west and east end of the Diesel Shop facility. A flashing signal is Blue aspect, entrance into the facility or movement of equipment by transportation employees within the Diesel Shop facility is prohibited. Manual switches within the confines of this facility are not to be operated while the Blue light is flashing. When a YELLOW FLASHING ASPECT is displayed, movement into, out of or within the facility is permitted only after receiving permission from the Mechanical Department employee in charge of the workmen and will be governed by his instructions.
  - b. Movement out of the Diesel Shop must be reported completed to the Mechanical Department employee in charge of the workmen when clear of the derail at the west end of the shop.
  - c. The Remote Controlled derail at the west end and the east end of the Diesel Shop must remain in full view of the Conductor until the leading end of movement passes over this derail.
  - d. When coupling to cars that have a derail behind them, the derail must be in the off position unless at least 50 feet exists between the last car and the derail.

### 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency Code	911
OSS	928
Detroit Huntington (Lake) Dispatcher	923
Oakwood Yardmaster	663
Delray Tower	660
NS Bridge	661

## DETROIT DISTRICT

### 7. COMMUNICATION INFORMATION (CONT.)

Mechanical Helpdesk	123
Wayside Helpdesk	128
LCDI Help Desk	125
Wayside Detector Playback Code	001

#### B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX AND RX	TONE	TX (RX)	TONE
Yardmaster/Road/Yard/A&K	022-022	-	NONE	-
Tri-level/Eastbound, Manifest	046-046	-	NONE	-
Conrail SAA	064-064	-	NONE	-
Zug Island	072-072	-	NONE	-
Detroit Huntington Dispatcher	018-018	923	NONE	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Dearborn Division MTO	404-877-9668
Detroit Huntington (Lake)	404-877-9549
Watco Dispatcher Office	800-386-9321x.6022
Ann Arbor Yardmaster	419-726-4181
Oakwood Yardmaster	734-246-1915
NS Rouge Bridge Operator	734-246-1848
CSXT Delray Tower	734-464-4862
Conrail Rouge Yardmaster	313-297-5419
Conrail Livernois Yardmaster	313-297-5557
Conrail N. Yard Yardmaster	313-297-5455
Conrail SAA Dispatcher NJ	856-231-2326

### 8. DETECTOR INSTRUCTIONS

#### A. STRESS STATE DETECTORS

NONE.

#### B. HIGH CAR AND CLEARANCE DETECTORS

D31.5 Whittaker (High car - Eastbound only for tunnel)

#### C. OTHER INSTRUCTIONS

NONE.

### 9. DISTRICT INSTRUCTIONS

#### A. CLOSE CLEARANCE

1. Oakwood Yard – Eastbound Yard –Fence Track at OJ Interchange
2. Oakwood Yard – Eastbound Yards Tracks EB03 – EB15
3. Oakwood Yard – Eastbound Yard – Back Lead
4. Oakwood Yard – Class Yard – Air stands installed in Oakwood Yard cause a potential close clearance situation. Employees are prohibited from riding the side of moving equipment in ALL air stands when the move places them between the air stand and the car they are riding.
5. Oakwood Yard – CL01, CL02, CL04, CL05, CL06, CL07, CL08, CL09, CL10, CL11
6. Oakwood Yard – Tri Level Docks (All Tracks) –Eastward Tri-Level Dock to the 3<sup>rd</sup> Rail-close clearance. Fort Street Crossover Switches



# DETROIT DISTRICT

## 9. DISTRICT INSTRUCTIONS (CONT.)

### A. CLOSE CLEARANCE (CONT.)

- Oakwood Yard-Manifest Yard – Diesel Pit, west end of RIP 1&2 at the derails due to Blue lights on the south side. Employees must not ride the south side of cars due to close clearance. Do not ride the side of equipment on the caboose track moving adjacent to the Mechanical Shanty Dead Freight Lead. Employees are prohibited from riding the side of moving equipment in ALL air stands when the move places them between the air stand and the car they are riding. Manifest Yard Tracks MF2 through MF12
- Oakwood Yard – DRDC Entire Bldg. DRDC 3 & DRDC 4
- Reserve Yard Tracks R01 – R06
- ADRIAN/BRITTON/MOTPELIER - Account close clearance on westward siding from a point 1,200 feet east of west switch to west switch, employees must not ride side of equipment which is next to equipment on Main 2.

Adrian, MI	1 Main	1 Above
Adrian, MI	1 Above	2 Above
Adrian, MI	1 Main	1 Below
Adrian, MI	1 Below	2 Below
Adrian, MI	2 Main	West Pass
Britton, MI	1	2
Milan, MI	1 Main	West Pass
Milan, MI	West Pass	1
Milan, MI	1	2
Adrian, MI	1	2
Montpelier, OH	1 Main	

Close Clearances: NOTE: Employees must remain constantly vigilant for any Close Clearance locations whether marked with the signs or not and operate with extreme caution in these areas.

- INDUSTRIES:  
NO ONE permitted to ride the side of any equipment at any of the surrounding industries:  
Melvindale Ramp (A65)  
Detroit Regional Distribution Center (A21)  
Evans Distribution (C95)  
Cummings-Moore (E10)  
Glass Recyclers (A45)  
IWI 24200 (A85)  
Capacity Distribution (A30)

### B. TRACK PERMISSION

- Joint TA1.1 territory between Delray and Rouge River Bridge. The following will govern for the issuance of Track Authority between Delray and Oakwood Yard for the movement of Hi-Rails or other On-Track equipment.
- Westward from Delray Joint TA1.1 territory is established between Delray and Rouge River Bridge. The Delray Operator must contact the Rouge River Bridge Operator and obtain the applicable form number and confirmation that all blocking devices have been applied before issuing the Joint TA1.1 to the requesting employee.
- The Rouge River Bridge Operator will issue a TA1.1 from the Rouge River Bridge to Ecorse Junction, including the Interlocking at Ecorse Junction.
- The Yardmaster at Oakwood Yard will issue a yard permit from Ecorse Junction, westward.
- Eastward from Oakwood Yard the Rouge River Bridge Operator will issue a TA1.1 from the signal at Fort Street to the Rouge River Bridge, including the Interlocking's at Ecorse Junction and the Rouge River Bridge.

## DETROIT DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. TRACK PERMISSION (CONT.)

6. Joint TA1.1 territory is established between the Rouge River Bridge and Delray. The Rouge River Bridge Operator must contact the Delray Operator and obtain the applicable form number and confirmation that all blocking devices have been applied before issuing the Joint TA1.1 to the requesting employee.
7. Prior to lining the signal for movements to enter the Foreman Avenue Wye, the NS Rouge River Bridge Operator will contact the Delray Operator to ensure there are no opposing movements approaching. Upon entering the Wye, all movements will require contact with the Delray Operator for permission to enter the CSXT eastward Main Line at the hand-throw switch.
8. When Locals L63 or L64 are departing the Eastbound Yard, the Yardmaster and crew must communicate with any conflicting yard movements being made.
9. Crews using the West Detroit Branch between Delray and West Detroit will contact the Conrail TD2 Dispatcher for clearance before departing Oakwood Yard.
10. All movements of On-Track equipment must secure permission from the Conrail Dispatcher at Mt. Laurel before passing home signal of Interlocking Limits at Waterman.
11. Eastbound trains must contact Oakwood Yardmaster before passing CP Romulus.
12. Trains or engines must not leave the Rawsonville Spur without permission of the Detroit Huntington (Lake) Dispatcher.
13. All Norfolk Southern Train movements entering Ann Arbor trackage at Milan Michigan must receive permission from Watco Dispatching Center before entering Ann Arbor Main or Yard Tracks. Hallet Tower must be notified when leaving Ann Arbor trackage at Milan.
14. Crews must have permission from Detroit Huntington (Lake) Dispatcher to enter, leave, or work Montpelier Yard.

#### C. INTERLOCKING INSTRUCTIONS

1. Instructions for Trap Release located in the Northwest corner of the Interlocking and labeled "NS Oakwood Jct. Interlocking MP D 8.7".
  - a. Contact the Control Station and secure permission to operate "TRAP RELEASE" buttons.
  - b. Determine that no trains or engines are on or closely approaching the crossing from any direction.
  - c. Operate the "TRAP RELEASE" buttons as follows:
    1. Identify which indicator lamp is illuminated.
    2. Depress the push button directly below the illuminated indicator lamp and hold for two seconds before releasing.
    3. Indicator lamp should turn off after its push button is depressed.
  - d. After operating push button(s) as instructed above, contact the Control Station for further instructions. Advise Control Station of any indicator lamp that failed to turn off after its push button has been operated.
  - e. Close and lock "TRAP RELEASE" box before leaving.

## DETROIT DISTRICT

## **9. DISTRICT INSTRUCTIONS (CONT.)**

### **C. INTERLOCKING INSTRUCTIONS (CONT.)**

2. The following instructions will govern train and engine operation at the Controlled Interlocking at Romulus, MI, MP D 19.0:
  - a. Movement approaching the Interlocking in either direction on either track must approach the home signal prepared to stop if the train or engine has averaged less than 10 MPH between the Approach signal and the home signal.
  - b. Romulus Interlocking is equipped with an emergency push button release. The emergency push button release box is located in the Northeast quadrant near the diamond. Instructions for operating the emergency release are as follows:
    1. Obtain authority from Control Station before executing these instructions.
    2. Determine that there is no conflicting movement present or approaching. Operate push button for the correct track and hold for five (5) seconds; then release. Be governed by instructions below as follows:
      - a. IF INDICATOR LIGHT IS LIGHTED FOR THE CORRECT MAIN TRACK — Pass Home signal but STOP before fouling the conflicting route, wait eight (8) MINUTES then proceed at Restricted Speed.
      - b. IF INDICATOR LIGHT IS NOT LIGHTED FOR THE CORRECT MAIN TRACK — Cross-Line home signal may be displaying an indication to proceed. If governing signal does not display an indication to proceed after expiration of 15 MINUTES and indicator light is LIGHTED for the correct track, proceed at Restricted Speed. If indicator light for the correct track is still NOT LIGHTED, pass Home signal but STOP before fouling conflicting route, wait eight (8) MINUTES then proceed at Restricted Speed.
3. Close and lock this box before leaving.

### **D. DRAWBRIDGES**

Rouge Bridge D5.2

### **E. HANDBRAKE REQUIREMENTS**

1. Effective immediately before single cars or cuts of cars are placed in a clear track, it must be known that handbrakes are applied and that such brakes are in good working order.
2. C102 tests are no longer required in the Manifest Yard tracks MF02 through MF26 at Oakwood Yard. All cuts of cars will be secured with a minimum of two handbrakes. This exception applies to cuts of cars only.
3. Unattended locomotives still need to test the effectiveness of the Handbrake(s). All other locations at Oakwood Yard still require a C102 to be performed.

### **F. TRAIN HANDLING INSTRUCTIONS**

1. The former eastward Main Track, from Whittaker, MP D 33.4 to Milan, MP D 37.3 is designated as the Milan Running Track. All movements on the Milan Running Track must be made at Restricted Speed.

### **G. ROAD CROSSINGS**

#### **1. DO NOT BLOCK ORDER**

##### **a. MP D 58.8**

Cars or engines must not be left standing on Main Track from Maumee St. to a point 700 feet east of Maumee St.

# DETROIT DISTRICT

## 9. DISTRICT INSTRUCTIONS (CONT.)

### G. ROAD CROSSINGS (CONT.)

1. **DO NOT BLOCK ORDER (CONT.)**

b. **BUTLER, IN**

State Rt. 1, MP D 114.6, in Butler, IN, is not to be blocked. Trains required to stop at Butler must make arrangements to either stop short of State Rt. 1 or have employee in place prior to stopping to cut the State Rt. 1 Road Crossing. Trains not having a favorable signal indication allowing them to clear State Rt. 1 must contact the Huntington District Dispatcher for information on the amount of time they will be delayed prior to movement over State Rt. 1.

2. **QUIET ZONES**

NONE.

3. **RUSTY RAIL CONDITIONS**

NONE.

### H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

Gravity drops are no longer authorized

### 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

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.
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
----	-------	---------

NONE.		
-------	--	--

### K. JOINT TRACKAGE

1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
  - a. NONE
2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:
  - a. CP RY. CP 358 to Oakwood Junction
  - b. Indiana & Northeastern Blakeslee to Montpelier
  - c. Adrian & Blissfield CP Adrian

### L. HAZMAT SPILL PAN LOCATIONS

NONE.

## DETROIT DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### M. GENERAL INSTRUCTIONS

1. **OAKWOOD YARD**

- a. **SWITCH LIST:** Crews must notify yardmaster and/or on-duty Supervisor of irregularities in switch lists (cars out of place, missing cars, etc.) in any track, including industries.
- b. **ENGINE NUMBERS:** All inbound trains, before arriving Oakwood Yard, will contact Yardmaster to verify and/or correct engine numbers in locomotive consist and report any engine malfunctions. Engineers will be held responsible for compliance.

2. **FRA EXCEPTED TRACK**

NONE.

#### N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**

- a. D 0.3 –D 18.4

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.

#### O. RECEIVING YARD INSTRUCTIONS

NONE.

#### P. CLASSIFICATION YARD INSTRUCTIONS

NONE.

#### Q. FORWARDING YARD INSTRUCTIONS

NONE.

#### R. RCO OPERATIONS

Detroit Terminal - Oakwood Manifest and Eastbound Yards are designated Remote Control Areas. Remote Control Zones are established within Oakwood Yard as designated below:

**REMOTE CONTROL ZONES:**

Zone 1 – Eastbound

From the East Switch Eastbound Switching Lead, Eastbound Back Lead, Allen Road to the OJ Crossover. This zone is NOT equipped with Pullback Stop Protection (PSP).

Zone 2 – Manifest

**ZONE ACTIVATION:**

From the East Switch of the Manifest Switching Lead, Short Pocket, Allen Road to the Top Switch. This zone is equipped with Pullback Stop Protection (PSP).

The RCO must contact the Manifest Yardmaster prior to occupying or operating within a Remote Control Zone. When activating a remote control zone, the remote control operator (RCO) must contact the Manifest Yardmaster and receive a zone activation time. The RCO must also receive a deactivation time when activation of the Zone is no longer required. Proper identification must include the designated Zone number and Remote Control Locomotive number. The Manifest Yardmaster will record this information, including the times of activation and deactivation on the RCO Zone log located in the Manifest Yardmasters office. No other train movements or workers may be permitted to work within an active Remote Control Zone.

## DETROIT DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### R. RCO OPERATIONS (CONT.)

##### **ZONE RECORDS:**

Yardmasters are required to maintain an RCO Zone Log for each calendar day and retain the zone records for 15 days. Zones remaining active at the start of the new calendar day must be transferred over to the new form for the new calendar day.

##### **PULLBACK STOP PROTECTION USE:**

RCO assignments must verify that the RCL consist is equipped with a Pullback Stop Protection (PSP) reader. If the RCL consist is not equipped with a PSP reader, the RCO must rely on PSP as an additional safety feature for stopping the locomotive in PSP-equipped tracks.

When necessary to override PSP, a member of the Remote Control crew must be located on the leading end of the movement and provide point protection for the Remote Control move.

When entering the PSP-equipped Zone 2 at 10 MPH, the maximum safe trailing tonnage when using PSP to stop the movement is 3000 tons per 4-axle locomotive.

##### **ZONE USE:**

When a Remote Control Zone has been activated, a member of the Remote Control crew must make an initial determination the track is clear and switches are properly lined for the intended movement in accordance with Operating Rule 215. After this initial determination that the track is clear has been made, it is not necessary to make a new determination prior to each subsequent shoving or pushing movement provided that:

1. The controlling locomotive of the remote control movement is in the locomotive consist on the leading end (pull out end) in the direction of movement, and
2. The active Remote Control Zone is not jointly occupied.

An activated Remote Control Zone cannot be jointly occupied. No switches may be handled in a Remote Control Zone by anyone other than the RCO holding the Zone, without first contacting the RCO working in that area.

Before occupying a Remote Control Zone for any reason, including:

1. Engineering Department employees to perform work under Roadway Worker Protection,
2. Mechanical Department employees to perform work under Blue Signal Protection,
3. Other Train, Engine or Switch movements,

The Manifest Yardmaster must be contacted and will ensure that the Remote Control Zone is not active. If necessary, the Remote Control Zone must be deactivated to permit other movements or workers to occupy the Remote Control Zone. Other employees or movements must restore and secure, if applicable, all switches before advising the Manifest Yardmaster that they are no longer within the Remote Control Zone.

A determination that the track is clear and switches are properly lined for the intended movement must be made in order to re-activate the Zone.

# KANKAKEE LINE

WEST	SIDINGS IN FEET	MP	STATION	NOTES
			PENNSY DISPATCHER 063	642
		LK 4.8	OSBORN ..... (C) NS Chicago District Crossing	1
		LK 7.2 LK 7.7	HIGHLAND ..... (CP) HBD-DED	2
		LK 9.2	HAYS ..... (C)	
		LK 14.6 LK 23.0	ST JOHN ..... (CP) HBD-DED	
		LK 29.1	BELSHAW ..... (CP)	
		LK 30.7	AUSTIN ..... (CP)	
		LK 32.9	SCHNEIDER ..... (CP) (Kankakee Branch)	

## STATION PAGE INFORMATION

**NOTE 1:** Remotely controlled by IHB Dispatcher  
**NOTE 2:** Remotely controlled by CN RY. Dispatcher

### 1. RULES IN EFFECT

BETWEEN	MAIN TRACK RULES
Highland and Schneider	261

### 2. MAXIMUM SPEEDS

BETWEEN	FREIGHT MPH
Highland and MP LK 11.0	30
MP LK 11.0 and MP LK 31.0	45
Except: MP LK 13.0 to MP LK 16.0	35

## KANKAKEE LINE

### 2. MAXIMUM SPEEDS (CONT.)

MP LK 31.0 and Schneider Except: Schneider to Northwest Wye	30
Northeast Wye	10
Belshaw to Schneider, Siding	25

### 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:

### 4. DIESEL UNIT RATINGS

#### DIESEL UNIT RATINGS IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
<b>WESTWARD</b> Gibson Yard - Kankakee	6528	7855	9171	10508	13088	17605
<b>EASTWARD</b> Kankakee - Porter	6572	7914	9242	10596	13186	17722

### 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.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
  2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
    - Empty
    - Not loaded with at least 1 loaded trailer or container
  3. Intermodal single-platform cars
    - Empty
    - Loaded with empty trailers or containers
  4. Single-platform double-stack (well) cars
    - Not loaded with one or more loaded or empty trailer(s) or container(s)
  5. Drawbar connected 89-foot platform cars (twin flats)
    - Not loaded with at least one loaded trailer or container per 89-foot platform
- NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
    - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
  7. Articulated double-stack (well) cars or single-platform (spine) cars
    - Empty
    - Not loaded in accordance with Appendix 1 in the System Timetable

NONE

#### C. HEIGHT RESTRICTIONS

No additional restrictions.

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

NONE.



## KANKAKEE LINE

### 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

SWITCH LOCATION	CONNECTING	WITH	NORMAL POSITION
MP LK 15.3	St. John's Lumber OOS	Main	Main

#### B. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

LOCATION	SWITCH
St. John, MP LK 15.3	Stub Track

#### C. ELECTRIC SWITCH LOCKS

MP	SWITCH	TRACK	TIMER
LK11.1	North Hartsdale	Main	9:33
LK11.8	South Hartsdale	Main	10:39
LK31.9	East End Schneider	Main	5:18
LK32.5	West End Schneider	Main	3:45

#### D. RADIO/DTMF CONTROLLED SWITCHES

NONE.

#### E. HANDLING OF DERAILS

NONE.

### 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
Dearborn Division OSS	653
Dearborn Division MTO	640
Elkhart Dispatcher	644
Chicago Terminal Dispatcher	643
Pennsy Dispatcher	642
Mechanical Help Desk	123
Wayside Help Desk	127
Detector Repeat	001

#### B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX AND RX	TONE	TX (RX)	TONE
Cook	063-063	642	-	-
Schneider, IN	063-063	642	-	-
CN RY. Hays	028-028	-	-	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Dearborn MTO	404-877-9695
Elkhart Dispatcher	404-877-9529
Chicago Terminal Dispatcher	404-877-9540
Pennsy Dispatcher	404-877-9543

## KANKAKEE LINE

### 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

NONE.

#### B. TRACK PERMISSION

1. Nipsco has made modification to the dumper facility to allow road power to stay attached while traversing through the dumper. Crew must check with coal handling for instructions before entering the dumper.

#### C. INTERLOCKING INSTRUCTIONS

1. At the following controlled railroad crossing at grade, trains and On-Track equipment will proceed as follows, when signal displays Stop:  
CN RY. Crossing Hays, MP LK 9.2. Contact CN Dispatcher.
2. St. John Interlocker LK 14.6 Emergency Release Instructions:
  - a. Wait 16 minutes and then, if no conflicting train is sight or hearing, press push button and after 9 minutes signal should clear. If signal does not clear, must communicate with dispatcher for further instructions.

#### D. DRAWBRIDGES

NONE.

#### E. HANDBRAKE REQUIREMENTS

No additional requirements.

#### F. TRAIN HANDLING INSTRUCTIONS

NONE.

#### G. ROAD CROSSINGS

1. **DO NOT BLOCK ORDER**  
NONE.
2. **QUIET ZONES**
  - a. LK 12.73 77th Ave.
  - b. LK 13.74 85th St.
3. **RUSTY RAIL CONDITIONS**  
NONE.

#### H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. Flat switching/gravity switching into stub end tracks is prohibited unless special switching instructions are issued for a specific location or track(s). All cars will be shoved to a complete stop on stub end tracks.

#### 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.

## **KANKAKEE LINE**

### **9. DISTRICT INSTRUCTIONS (CONT.)**

#### **J. EXCESSIVE CURVATURE RESTRICTIONS**

NONE.

#### **K. JOINT TRACKAGE**

1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:  
IHB – From Osborn LK4.8 to CP502
2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:  
NONE.

#### **L. HAZMAT SPILL PAN LOCATIONS**

NONE.

#### **M. GENERAL INSTRUCTIONS**

1. FRA EXCEPTED TRACK
  - a. NONE

#### **N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT**

1. HTUAs  
LK6.3 – LK10.9
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.

# KANKAKEE BRANCH

WEST	SIDINGS IN FEET	MP	STATION	NOTES
		KS 57.6	PENNSY DISPATCHER 063   642 Nipsco	
		KS 58.0 KS 64.6	Wheatfield Mott	
		<b>KS 73.4</b>	<b>SHELBY</b> ..... (A)	
		<b>KS 78.6</b>	<b>SCHNEIDER</b> ..... (C)	
		KS 82.7 KS 87.1	HBD-DED Dell	
		<b>KS 89.6</b> KS 95.9	<b>MJ</b> ..... (C) HBD-DED	<b>1</b>
		KS 99.1	K2	
		KS 100.2 KS 100.9	Hobbie Yard Kent	
		<b>KS 101.0</b>	<b>KX</b> ..... (C)	<b>2</b>
		KS 102.7	K3 (Kankakee R.T. 1 and 2)	
		KS 103.5	Kankakee Yard	
		KS 104.0 KS 111.2	Green HBD-DED	
		KS 113.3 KS 121.4 KS 123.0 KS 124.2	Kirt Reddick Red HBD-DED	
		<b>KS 130.1</b>	<b>DWIGHT</b> ..... (C)	<b>2</b>

# KANKAKEE BRANCH

WEST	SIDINGS IN FEET	MP	STATION	NOTES
		KS 135.8	PENNSY DISPATCHER - 063   642 Wall	
		KS 141.8	HBD-DED	
		KS 149.3	Miss	
		KS 150.6	Iowa	
		KS 152.4 KS 161.5 KS 174.7	STREATOR.....(C) Rich Mack	3
		KS 184.0	HENN.....(YL)	4
		KS 184.5	HENNEPIN.....(YL)	4

## STATION PAGE INFORMATION

- NOTE 1:** Remotely controlled by UP RR Dispatcher.  
**NOTE 2:** Remotely controlled by CN RY. Dispatcher.  
**NOTE 3:** Remotely controlled by BNSF RR Dispatcher.  
**NOTE 4:** Yard Limits under control of Pennsy Dispatcher.

## 1. RULES IN EFFECT

BETWEEN	MAIN TRACK RULES
Nipsco and Schneider	171
Schneider and Schneider	261
Schneider and MJ	171
MJ and MJ	261
MJ and Henn	171
Henn and Hennepin	93

## 2. MAXIMUM SPEEDS

BETWEEN	FREIGHT MPH
Nipsco and Schneider	25
Except: Shelby, Through Interlocking – Head end only	20
Nipsco, Over Scale – Empty	10
Nipsco, Over Scale – Loaded	4
Schneider and K2	45
Except: CP MJ to MP KS 89.6	40
K2 and MP KS 105.0	25
Except: KX – Head End Only	20

## KANKAKEE BRANCH

### 2. MAXIMUM SPEEDS (CONT.)

MP KS 105.0 and Miss Except: Dwight to Dwight, UP Crossing	45
Iowa and Hennepin Except: MP KS 150.7 to MP KS 154.0	25
Wye at Hennepin, Restricted Speed not exceeding	20
Mittal Steel I.T. at Hennepin, Restricted Speed not exceeding	10
	10

### 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 KS 97.0 to MP KS 98.0

MP KS 167.0 to MP KS 168.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
<b>WESTWARD</b>						
Wheatfield - Kankakee	6554	8044	9317	10664	13327	18169
Kankakee - Hennepin	5038	6069	7089	8126	10111	13587
<b>EASTWARD</b>						
Hennepin - Kankakee	5414	6557	7583	8682	10850	14826
Kankakee - Wheatfield	6554	8044	9317	10664	13327	18169

### 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:

1. Nipsco, MP KS 57.6, and Streator, MP KS 152.4 – 286,000 lbs.
2. Streator, MP KS 152.4, and Hennepin, MP KS 184.5 – 286,000 lbs.

#### B. TRAILING TONNAGE RESTRICTIONS

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

1. All Multi-level cars.
2. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars.
  - Empty
  - Not loaded with at least 1 loaded trailer or container
3. Intermodal single-platform cars
  - Empty
  - Loaded with empty trailers or containers
4. Single-platform double-stack (well) cars
  - Not loaded with one or more loaded or empty trailer(s) or container(s)
5. Drawbar connected 89-foot platform cars (twin flats)
  - Not loaded with at least one loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two loaded trailers or containers, the car is restricted if either one of the loaded trailers or containers spans both platforms.
6. Drawbar connected double-stack cars.
  - Any well not loaded with one or more loaded or empty container(s) or trailer(s)
7. Articulated double-stack (well) cars or single-platform (spine) cars
  - Empty
  - Not loaded in accordance with Appendix 1 in the System Timetable

**NONE**

## KANKAKEE BRANCH

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### C. HEIGHT RESTRICTIONS

None.

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. 6-axle locomotives are prohibited on the following tracks:
  - a. Hobbie Industry (L25) Rohm & Haas MP KS 100.0
  - b. Hobbie Industry (L35) Ring Can Corp MP KS 100.2
  - c. Hobbie Yard
  - d. West Industry (K30) MP KS 130.2
  
2. The former interchange stub track at Dwight, IL, on the R.R. Donnelley Industrial Lead, shall not be left occupied by freight equipment after the completion of switching duties. This track shall remain clear at all times when not engaged in active switching to allow for the increased visibility of the eastward home signal at Dwight Interlocking, MP KS 130.1.

### 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. The normal position of the KA22 Track switch located on the lead at the west end of Kankakee Yard is to be lined and locked for the lead when not in use. It is the responsibility of the crew using the switch to ensure that it is lined and locked for the switching lead when not in use.
  
2. The normal position of the switch at Hennepin connecting the Kankakee Branch with the Wye Track, MP KS 184.0, will be lined for the East Leg of the Wye Track.
  
3. The normal position for the switch on the Streator R.T. that connects to the BNSF Connecting Track (Iowa Track), will be left lined as last used.

#### B. HANDLING OF DERAILS

No additional requirements.

#### C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None

#### D. ELECTRIC SWITCH LOCKS

None.

### 7. COMMUNICATION INFORMATION

#### A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
MTO	640
Pennsy Dispatcher	642
Operations Service and Support (OSS)	658
Mechanical Operations Center (MOC)	123
LCDI Help Desk	125
PTC General	130
PTC Priority (Premium Trains Only)	135
RFE Center	117
Wayside Help Desk	127
Wayside Detector Retransmission	001

## KANKAKEE BRANCH

## 7. COMMUNICATION INFORMATION (CONT.)

### B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX AND RX	TONE	TX AND RX	TONE
Wheatfield, IL	063-063	642	-	-
Schneider, IL	063-063	642	-	-
Kankakee, IL	063-063	642	-	-
CN RY. Kankakee, IL	072-072	-	-	-
Reddick, IL	063-063	642	-	-
UP RR Dwight, IL	078-078	-	-	-
Streator, IL	063-063	642	-	-
BNSF Streator, IL	036-036	-	-	-
Granville, IL	063-063	642	-	-
Central Illinois Railroad (CIRR)	090-090	-	-	-

### C. TELEPHONE NUMBERS

CONTACT	PHONE
Dearborn Division OSS	800-898-4296
Dearborn Division MTO	404-977-9695
Pennsy Dispatcher	404-877-9543
Kankakee Yardmaster	815-573-9333
UP RR Command Center	708-649-5598
UP RR Dispatcher	531-210-4349
BNSF Command Center	708-924-5330
BNSF Chili West Dispatcher	817-867-7025
CN RY. Kankakee Dispatcher	800-338-0790

## 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. MP KS 56.0 — Nipsco Power Plant (Dumpers)
  - b. MP KS 58.0 — Cargill (Loading Structure and Building)
  - c. MP KS 64.0 — Jasper County Farm Bureau (Structure)
  - d. MP KS 66.0 — Kapers Lumber (Dock)
  - e. MP KS 90.0 — Allen Lumber (Structure)
  - f. MP KS 100.0 — Space Center (Building: Both Sides)
  - g. Rohm & Haas (Building: Both Sides;
  - h. Outside Loading Structure)
  - i. Ring Can (Vacuum Pipes and Unloading Structure)
  - j. Spring Wire (Material and Loading Dock)
  - k. MP KS 130.0 — R.R. Donnelley & Sons (Building: Both Sides)
  - l. MP KS 184.0 — Mittal Steel (Building: Both Sides; Slitter & Heckett)
  - m. MP LK 33.0 — Cargill (Loading Structure and Building)
  - n. Carb Rite (Structure)
  - o. Hobbie Yard — All tracks & industries

## KANKAKEE BRANCH



## 9. DISTRICT INSTRUCTIONS (CONT.)

### B. TRACK PERMISSION

1. In reference to 9 -1-a trains at CP-MJ interlocking permission to pass stop signal is as follows:
  - a. Trains and on track equipment must contact the Pennsy Dispatcher for the authority to pass stop signal in accordance with appropriate rules. Dearborn Dispatcher must secure permission of UP train dispatcher prior to authorizing a movement to pass home signal. After permission is received from Pennsy Dispatcher, movements that will cross the UP double Main Line will be governed by instructions posted at this location. West bound movements towards the wye track are to be governed by appropriate rules.
  - b. All trains and engines upon entering Mittal Steel Industry (ISG STEEL) limits at Hennepin Illinois MP KS 184.4, (East Leg Wye Switch), must attempt to contact the Central Illinois R.R. (CIRR) via the radio and ensure safe train movements within Mittal Steel Industry.

RUNNING TRACK	BETWEEN	IN CHARGE OF	RESTRICTED SPEED NOT EXCEEDING
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Streator	Miss and Iowa	Pennsy Disp.	15 MPH
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Kankakee 1 & 2	K3 and Green	Pennsy Disp.	10 MPH
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### C. INTERLOCKING INSTRUCTIONS

None.

### D. DRAWBRIDGES

None.

### E. HANDBRAKE REQUIREMENTS

1. All trains delivered and left standing at Nipsco-Schafer Station will need to be secured using a minimum of two (2) hand brakes and additional sufficient amount if required. These required brakes are now to be placed on the south or rear end of incoming trains. A C-102 test is still required.

### F. TRAIN HANDLING INSTRUCTIONS

1. All local engines in Kankakee Yard will be parked on the Engine House Tracks over the weekend to be re-fueled.

### G. ROAD CROSSINGS

#### 1. DO NOT BLOCK ORDER

None.

#### 2. QUIET ZONES

None.

#### 3. RUSTY RAIL CONDITIONS

- a. Harrison Avenue, MP KS 100.6.

### H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

## KANKAKEE BRANCH

## **9. DISTRICT INSTRUCTIONS (CONT.)**

### **I. STEEP GRADES - END OF TRAIN DEVICES**

1. The following designated sections of track are identified as average grades of:
    - a. 2% or greater over a distance of 2 continuous miles or
    - b. 1% or greater over a distance of 3 continuous miles:
- None.

**MILEPOST**

**LENGTH (MILES)**

**GRADE-AVG. %**

None.

### **J. EXCESSIVE CURVATURE RESTRICTIONS**

None.

### **K. JOINT TRACKAGE**

1. Trains and engines of the Dearborn Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
  - a. None
2. Trains and engines of other divisions and foreign lines will use Dearborn Division tracks as shown below:
  - a. None

### **L. HAZMAT SPILL PAN LOCATIONS**

None.

### **M. GENERAL INSTRUCTIONS.**

1. All crews bringing loaded trains into Nipsco, Wheatfield, should place power in fueling track after placement of train, if not possible, notify Assistant Chief Dispatcher.
  2. FRA EXCEPTED TRACK
- None.

### **N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT**

1. **HTUAs**

None.
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.

**DEARBORN DIVISION SPECIAL INSTRUCTIONS**

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**DB-O-A-1..... STANDARD TIME.....**

**DB-S-1607-1..... Caboose Heaters.....**

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**DB-O-621-1..... L.E.T. Operations.....**

**DB-O-910-(b)-1..... Flat Switching.....**

**DB-O-20-(a)-1-(5).... Close Clearances.....**

**DB-O-26-1..... Riding Cars.....**

<b>DEARBORN DIVISION</b>	
<b>SPECIAL INSTRUCTIONS</b>	
<b>DB-O-A-1.</b>	<b>STANDARD TIME</b>
Standard (Railroad) Time on entire Dearborn Division is Eastern Standard Time. All clocks must be set to reflect this time.	
<b>DB-S-1607-1.</b>	<b>CABOOSE HEATER</b>
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.	
<b>DB-O-142-1.</b>	<b>OSS</b>
Dearborn Division crews will notify Operations and Service Support (OSS) via radio, advising pick-ups, and set-offs made at all locations, as soon as practical after the work is completed. This information must include head and rear car numbers and position in train, lead locomotive number and arrival/departure time(s). Unless superseded by local instructions, unit trains, interchange trains or trains at crew change locations; inbound and outbound crews must notify OSS of their arrival or departure times.	
<b>DB-O-621-1.</b>	<b>L.E.T. OPERATIONS</b>
Except on the instructions of a Division Officer, who is present in the operating compartment of the locomotive, an Engineer Trainee may operate the locomotive only under the direct supervision of a COACH TRAINED ENGINEER, who has had at least ONE YEAR OF SERVICE AS A PROMOTED ENGINEER with Norfolk Southern.	
<b>DB-O-910-(b)-1.</b>	<b>FLAT SWITCHING</b>
During flat-switching operations, employees on the Dearborn 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.	
<b>DB-O-20-(a)-1-(5).</b>	<b>CLOSE CLEARANCES</b>
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.	
<b>DB-O-26-1.</b>	<b>RIDING CARS</b>
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.	

## NOTES

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