



NORFOLK SOUTHERN®

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TT - GL

GREAT LAKES DIVISION

FOSTORIA SUBDIVISION

Timetable Number

1

Revised: February 01, 2023

EFFECTIVE OCTOBER 15, 2021

FOSTORIA SUBDIVISION

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FOSTORIA 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
- Frt. – 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

FOSTORIA 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
Fostoria District	B 254.0 – B 365.4	5 – 12
Lima District	SP 48.4 – SP 95.0	13 - 18

FOSTORIA DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES
			BELLEVUE TERMINAL DISPATCHER.....	92
2 1		B 254.0	COLBY.....	(CP)
2 1		B 257.8	HBD-DED (<i>Green Springs</i>)	
2 1		B 259.7	GREEN SPRINGS.....	(CP)
2 1		B 264.2	OLD FORT.....	(CP)
2 1		B 266.3	HBD-DED-HWD (<i>Old Fort</i>)	
2 1		B 268.0	Narlo	
2 1		B 269.6	MAPLE GROVE.....	(A)
2 1		B 275.4	HBD-DED (<i>Ilers</i>)	
2 1		B 275.5	ILERS.....	(CP)
2 1		B 276.5	MYER.....	(CP)
2 1			Blair Yard	
2 1		B 279.8	TOWN STREET.....	(CP)
2 1		B 279.9	FOSTORIA (CSXT – C&O).....	(CP)
2 1		B 280.4	FOSTORIA (CSXT – B&O).....	(CP)
2 1		B 281.9	FS.....	(CP)
			BELLEVUE TERMINAL/FOSTORIA DISP.....	923
		B 285.8 / SP 48.4	DA.....	(CP)
		B 285.8	HBD-DED (<i>Arcadia</i>)	
		B 291.7	HANCOCK.....	(CP)
		B 293.2	NORTH FINDLAY.....	(CP)
		B 294.5	ALLEN.....	(CP)
		B 296.4	HBD-DED (<i>McComb</i>)	
		B 304.6	HBD-DED (<i>Townwood</i>)	
		B 305.7	TOWNWOOD.....	(CP)
		B 311.4	LEIPSIC I+O.....	(CP)
		B 316.4	HBD-DED (<i>Miller City</i>)	
		B 318.4	MILLER CITY.....	(CP)
		B 319.8	PALMER.....	(CP)

NOWRR

MXG. CTR

CSXT

LEW

LIMA
DIST.

SS

6773

6200

CSXT

CSXT
IORR

SS

7346

FOSTORIA DISTRICT

WEST	↓	SIDINGS IN FEET	MP	STATION	NOTES
		SS		FORT WAYNE TERMINAL DISPATCHER 923	
		7838	B 324.2	PUTMAN CP	
		7110	B 325.8	CONTINENTAL CP	
		SS	B 327.1	PIRATE CP	
			B 329.5	HBD-DED (<i>Continental</i>)	
			B 336.6	HBD-DED (<i>Goodwin</i>)	
		SS	B 339.5	BROUGHTON CP	
		13202	B 342.1	LATTY CP	
			B 346.8	HBD-DED-HWD (<i>Worstville</i>)	
		SS	B 349.7	RAIDER CP	
		6822	B 351.2	PAULDING CP	
			B 353.6	OH / IN State Line	
			B 355.4	HBD-DED (<i>Edgerton</i>)	
		SS	B 357.6	JEFFERSON CP	
		6850	B 359.0	WEST DAWKINS CP	
		SS	B 362.6	DOYLE CP	
	6124	B 363.9	TANGLEWOOD CP		
		B 365.4	NE C		

FOSTORIA DISTRICT

STATION PAGE INFORMATION

NOTE 1: **Rule 280 does not apply.**
 NOTE 2: **Control Point on Main 1 only.**
 NOTE 3: **Controlled by CSXT IP Dispatcher**

FOSTORIA DISTRICT

1. RULES IN EFFECT

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK
	RULES	
Colby to Green Springs	261 PTC	
Green Springs to Old Fort	261 PTC	261 PTC
Old Fort to Ilers	261 PTC	
Ilers to DA	261 PTC	261 PTC
DA to Townwood	261 PTC	
Townwood to Leipsic Junction	261 PTC	261 PTC
Leipsic Junction to NE	261 PTC	
Unequipped/uninitialized movements in PTC territory are permitted ref: OR 426 Fostoria, OH MP B 275.6 – MP B 281.8		

2. MAXIMUM SPEEDS

BETWEEN	RHWY	FRT TPOB < 120	FRT TPOB ≥ 120
	MPH		
MP B 254.0, Colby, and MP B 279.8, Fostoria <i>Except:</i> MP B 254.0, Colby, Through Turnout	60	60	50
MP B 259.5 to MP B 261.7, Westbound Head End Only	55	55	50
MP B 259.7, Green Springs, Through Turnout	40	40	40
MP B 264.2, Old Fort, Through Turnout	40	40	40
MP B 275.5, Ilers, Through Turnout	40	40	40
MP B 275.7 to MP B 276.5, Main 1 Eastbound Head End Only	45	45	45
MP B 276.4 to MP B 277.8, Main 1 Westbound Head End Only	45	45	45
MP B 276.5 to MP B 277.9, Main 1 Eastbound Head End Only	55	55	50
MP B 277.8 to MP B 279.8, Main 1 Westbound Head End Only	55	55	50
MP B 279.8 and MP B 281.2	40	40	40
MP B 281.2 and MP B 286.5 <i>Except:</i> MP B 281.9, FS, Through Crossovers	25	25	25
MP B 281.9 to MP B 283.9, Eastbound Head End Only	55	50	50
MP B 283.8 to MP B 285.7, Westbound Head End Only	55	50	50
MP B 285.7, DA, Through Turnout	40	40	40
MP B 286.5 and MP B 365.4, NE <i>Except:</i> MP B 291.7 to MP B 293.2, Through Turnouts and Siding	25	25	25
MP B 293.15, North Findlay, Over CSXT Diamond	40	40	40
MP B 293.15 to MP B 294.4, Through Turnouts and Siding	25	25	25
MP B 305.6 to MP B 310.6, Through Turnouts and Main 2	40	40	40
MP B 310.6, Leipsic Junction, Westbound Through Turnout, Head End Only	30	30	30
MP B 310.6, Leipsic Junction, Over CSXT Diamond	40	40	40
MP B 311.4, Leipsic, Over I&O Diamond	40	40	40
MP B 318.3 to MP B 319.8, Through Turnouts and Siding	25	25	25
MP B 324.1 to MP B 325.9, Westbound Head End Only	50	50	50
MP B 324.2 to MP B 325.9, Through Turnouts and Siding	25	25	25
MP B 325.9 to MP B 327.3, Eastbound Head End Only	50	50	50
MP B 325.8 to MP B 327.2, through turnouts and Sidings	25	25	25
MP B 339.5 to MP B 342.1, Through Turnouts and Siding	25	25	25
MP B 349.7 to MP B 351.2, Through Turnouts and Siding	25	25	25
MP B 353.2 to MP B 355.4, Eastbound Head End Only	55	55	50

FOSTORIA DISTRICT

2. MAXIMUM SPEEDS (CONT.)

MP B 357.6 to MP B 359.0, Through Turnouts and Siding	25	25	25
MP B 359.0 to MP B 362.7, Eastbound, Head End Only	55	55	50
MP B 360.7 to MP B 362.6, Westbound, Head End Only	55	55	50
MP B 362.6 to MP B363.9, Through Turnouts and Siding	25	25	25
<i>Auxiliary Tracks</i>			
MP B 310.0, Leipsic Wye Track, Restricted Speed not exceeding	10	10	10
MP B 340.1, Latty Grain, All Tracks	N/A	5	5
MP B 365.4, Through Turnout and Connection Track	25	25	25
Ramp Yard Tracks, Fostoria Auto Distribution Center, Restricted Speed not exceeding	15	15	15
Blair Wye, Restricted Speed not exceeding	5	5	5

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 B 254.0 to MP B 255.0
- MP B 260.0 to MP B 261.0
- MP B 287.0 to MP B 288.0
- MP B 350.0 to MP B 351.0
- MP B 361.0 to MP B 362.0

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						
Bellevue to Fort Wayne	6724	8117	9487	10898	14300	20020
Eastward						
Fort Wayne to Bellevue	6691	8072	9434	10830	13445	18187

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

1. 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:
 - a. 286,000 lbs. – Fostoria District
 - b. 286,000 lbs. – Woodburn Branch, MP TN 79 – MP TN 87.19

B. TRAILING TONNAGE RESTRICTIONS

None.

C. HEIGHT RESTRICTIONS

None.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. MP B 279.2 — Excessive Dimension or Restricted Equipment not permitted on Wye at Blair Yard
2. 6-axle units are prohibited at MP B 363.5 — New Haven, New Home Lumber
3. At ADM Plant Fostoria, MP B 281.5, engines are prohibited from entering the covered loading area on Track No. 3. The ADM Plant is equipped with an alarm on their Industry Track. Crews working the plant need to turn on the alarm system when spotting or pulling cars from Tracks 1, 2, and 3 inside the ADM plant. Instructions for the alarm are located by the bill mailbox at the industry.

FOSTORIA DISTRICT

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. The normal position of all switches on the Fostoria Auto Distribution Center Lead are lined and locked for the Lead.
2. The normal position of the Pit Lead Switch on the Blair Pass is lined for the Blair Pass.

B. HANDLING OF DERAILS

1. When setting cars off in Blair Pass, crews are to leave 150 feet of room between the derail at the east end of Blair Pass and the standing equipment.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

LOCATION	SWITCH
MP B 259.8	Custom Farm Service Track
MP B 259.8	Green Springs Elevator
MP B 263.4	Church & Dwight
MP B 265.3	Old Fort Elevator
MP B 279.9	National Carbon Electric
MP B 282.4 Main One	Spring Valley
MP 283.1	AEP

MP B 287.7	BVFC Arcadia
MP B 310.4	Leipsic Rip Track
MP B 311.7	Leipsic, OH Turntable Track
MP B 325.3	Team Track
MP B 325.8	Wye Track
MP B 331.0	Oakwood Elevator Track
MP B 340.2	LATTY Grain
MP B 349.9	Payne Elevator
MP B 363.5	New Home Lumber

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency Code	911
Service Support	658
Bellevue Dispatcher	926
Fort Wayne Terminal Dispatcher	923
East Wayne Yardmaster	920
Mechanical Helpdesk Code	123
Wayside Helpdesk Code	128
Wayside Detector Playback Code	001
PTC Help Desk	130
RFE Help Desk	117
Premium Intermodal	135

B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1 TX AND RX	CHANNEL 2 TX (RX)
Bellevue Dispatcher	076-076	N/A
Ft. Wayne Terminal Dispatcher	018-018	N/A
East Wayne Yardmaster	072-072	N/A
Fostoria Auto. Dist. Facility	076-076	N/A
Fostoria Yard	056-056	N/A
CSXT IP Dispatcher	094-094	TONE #1

FOSTORIA DISTRICT

7. COMMUNICATION INFORMATION (CONT.)

C. TELEPHONE NUMBERS

CONTACT	PHONE
Operation Support	866-286-0047
Customer Service (CSO)	800-635-5768
Great Lakes MTO	470-463-1004-D 404-960-0764-Cell
Assistant Chief Dispatcher - East	470-463-1005
Assistant Chief Dispatcher - West	470-463-1006
Bellevue Dispatcher	404-877-9550
Ft. Wayne Terminal Dispatcher	404-877-9549
Fostoria Auto Dist. Facility	419-436-2433
Fostoria Yard Office	419-436-2418
East Wayne Yardmaster	260-493-5318
Leipsic ProTec Coating	419-943-1143
CSX IP Dispatcher	317-267-4180

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

1. EOTD's removed from trains must ride in the appropriate receptacle and must be placed on the EOTD racks provided, EOTD's will not be left unattended on leads or placed in walkways.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

1. Maple Grove Quarry

Engines are not allowed through the tipple located on the Vesuvius Track, MP B 268.4 account close clearance when pulling through the Carmeuse Track to spot empties.

Movements must be prepared to stop short of the loading tipple located on this track.

The tipple must be in non-loading position away from the center of the track, off to the right as you are pulling west. If any doubt that cars or engines will not clear, stop short of the loading tipple and contact industry personnel.

2. Due to close track centers, employees are prohibited from riding on the side of equipment between the below listed tracks – New Yard 1 – 4, Old Yard 1 – 6, Wilson yard FS Extension – Track 1 -2, Track 4 and LEW.
3. **MP TN 87.05** – CSCX & Quincy Recycling, North side
4. **MP TN 85.08** – Westwood Lumber, South side
5. **MP TN 81** – BF Goodrich Tracks 1 – 4, Both sides when inside building
6. **MP B281.3** – Industry BMP Maintenance (A15). Close clearance exists between tracks 1-2 and riding cars between track is prohibited.

B. TRACK PERMISSION

1. The Fostoria Auto Distribution Center tracks between MP B 275.5, Ilers and MP B 279.0, McDougal Road, are under the Joint jurisdiction or Mixing Center Rail Coordinator and Sandusky Yardmaster. Trains, engines, or equipment must not occupy or foul these tracks without the permission of the Rail Coordinator or Sandusky Yardmaster and must report clear as described in the following:
2. Sandusky Yardmaster controls Support Tracks SY01 – SY-7 at Fostoria. Contractors at the Mixing Center will control mixing center tracks and Ramp Tracks in the mixing center yard MX01 – MX07, MX10 -MX13. Instruction for use of tracks SY01 – SY07 from the west end will always be under control of the Sandusky Yardmaster. To access tracks SY06 and SY07 from the east end of the lead you must contact Sandusky Yardmaster or Mixing Center personnel will still be using the lead on the east end of the yard through the crossover while switching and will have the switch to access SY06/SY07 at east end locked out during hours of their control. If needed to gain access to SY06 or SY07 from the East End during those hours, Mixing Center personnel will have to give permission and unlock the switch for access. Permission off

FOSTORIA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

Ramp 8 can be obtained from Sandusky Yardmaster if no answer is received at mixing center or outside of normal ramp business hours. UPDATED OPB-18 February 8, 2020.

3. The Bellevue/Fostoria District Dispatcher will control entrances to the mixing center tracks at MP B 275.5, Ilers, MP B 276.5 Myer and MP B 278.0, Yochem Connection Track.
4. Lunar indicator light located at MP B 281.2, if lighted, indicates routes should be lines for trains entering Auto Distribution Lead or West End of Blair Yard at Town St., MP B 279.8.
5. Permission to occupy the Auto Distribution lead between McDougal and Town Street must be obtained from the Bellevue/Fostoria District Dispatcher.
6. At the East end of the Auto Distribution Lead, the signal at Myer can display a yellow or green indication to be utilized only as a switching signal. Before occupying the switching signal at Myer, permission must be requested from the Bellevue/Fostoria District Dispatcher. Crews must report clear to the dispatcher when the switching signal is no longer needed. Trains and engines must not depart until a proper signal is displayed.
7. Operation of non-insulated On-Track equipment through CSXT Interlocking (C&O), MP B 279.9 and (B&O), MP B 280.4 must not be done until verbal permission and protection is first secured from the CSXT IP Dispatcher either directly or through the NS Dispatcher.
8. At the west end of the Old Yard Lead, the signal at Town St. can display a yellow or green signal indication to be utilized only as a switching signal. Crews must notify the Fostoria District Dispatcher when the signal is no longer needed. Trains and engines must not depart until a proper signal is displayed.
9. All movements on the 5th District are under the control of the East Wayne Yardmaster

C. INTERLOCKING INSTRUCTIONS

None.

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. Equipment switched into clear in the Blair Old Yard/New Yard and Wilson Yard and the Support Yard must be secured with a minimum of two handbrakes, plus a sufficient number of additional handbrakes to secure the cut of cars if needed. Hand brakes are to be applied on the East or West end of the track and in addition Sandusky Yardmaster must be informed of position of the hand brakes and the car numbers provided when securing equipment in the Support yard.
Note: Hand brakes on Multi-levels/Auto Racks do not have to be consecutive, however you must notify the yardmaster on the position, car number and the side handbrakes are applied. No C102 is required in the designated yards listed above. No C102 is required in the designated yards listed above.
Note: Any hand brakes found in the body of the track located in the support yard will be the responsibility of the crew who last handled the cars. Yardmasters are required to document this information and provide the location of the handbrakes to crews operating in the Support Yard.
2. In accordance with the exception to C102 Plains LPG (D30) is except from C-102
3. **Woodburn Branch**
Two handbrakes will be used to secure equipment left at any location. A C-102 test is not required.
EXCEPTION: Equipment left at CSC Paper and Quincy will require a C-102 test of handbrake effectiveness.

F. TRAIN HANDLING INSTRUCTIONS

None.

FOSTORIA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. A lunar light for westward movement at MP B 364.3 will display one lunar white light when trains and engines may proceed looking for signal indication at MP B 365.4, CP NE. Do not block crossings beyond this point until the lunar light is illuminated.
- b. A lunar light for westward movement at MP D 139.3 will display one lunar white light when trains and engines may proceed looking for signal indication at MP D 140.8, CP NE. Do not block crossings beyond this point until lunar light is illuminated.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. MP B301.2, Rader Street including customer track
- b. MP B301.1, Church Street
- c. MP B 300.3 to B301.3, trains or engines using the Storage or Elevator tracks must approach flasher and / or gate crossing prepared to stop until it is determined crossing warning devices equipment is working properly.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. When equipment is continuously switches, cuts of more than five cars are prohibited to roll free into any track on the east end of Blair Yard.
2. When equipment is continually switches, cuts of more than three cars are prohibited to roll free into any track on the west end of Blair Yard.

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.

J. EXCESSIVE CURVATURE RESTRICTIONS

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:

None.
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. North Pit – Blair Yard

M. GENERAL INSTRUCTIONS.

1. Mixing Center

- Crews must be provided a correct list of the cars they are picking up. The Rail Coordinator is responsible for providing the list to the train crew. Crews must insure only the cars on the list are picked up. Train crews must not pick up any cars if the Rail Coordinator cannot provide a correct list of cars. If the list is not correct, crews must contact the Rail Coordinator with discrepancies. Train crews will contact the Sandusky Yardmaster if a correct list of cars cannot be obtained. The facility manager will drop blue flags when applied.
2. Emergency push buttons for the I&O Railroad at CP Leipsic, MP B 311.4 are operational and I&O railroad will be able to use the button with permission from the FT. Wayne Terminal Dispatcher.

FOSTORIA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

3. Fostoria Locals utilizing the R.I.T Device are required to reconcile the inbound trains by the scanner. Locals if needed must be flipped in the R.I.T and Accurately depict head cars has line one on the West End of the inbound track.
4. Employees spotting engines on ramp 8, must park on the 2nd loading pad on the west end between the loading lights. There will be an orange cone to mark the eastern limit.
5. EOTD'S removed from trains must ride in the appropriate receptacle and must be placed on the EOTD racks provided, EOTD'S will not be left unattended on leads or placed in walkways.
6. MGQ (D0652) located at Narlo, MP B 268.3 has completed construction of a new asphalt offloading facility and will soon be receiving asphalt tank cars. The Asphalt Track is formerly known as the Box Car Track. When servicing MGQ, cars will be pulled or placed either on the MGQ Switching Track of the Vesuvius Track in the clear of the Asphalt Track switch.
7. **FRA EXCEPTED TRACK**
Woodburn Branch, MP TN 79.0 to TN 87.2

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.

LIMA DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES
			BELLEVUE TERMINAL DISPATCHER..... 926	
CSXT	 6898	SP 48.4/ B 285.8	DA (CP)	
		SP 53.1	HBD-DED (<i>Weidlers</i>)	
		SP 54.0	WEIDLERS	
		SP 57.0	FINDLAY (C)	1
		SP 59.0	FINDLAY YARD	
	 6883	SP 60.3	EVANS	
		SP 65.2	HBD-DED (<i>Rawson</i>)	
		SP 77.2	HBD-DED (<i>Beaver Dam</i>)	
		SP 80.6	BEAVER DAM	
	 6160	SP 87.0 (YL)	
		SP 87.6	MORRIS..... (A)	
		SP 88.7	NS TOWER..... (CP, YL)	
			CSX DISPATCHER 2	
		SP 90.4	ERIE JUNCTION (C)	
			BELLEVUE TERMINAL DISPATCHER..... 926	
		SP 90.5	SOUTH LIMA (YL)	
		SP 95.0	GATE (YL)	

LIMA DISTRICT

STATION PAGE INFORMATION

NOTE 1: Rule 280 does not apply.

1. RULES IN EFFECT

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK
	RULES	
DA and MP SP 87.0	171	
MP SP 87.0 and NS Tower	93	
NS Tower and Erie Junction	261-CSX	261-CSX
Erie Junction and Gate	93	

2. MAXIMUM SPEEDS

BETWEEN	MAIN TRACKS
	MPH
MP SP 48.4, DA, and MP SP 65.7 Except: MP SP 56.9 to MP SP 58.3, Findlay, Head end only	25 20
MP SP 65.7 and MP SP 88.7, NS Tower	10
MP SP 88.7, NS Tower, Through Turnout	10
MP SP 90.4, South Lima, to MP SP 95.0, Gate	10
MP SP 90.5, South Lima, to MP 95.0, Gate	10
Lima Tank Depot, All tracks	5

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 SP 51.0 to MP SP 52.0

MP SP 82.0 to MP SP 83.0

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 DA to Lima	6556	7892	9216	10562	13150	17773
Eastward Lima to DA	6528	7855	9171	10508	13088	17687

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

1. 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:
 - a. 263,000 lbs.

B. TRAILING TONNAGE RESTRICTIONS

None.

LIMA DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. HEIGHT RESTRICTIONS

- When handling excess height cars in the Cooper Tire Facility in Findlay, OH, MP SP 58, be observant of all overhead walkways, cables or structures to insure proper clearance.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

- Locomotives are prohibited from crossing the customer's scales at Legacy Farmers Coop at Dyer, MP SP 61.9.
- Crews are prohibited from entering Load Out Tracks A and B at Pandora Grain.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

None.

B. HANDLING OF DERAILS

- The storage track at Beaver Dam is equipped with permanent derails at both ends of the track. The normal position for these derails is the derailing position.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

CONTACT

CODE

Emergency Code	911
OS Code	928
CSX Dispatcher NS Tower	Tone 2
CSX Dispatcher Findlay	Tone 1
Mechanical Helpdesk Code	123
Wayside Helpdesk Code	128
Wayside Detector Playback Code	001
PTC Help Desk	130
RFE Help Desk	117
Premium Intermodal	135

B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1 TX AND RX	CHANNEL 2 TX (RX)
Bellevue/Fostoria District Dispatcher	076-076	N/A
CSX Dispatcher NS Tower	012-012	N/A
CSXT Yardmaster	008-008	N/A
CSXT Crew Channel	028-028	N/A
I&O Railroad	074-074	N/A
RJ Corman Railroad	023-023	N/A
CSXT Dispatcher Findlay	033-033	N/A

C. TELEPHONE NUMBERS

CONTACT

PHONE

Operation Support	866-286-0047
Customer Service (CSO)	800-635-5768
Great Lakes MTO	470-463-1004-D 404-960-0764-Cell
Assistant Chief Dispatcher East	470-463-1005
Assistant Chief Dispatcher West	470-463-1006
Bellevue/Fostoria District Disp.	404-877-9550
Fostoria Yard Office	419-436-2418

LIMA DISTRICT

7. COMMUNICATION INFORMATION (CONT.)

C. TELEPHONE NUMBERS (CONT.)

Lima Yard Office	419-222-8943
Lima Tank Depot	419-221-9543

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

1. EOTD's removed from trains must ride in the appropriate receptacle and must be placed on the EOTD racks provided, EOTD's will not be left unattended on leads or placed in walkways.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

1. Due to close track centers, employees are prohibited from riding on the side of equipment between the below listed tracks:
 - a. Lima Yard – Storage Track -#1, Track1 – 4
 - b. Findlay Yard – Track 1 -2 Note: It is permissible to ride on the side of equipment if the adjacent track is clear and this has been visually determined by employee riding.

B. TRACK PERMISSION

1. Crews must call the Lima Tank Depot before entering the facility for delivery at Gate 18.

C. INTERLOCKING INSTRUCTIONS

None

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. System requirements govern.

F. TRAIN HANDLING INSTRUCTIONS

None.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

None.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. MP SP 53.8, County RD. 236 – on siding, Weilder's Siding only.
- b. MP SP 60.7, County RD. 9 – on siding, Evan's Siding only.
- c. MP SP 88.2, Jefferson Street – on siding, CSXT Transfer Track only.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. None

LIMA DISTRICT

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.

J. EXCESSIVE CURVATURE RESTRICTIONS

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:
None.
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. None

M. GENERAL INSTRUCTIONS.

1. Locals servicing Cooper Tire (C14) on the Lima District MP SP58 will tone OSS at code 928 to give Cooper Tire Security 20-minute notice of pending arrival. OSS will report pending arrival to Cooper Tire Security Crew arriving at Pro-Tec Coating for the purpose of delivering cars are to contact the Warehouse Manager upon arrival. The Warehouse Manager should be given the arrival time. The crews will then receive the necessary switching instructions.
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.

GREAT LAKES DIVISION SPECIAL INSTRUCTIONS

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

GL-S-1607-1 Caboose Heaters

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

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

GL-O-26-1. Riding Cars

GREAT LAKES DIVISION

SPECIAL INSTRUCTIONS

GL-O-A-1. STANDARD TIME

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

GL-S-1607-1. CABOOSE HEATER

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

GL-O-142-1. OS

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

- 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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