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TT - GL

GREAT LAKES DIVISION

DETROIT SUBDIVISION

Timetable Number

1

Revised: October 19, 2023

EFFECTIVE OCTOBER 15, 2021

**DETROIT SUBDIVISION
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DETROIT SUBDIVISION
GENERAL INFORMATION

A. STATION PAGE

EACH STATION PAGE WILL CONTAIN THE FOLLOWING INFORMATION:

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

B. EXPLANATION OF CHARACTERS

SYMBOLS:

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

TRAIN INSPECTION DETECTORS:

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

DETROIT SUBDIVISION

C. DIESEL UNIT GROUPS

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

D. MAIN TRACK CONTROL

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

E. DIVISION SPECIAL INSTRUCTIONS

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

LINE SEGMENTS	MILEPOST	PAGES
Detroit Line.....	DR 6.5-DR 57.7 HK 20.0 – HK 40.0	4 – 20
Detroit Huntington District.....	D 1.4 – D 204.5.....	21 - 28
Michigan Line and Kalamazoo Branch General Instructions Only.....		29

Great Lakes Timetable Summary Changes Detroit Sub-division

Bulletin No.	ITEM	REVISED	CHANGES
OB-19	7. Communications C. Telephone Number	10/29/2021	Network Operation Center (NOC) desk phone number changes
OB-20	5. Loco and Car Restrictions B.	10/29/2021	Locomotive and Car Restrictions B. TRAILING TONNAGE RESTRICTION. 4. Cars not loaded in accordance with Appendix 1 Loaded Multi- Platform Stack/Spine Car Configurations in the System Timetable.
GLOPB-012	9. District Instructions M. General	5/19/2021	Oakwood Yard Radio channel use update
GLOPB-016	Station Page	9/30/2022	Addition of D130.6 - D157.2 to list of PTC territories permitted to make unequipped/uninitialized movements
GLOPB-014	2. Maximum Speeds	6/20/2023	Detroit-Huntington District - Addition of previously omitted speed restriction MP D 188.2 – D 190.5
GLOPB-016	9. District Instructions E. Handbrake Require.	7/03/2023	Handbrake Requirements in Eastbound, Class, and PB Yards.
GLOPB-040	9. District Instructions A. Close Clearance	9/26/2023	Close Clearance Oakwood Yard – Class Track 12
GLOPB-041	Station Page	10/05/2023	New Defective Equipment Detector at D 171.3 (Huntington)
GLOPB-043	Station Page	10/19/2023	Corrections made to Station Page (Omitted CP labels and correct MP)

DETROIT LINE

SOUTH	SIDINGS IN FEET	MP	STATION	NOTES	
			DETROIT DISP - 027	693	
		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		
				DETROIT DISP - 064	693
		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

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK
	RULES	
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.

Between HK 20 and HK 39.9 is designated as Zero PIH Line per OR 424.

2. MAXIMUM SPEEDS

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK	OTHER TRACKS
	MPH		
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
Southward						
Detroit Sterling - Toledo	6738	8085	9432	10780	13475	18191
Northward						
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. Empty multi-level cars

2. Intermodal single-platform flats and such flats loaded with empty trailers or containers.
 - Empty Flatcars
 - Loaded with all empty trailers or containers

DETROIT LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS(CONT.)

B. TRAILING TONNAGE RESTRICTIONS (CONT.)

3. 75-foot-long or longer flats, including center beam center and bulkhead flats, frame racks, and switch panel cars
 - Empty flats
 - Loaded cars with all empty trailers or containers
 - Loaded cars with only one loaded trailer or container

4. Single or multiple-unit articulated double-stack (well) cars, or empty multiple unit spine cars.
 - Empty cars
 - Car not loaded in accordance with Appendix 1 Loaded Multi-Platform Stack/Spine Car configurations 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

Dinea	MP DR 49.4	Main 1
Vienna Stub	MP DR 46.2	Main 2

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	Resource Reclamation	1	Approach Lock
DR56.8	Campbell St. X-over	2	8:20
DR56.81	Campbell St.	crossover	8:20
DR56.82	Campbell St.	crossover	8:20
DR56.84	Detroit Yard	1	8:20
HK32.7	Sandy Siding	Siding	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
MTO	640
Toledo East Dispatcher	646
Detroit Dispatcher	693

DETROIT LINE

7. COMMUNICATION INFORMATION (CONT.)

A. DIAL IN RADIO CODES (CONT.)

Service Support (SS)	658
Mechanical Operations Center (MOC)	123
LCDI Help Desk	125
Wayside (JWDS) Help Desk	127
Wayside Detector Retransmission	001
PTC General	130
PTC Priority (Premium Trains Only)	135
RFE Center	117

B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX - RX	TONE	TX - RX	TONE
CP Alexis to CP YD	027-027	693	-	-
CP 289 to CP Alexis	064-064	646	-	-
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
Great Lakes Division SS	800-898-4296
Great Lakes Manager Train Operations	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lakes ACD West	470-463-1006
Toledo East Dispatcher	470-463-1112
Toledo Terminal Dispatcher	470-463-1111
Detroit Dispatcher	470-463-1113
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	<p>Employees must remain constantly vigilant for any Close Clearance locations whether marked with signs or not and operate with extreme caution in these areas.</p> <ol style="list-style-type: none"> 1. Monroe, MI Industries: <ol style="list-style-type: none"> a. National Galvanizing b. Ford Vision
B. TRACK PERMISSION	None.
C. INTERLOCKING INSTRUCTIONS	<ol style="list-style-type: none"> 1. At the following CN Ry. controlled railroad crossings at grade, trains and On-Track equipment will proceed as follows when signal displays Stop. <ol style="list-style-type: none"> 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 Detroit 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: <ol style="list-style-type: none"> 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 fuseses on each side of crossing and proceed at Restricted Speed.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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 Great Lakes Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
CN, Conrail, Amtrak
2. Trains and engines of other divisions and foreign lines will use Great Lakes Division tracks as shown below:
None.

L. HAZMAT SPILL PAN LOCATIONS

1. Track PB24.

DETROIT LINE

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

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. **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**
Wayne MI. – Lead West End of Yard

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

FROM MP

Monroe, MI. DR 38.1
Detroit, MI. DY 1.2
Monroe, MI. HK 38.2

TO MP

DR 57.9
DY 4.0
HK 40.3

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 HUNTINGTON DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES		
		D 1.4	DETROIT HUNTINGTON DISTRICT DISP - 018 <table border="1" style="float: right; margin-left: 10px;"> <tr> <td style="width: 80%;"></td> <td style="width: 20%; text-align: center;">923</td> </tr> </table>		923	
		923				
				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 HUNTINGTON DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES	
			DETROIT HUNTINGTON DISTRICT DISP - 018	923	
			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	
		SS 12344	D 31.5	HBD-DED	
			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)		

DETROIT HUNTINGTON DISTRICT

WEST		SIDINGS IN FEET	MP	STATION	NOTES
	↓			HUNTINGTON DIST DISP 018 923	
			D 97.4	MONTPELIER..... CP	
			D 98.8	HBD-DED (<i>Pergo</i>)	
		SS ├── 5300 ├──	D 104.4	BLAKESLEE..... CP	
			D 105.6	LITTLE BEAR..... CP	
			D 108.3	HBD-DED (<i>State Line</i>)	
		SS ├── 7600 ├──	CD 358.5	<i>Butler, IN</i>	(C)
			D 116.05	WEST BUTLER CP	
			D 118.4	ETTA CP	
			D 118.7	MAN CP	
				HBD-DED (<i>Mann</i>)	
			D 122.45	ST. JOE..... (C)	1
		SS ├── 5784 ├──	D 124.02	COBURN..... CP	
			D 125.26	SPENCER..... CP	
		SS ├── 9954 ├──	D 130.6	JOSEPH..... CP	
			D 131.7	CEDAR CREEK..... CP	
				HBD-DED (<i>Thurman</i>)	
			D 140.5/ B 365.4	NE..... (C)	
			D 142.8	SNAKE TRACK..... CP	
			D 143.7	UNION BELT..... CP	2
			D 145.5	PIQUA..... CP	2
			D 146.1	MIKE..... CP	
			D 149.2/ CF 184.1	HUGO..... (C)	

DETROIT HUNTINGTON DISTRICT

WEST	↓	SIDINGS IN FEET	MP	STATION	NOTES	
				HUNTINGTON DIST DISP..... 018 923		
		SS	T	D 157.3	ABOITE..... (CP)	
		17564	T	D 160.8	SIERRA..... (CP)	
				D 161.7	HBD-DED (<i>Roanoke</i>)	
		SS	T	D 165.8	MARDENIS..... (CP)	
		15439	T	D 169.1	HUNTINGTON..... (CP)	
				D 171.3	HBD-DED (<i>Huntington</i>)	
				D 181.7	HBD-DED (<i>Largo</i>)	
		SS	T	D 183.2	BLUE STAR..... (CP)	
		14630	T	D 186.0	CANAL..... (CP)	
				D 188.0	WABASH..... (CP)	
				D 197.3	PERU HOS..... (CP)	
				S 200.2	PERU JUNCTION..... (CP)	
					LAFAYETTE DISPATCHER..... 352	
				D 204.5	WEST PERU..... (CP)	

STATION PAGE

1. RULES IN EFFECT

	MAIN 1 TRACK	MAIN 2 TRACK
BETWEEN	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
Montpelier and NE	261 PTC	261 PTC
Hugo and Peru Junction	261 PTC	261 PTC
Peru Junction and West Peru	261 PTC	261 PTC

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

Detroit MI (Oakwood Yard) D 1.4 - D 28.7

Fort Wayne, IN (East Wayne) D 130.6 - D 157.2

2. MAXIMUM SPEEDS

	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
BETWEEN	MPH		
MP D 8.6, Oakwood Junction, and MP D 113.7, Butler Except	60	60	50
MP D 8.6 to MP D 8.8, Oakwood Junction, CN Interlocking and Turnouts	25	25	25

DETROIT HUNTINGTON DISTRICT

2. MAXIMUM SPEEDS (CONT)

BETWEEN	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
	MPH		
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
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
MP D 113.9, Butler, and MP D 140	60	60	50
Except: MP D 113.9 to MP D 11.1, Through Turnouts and Siding	20	20	20
MP D 116.1, West Butler, Through Turnout	10	10	10
MP D 120.5, to MP D 122.5, Westbound Head End Only	55	55	50
MP D 122.5, St. Joe, Through Turnout	20	20	20
MP D 122.6, St Joe, Over CSXT Diamond	40	40	40
MP D 123.9 to MP D 125.3, Through Turnouts and Siding	25	25	25
MP D 130.5 to MP D 130.6, Eastward, Departing Siding - Head end only	15	15	15
MP D 130.6 to MP D 131.7, Through Turnouts and Siding	25	25	25
MP D 131.6 to MP D 133.5, Westbound Head End Only	50	50	50
MP D 131.7 to MP D 133.5, Eastbound Head End Only	55	55	50
MP D 138.9 to MP D 140.0, Westbound Head End Only	55	55	50
MP D 140.0 to D 149.3, Hugo	50	50	50
Except: MP D 140.7, NE, over NS Diamond	40	40	40
MP D 140.8, NE, Through Turnout	25	25	25
MP D 140.8, to MP D 141.0 Curve	40	40	40
MP D 141.0, New Haven, Through Turnout	25	25	25
MP D 141.8, Snake Track, Through Turnout	25	25	25
MP D 142.8 to MP D 143.8, Eastbound Head End Only	35	35	35
MP D 143.9 to MP D 146.1, Mike, Head end only over crossings	40	40	40
MP D 145.5 to MP D 146.0, Westbound Head End Only	30	30	30
MP D 146.1 Mike, Through Crossover	25	25	25
MP D 149.1, Hugo, Over Hugo Diamond	40	40	40
MP D 149.3, Hugo, and MP D 200.3, Peru Junction	60	60	50
Except: MP D 157.3 to MP D 160.8, Through Turnouts and Siding	25	25	25
MP D 158.4 to MP D 159.1, Curve	60	55	50

DETROIT HUNTINGTON DISTRICT

2. MAXIMUM SPEEDS (CONT.)

BETWEEN	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
	MPH		
MPD 165.2 to MP D 165.7, Curve	60	55	50
MPD 165.8 to MP D 169.1, Through Turnouts and Siding	25	25	25
MPD 172.2 to MP D 172.8 Curve	60	55	50
MPD 183.1 to MP D 186.1, Through Turnouts and Siding	25	25	25
MPD 184.5 to MP D 188.2, Curves	60	50	50
MPD 188.2 to MP D 190.5, Curves	40	40	40
MPD 196.0 to MP D 196.3, Curve	45	45	45
MPD 196.4 to MP D 200.3, Curves	60	50	50
MPD 200.3, Peru Junction, and MP D 204.5 West Peru, Including Turnouts	35	35	35
<i>Auxiliary Tracks</i>			
MP D 113.7, Through Connection Track to Elkhart	25	25	25
MP D 114.0, Butler, Through Connection Track	25	25	25
MP D 122.4, St. Joe, Through Connection Track	25	25	25
MP D 140.6, Connection Track to Chicago	25	25	25
MP D 140.8, Connection Track to Bellevue	25	25	25
MPD 149.2, Connection Track	25	25	25
MPD 159.1, Setoff and GM Yard Tracks, Restricted Speed not exceeding	15	15	15
MPD 188.0, Through Turnout and Connection Track	25	25	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:

MP D 16.0 to MP D 15.0
 MP D 29.0 to MP D 30.0
 MP D 81.0 to MP D 82.0
 MP D 106.0 to MP D 107.0
 MP D 154.0 to MP D 155.0
 MP D 175.0 to MP D 176.0

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. DIESEL UNIT RATINGS

DIESEL UNIT RATINGS IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
Westward						
Oakwood Jct. – CP358	3830	4622	5414	6204	7700	10417
CP358 – Ft. Wayne	6556	7892	9228	10562	13150	17773
Ft. Wayne - Peru	3132	3782	4424	5084	6303	8530
Eastward						
Ft. Wayne - CP358	6578	7922	9254	10606	13198	17841
Peru – Ft. Wayne	4599	5544	6478	7433	9238	12492
CP 358 – Oakwood Jct.	6578	7922	9254	10606	13198	17841

DETROIT HUNTINGTON DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

EXCEPTIONS

AUTHORIZED WEIGHT

Detroit Huntington District (MP D 8.68 to D 113.9)

315,000 lbs.

A. WEIGHT RESTRICTIONS

System Instructions EQ-1 applies.

B. TRAILING TONNAGE RESTRICTIONS

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

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

C. HEIGHT RESTRICTIONS

1. Excessive height cars are not allowed on the Koch Nitrogen Industry Spur, MP D 167.6, due to overhead clearances. If excessive height cars are used as cover cars for spacing purposes, provisions must be made to leave such cars outside the facility when required to pull or spot cars.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Locomotives must not be operated into or pass through the coal / iron ore dumper located on the Loop Track at Iron Dynamics (MP D 118.5) at Butler, IN without all crewmembers ensuring that all locomotives within the consist which are equipped with retractable or adjustable window rails (rain guards) located above the windows, have been fully retracted or pulled down to the lowered position.
2. Crews will not leave cars between Meyer Road and the derail on the hill at the Rod Mill (Phelps Dodge) Track, MP D 143.2, for any reason.
3. Six axle locomotives are prohibited at the following locations:
 - a. MP D 168.7 – Huntington, Erie Stone

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. 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.
2. 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.

DETROIT HUNTINGTON DISTRICT

6. SWITCHES AND DERAILS (CONT.)

A. NORMAL POSITION OF HAND OPERATED SWITCHES (CONT)

3. 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.
4. 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.
5. **Piqua Yard** – Normal position for all hand-throw switches on the Hump and Belt Track are lined and locked for movement on the Hump and Belt Track.

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
D 49.9	Main 1	Britton
D 113.3	Tri-Wall Track	
D 143.2		Rod Mill
D 149.8		Mullinex
D 164.6		Builders Mart
D 168.6		Erie Stone
D 194.3	Elevator Track	
D 202.5	Coach Track	

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
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

DETROIT HUNTINGTON DISTRICT

6. SWITCHES AND DERAILS (CONT.)

C. ELECTRIC SWITCH LOCKS (CONT)

MP	SWITCH	TRACK	TIMER
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
None				

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.

A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency Code	911
Service Support	928
Fort Wayne Terminal Dispatcher	923
Lafayette Dispatcher	352
Oakwood Yardmaster	663
NS Bridge	661
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	-	N/A	-
Tri-level/Eastbound, Manifest	046-046	-	N/A	-
Conrail SAA	064-064	-	N/A	-

DETROIT HUNTINGTON DISTRICT

7. COMMUNICATION INFORMATION (CONT)

B. AAR RADIO CHANNELS (CONT)

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX AND RX	TONE	TX AND RX	TONE
Zug Island	072-072	-	N/A	-
Fort Wayne Terminal	018-018		N/A	-
East Wayne Yardmaster	072-072		N/A	
Lafayette Dispatcher	018-018		N/A	
Piqua Yard	056-056		N/A	

C. TELEPHONE NUMBERS

CONTACT	PHONE
Great Lakes Division SS	800-898-4296
Great Lakes Division MTO	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lakes ACD West	470-463-1006
Fort Wayne Terminal	470-463-1115
Lafayette Dispatcher	470-463-1122
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

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 – CL12 Due to proximity of scrap tie storage. Employees are prohibited from riding the South Side (12 Stubb side) of Class Track 12
7. Oakwood Yard – Tri Level Docks (All Tracks) – Eastward Tri-Level Dock to the 3rd Rail-close clearance. Fort Street Crossover Switches
8. 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
9. Oakwood Yard – DRDC Entire Bldg. DRDC 3 & DRDC 4
10. Reserve Yard Tracks R01 – R06

DETROIT HUNTINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT)

A. CLOSE CLEARANCE (CONT)

10. 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.

11. 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)

12. MP D 139.4 – Maumee River Bridge, Both sides
13. MP D 143.7 – Galdieux, North side along silos
14. MP D 143.8 – Rea Magnet Wire, Inside both fences
15. MP D 143.9 – CWC Warehouse, Both sides along dock
16. MP D 145.0/MP PC 317.4 – Piqua Yard Track 1, South side
17. MP D 145.0/MP PC 317.4 – Piqua Yard Track 10, North side
18. MP D 149.8 – Mullinix, South side along the building
19. MP D 159.1 – AEP, Both sides of the inside fence
20. MP D 159.5 – GM Roanoke Frame Track #1, South side along the dock
21. MP D 159.5 – GM Roanoke Body Track, When inside the building

B. TRACK PERMISSION

1. 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.
 - a. From Delray thru the interlocking at Ecorse Junction a Track Authority will be needed from the Detroit Dispatcher.
 - b. The Yard master at Oakwood Yard will issue yard permits for movements between Ecorse Jct and OJ.
 - c. Eastward movement thru Delray interlocking a EC1 will be needed from CSXT RN dispatcher thru the interlocking.
 - d. Eastward movements from Delray to the Boat Yard, a BLOCK will be needed from the CSXT RN Dispatcher.

DETROIT HUNTINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRACK PERMISSION (CONT)

2. Prior to lining the signal for movements to enter the Forman avenue Wye the NS Detroit Dispatcher will contact the CSX RN Dispatcher for a route into the Wye. Upon entering the Wye all movements will require CSXT Rougemere Yardmaster permission to operate hand-throw switch and enter CSXT Eastbound main.
3. Crews using the West Detroit Branch between Delray and West Detroit will contact the Conrail TD2 Dispatcher for clearance before departing Oakwood Yard.
4. 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.
5. Eastbound trains must contact Oakwood yardmaster before passing CP Romulus.
6. Trains or engines must not leave the Rawsonville Spur without permission of the Detroit Dispatcher.
7. 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. Watco Dispatching must be notified when leaving Ann Arbor trackage at Milan.
8. Crews must have permission from Detroit Dispatcher to enter, leave Montpelier Yard.
9. A lunar light signal is located just east of North River road, MP D 139.5. When not lighted, trains must contact the Fort Wayne Terminal Dispatcher for instructions: if lighted, trains may proceed in accordance with the indication.
10. A lunar signal is located just east of Lombard Street, MP D 144.8. If the lunar is lit, the movement is lined at Mike with permission to proceed on signal indication. If the lunar is dark, movements should hold east of Lombard Street and avoid blocking road crossings as CP Mike is not lined.
11. The Auxiliary Track between Union Belt, MP D 143.7, and CP Mike, MP D track must be obtained from the East Wayne Yardmaster.
12. Road crews working at Roanoke, IN will receive permission from the General Motors locals, when on-duty, prior to going up the hill to General Motors Yard.
13. Permission into Peru Yard is obtained through the Lafayette Dispatcher.
14. All movements at Piqua Yard and New Yard are under the control of the East Wayne Yardmaster.

DETROIT HUNTINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

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.
 - c. 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.
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 MP D 5.2

DETROIT HUNTINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. 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.
4. Cars/equipment switched and placed into tracks at the east end of the Eastbound, Class Yard or PB Yard must be coupled to equipment already standing on the tracks. Prior to leaving the area, a two-handbrake minimum must be applied on equipment left standing at the east end of these yards/tracks. This procedure must be adhered to for the purpose of preventing rollouts due to high winds, etc. All equipment must be secured in accordance with NS-1 Rule C102.
5. **Roanoke**
 - a. Three handbrakes will be used to secure equipment left in tracks GM13 – GM17. A C-102 test of handbrake effectiveness is not required.
 - b. Three handbrakes will be used to secure equipment left in tracks GM18 – GM34, Body Lead, Frame Lead, and Ramp Lead. A C-102 test is not required.
6. **Wabash 2 and Wabash 3**
 - a. The handbrakes will be applied on the north side and west end of the tracks to secure equipment. A C-102 test is not required.
7. **Piqua Yard**
 - a. Two handbrakes will be used to secure equipment left in Tracks PY01 – PY10 and on One or Two Lead. A C-102 test is not required.

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.
2. It is no longer permissible to ride inside auto racks at GM Yard unless:
 - a. Employee confirms the end doors are in a LOCKED open position.
 - b. Employee must be in a braced position inside the car and must expect slack action at any time when the car is in motion.
 - c. Car must be fully stopped before exiting from inside the car to move to the end ladder and dismount.

DETROIT HUNTINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

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.

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

New Yard Lead, MP D 148.9 Nuttman Avenue

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 Great Lakes 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 Great Lakes Division tracks as shown below:
 - a. CP RY. CP 358 to Oakwood Junction
 - b. Indiana & Northeastern Blakeslee to Montpelier
 - c. Adrian & Blissfield CP Adrian
 - d. CSXT – Main Track between St. Joe and Butler

L. HAZMAT SPILL PAN LOCATIONS

NONE.

DETROIT HUNTINGTON 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.
- c. Upon entering and prior to departing Steel Dynamics Industry at Butler, IN, MP D 118.4, the Steel Dynamics Rail Crew must be contacted via radio and informed as to all intended movements within the plant. The radio provided by Steel Dynamics for this purpose is located in a metal box next to and on the East side of the Steel Dynamics Lead Track. The radio should be positioned to channel frequency eight (8) for the purpose of contacting the Steel Dynamics crew. All crews are to ensure they return the radio to this box when work is complete.

2. 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.

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.

DETROIT HUNTINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

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

3. OAKWOOD YARD RADIO CHANNEL PROCEDURES

When Oakwood Yard RCO assignments are performing initial testing and set-up, channel 34 34 will be utilized to prevent unnecessary radio traffic with the automatic replies from the RCU. Once all testing is completed and prior to making any movement, radio channel 22 22 will be utilized.

Road and Yard assignments making deliveries to Oakwood Jct (OJ) will utilize channel 18 18, when work at OJ is complete and movement into Oakwood Yard is required, channel 22 22 will be utilized.

When assignments are within the confines of the Tri-level dock (A65) channel 34 34 will be used, when not in confines of the tri-level dock channel 22 22 will be utilized.

DETROIT HUNTINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**
 - a. Detroit, MI MPD 0.3 – MPD 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.

MICHIGAN LINE/KALAMAZOO BRANCH

GENERAL INSTRUCTIONS

1. All NS employees operating over the Michigan Line and/or Kalamazoo Branch must possess the current Amtrak Timetable and be qualified on GCOR rules and the physical characteristics of the Amtrak Line being traversed.
2. **Wayne Yard**
Road power will only be used for switching purposes at Wayne Yard when local power is unavailable. If road power is used, only light use of the independent will be allowed will be allowed in conjunction with air during switching operations. Switching will be limited to a maximum of 30 car cuts and all crew members must know the location of loads and empties when switching.
3. **Wayne Industry**
Before switching Wayne Industry, MP MH 18.0, NS employees must contact Industry personnel and request no movement or activity take place while the Plant is being serviced.
4. **Willow Run**
The entire yard is close clearance due to close track centers.
5. **Jackson Yard**
The entire yard is close clearance due to close track centers.
6. **Battle Creek**
The entire yard is close clearance due to close track centers.

GREAT LAKES DIVISION SPECIAL INSTRUCTIONS

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GREAT LAKES DIVISION

SPECIAL INSTRUCTIONS

GL-O-A-1. STANDARD TIME

Standard (Railroad) Time on entire Great Lakes Division is Eastern Standard Time. All clocks must be set to reflect this time.

GL-S-1607-1. CABOOSE HEATER

All train and engine service employees are prohibited from lighting caboose stoves/heaters. Where stoves/heaters are to be lighted, arrange to notify the on-duty supervisor and/or Mechanical personnel.

GL-O-142-1. OS

Crew members must use the MTR app to perform accurate and timely reports of their train's arrivals, departures, brake tests, and consist updates.

- At origin stations, trains must be built and departed by a crew member using the MTR app at non-Yardmaster locations.
- All line of road work must be reported by a crew member using the MTR app.
- At destination stations, trains must be arrived and yarded to proper tracks by a crew member using the MTR app at non-Yardmaster locations.
- For unit, automotive, and intermodal trains, reporting must be completed by a crew member using the MTR app.
- Accurate reports of set offs, pick-ups, brake tests, and overall yarding of trains is required when using the MTR app.
- Accurate reports of set offs, pick-ups, brake tests, and overall yarding of trains is required when using the MTR app or reporting to OS via radio.

Crew members must ensure that their railroad-supplied electronic devices are properly and fully charged when reporting for duty.

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

An Engineer Trainee may operate the locomotive only under the direct supervision of a certified Locomotive Engineer present in the operating compartment of the locomotive, who has been promoted at least one year. An Engineer certified supervisor or DSLE, present in the operating compartment of the locomotive, may directly supervise the operation of the Engineer Trainee, for the purposes of monitoring and training.

GL-O-910-(b)-1. FLAT SWITCHING

During flat-switching operations, employees on the Great Lakes Division are prohibited from running while lifting the uncoupling lever or device. Employees are to remain vigilant while performing these duties, closely examining the walking path ahead for unsafe footing conditions.

GL-O-20-(a)-1-(5). CLOSE CLEARANCES

Employees will report any knowledge of fixed structural variances in clearances that may jeopardize the safety of an employee riding on, or getting off, equipment. This report must be made to their immediate supervisor or Train Dispatcher/Control Operator to ensure safety of operations as soon as practical after the changes are noted. Each report should contain the name of the district, milepost, customer and/or facility, and a brief description of the change. If the report cannot be made to the immediate supervisor, it should be forwarded to the MTO's office.

GREAT LAKES DIVISION

SPECIAL INSTRUCTIONS

GL-O-26-1.

RIDING CARS

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

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