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*One line, infinite possibilities.*

**TT - GL**

**GREAT LAKES DIVISION**

**KANKAKEE SUBDIVISION**

**Timetable Number**

**1**

Revised: November 1, 2021

**EFFECTIVE OCTOBER 15, 2021**

**KANKAKEE SUBDIVISION**  
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# KANKAKEE 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:

- (A) – Automatic Interlocking
- (C) – Controlled Interlocking
- (CP) – 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

## KANKAKEE 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
Kankakee Line .....	LK 6.3 – LK 32.9 .....	5 – 9
Kankakee Branch.....	KS 57.6 – KS 184.5.....	10-16



# KANKAKEE LINE

WEST	SIDINGS IN FEET	MP	STATION	NOTES
1      2			<b>CHICAGO MB DISPATCHER</b> <b>922</b>	
NS		LK 4.8	<b>OSBORN</b> ..... (C) NS Chicago District Crossing	1
CN		LK 7.2 LK 7.7 LK 9.2	<b>HIGHLAND</b> ..... (CP) HBD-DED <b>HAYS</b> ..... (C)	2
CSXT		LK 14.6 LK 23.0	<b>ST JOHN</b> ..... (CP) HBD-DED	
	SS	LK 29.1	<b>BELSHAW</b> ..... (CP)	
	20064	LK 30.7	<b>AUSTIN</b> ..... (CP)	
NS		LK 32.9	<b>SCHNEIDER</b> ..... (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

	1 MAIN	2 MAIN
<b>BETWEEN</b>	<b>RULES</b>	
Osborn and Highland	261	261
Highland and Schneider	261	

Between LK 4.9 and LK 32.41 this track is designated as Zero PIH Line per OR 424

### 2. MAXIMUM SPEEDS

	1 MAIN	2 MAIN
<b>BETWEEN</b>	<b>MPH</b>	
Osborn to Highland	30	30
Highland and MP LK 11.0	30	
MP LK 11.0 and MP LK 31.0	45	

# KANKAKEE LINE

## 2. MAXIMUM SPEEDS (CONT.)

	1 MAIN	2 MAIN
<b>BETWEEN</b>	<b>MPH</b>	
Except: MP LK 13.0 to MP LK 16.0	35	
MP LK 13.0 to MP LK 16.0 Except: Schneider to Northwest Wye	30	
Northwest 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:

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> 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. 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

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
Great Lakes Division OS	653
Great Lakes Division MTO	640
Elkhart Dispatcher	644
Chicago Terminal Dispatcher	643
Chicago MB Dispatcher	922
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	922	-	-
Schneider, IN	063-063	922	-	-
CN RY. Hays	028-028	-	-	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Great Lakes Division OS	800-898-4296
Great Lakes MTO	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lakes ACD West	470-463-1006
Elkhart Dispatcher	404-877-9529
Chicago Terminal Dispatcher	404-877-9540
Chicago MB Dispatcher	404-877-9548



## 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.
- c. LK 14.9 93<sup>rd</sup> Avenue
- d. LK 15.1 Theilen St
- e. LK 15.2 Joilet 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 Great Lakes 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 Great Lakes 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
			<b>CHICAGO MB DISPATCHER</b>	<b>922</b>	
		KS 57.6	Nipsco		
		KS 58.0	Wheatfield		
		KS 64.6	Mott		
		<b>KS 73.4</b>	<b>SHELBY</b> ..... (A)		
		<b>KS 78.6</b>	<b>SCHNEIDER</b> ..... (C)		
		KS 82.7	HBD-DED		
		KS 87.1	Dell		
		<b>KS 89.6</b>	<b>MJ</b> ..... (C)		<b>1</b>
		KS 95.9	HBD-DED		
		KS 99.1	K2		
		KS 100.2	Hobbie Yard		
		KS 100.9	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	Green		
		KS 111.2	HBD-DED		
		KS 113.3	Kirt		
		KS 121.4	Reddick		
		KS 123.0	Red		
	KS 124.2	HBD-DED			
	<b>KS 130.1</b>	<b>DWIGHT</b> ..... (C)		<b>2</b>	

# KANKAKEE BRANCH

WEST	SIDINGS IN FEET	MP	STATION	NOTES
			<b>CHICAGO MB DISPATCHER</b>   922	
		KS 135.8	Wall	
		KS 141.8	HBD-DED	
		KS 149.3	Miss	
		KS 150.6	Iowa	
		<b>KS 152.4</b>	<b>STREATOR.....(C)</b>	<b>3</b>
		KS 161.5	Rich	
		KS 174.7	Mack	
		<b>KS 184.0</b>	<b>HENN .....(YL)</b>	<b>4</b>
		<b>KS 184.5</b>	<b>HENNEPIN .....(YL)</b>	<b>4</b>

## 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 Chicago MB 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
Between KS 55.9 and KS 161.5 this track is designated as Zero PIH Line per OR 424	

### 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. 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 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.

## 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
Chicago MB Dispatcher	922
Operations Support (OS)	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	922	-	-
Schneider, IL	063-063	922	-	-
Kankakee, IL	063-063	922	-	-
CN RY. Kankakee, IL	072-072	-	-	-
Reddick, IL	063-063	922	-	-
UP RR Dwight, IL	078-078	-	-	-
Streator, IL	063-063	922	-	-
BNSF Streator, IL	036-036	-	-	-
Granville, IL	063-063	922	-	-
Central Illinois Railroad (CIRR)	090-090	-	-	-

#### C. TELEPHONE NUMBERS

CONTACT	PHONE
Great Lakes Division OS	800-898-4296
Great Lakes Division MTO	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lakes ACD West	470-463-1006
Chicago MB Dispatcher	404-877-9548
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 Chicago MB Dispatcher for the authority to pass stop signal in accordance with appropriate rules. Great Lakes Dispatcher must secure permission of UP train dispatcher prior to authorizing a movement to pass home signal. After permission is received from Chicago MB 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	Chicago MB Disp	15 MPH
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Kankakee 1 & 2	K3 and Green	Chicago MB 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 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. 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.

**GREAT LAKES DIVISION SPECIAL INSTRUCTIONS**

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

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

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

<b>GREAT LAKES DIVISION</b>	
<b>SPECIAL INSTRUCTIONS</b>	
<b>GL-O-A-1.</b>	<b>STANDARD TIME</b>
Standard (Railroad) Time on entire Great Lakes Division is Eastern Standard Time. All clocks must be set to reflect this time.	
<b>GL-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>GL-O-142-1.</b>	<b>OS</b>
Crew members must use the MTR app to perform accurate and timely reports of their train's arrivals, departures, brake tests, and consist updates.	
<ul style="list-style-type: none"> <li>• At origin stations, trains must be built and departed by a crew member using the MTR app at non-Yardmaster locations.</li> <li>• All line of road work must be reported by a crew member using the MTR app.</li> <li>• At destination stations, trains must be arrived and yarded to proper tracks by a crew member using the MTR app at non-Yardmaster locations.</li> <li>• For unit, automotive, and intermodal trains, reporting must be completed by a crew member using the MTR app.</li> <li>• Accurate reports of set offs, pick-ups, brake tests, and overall yarding of trains is required when using the MTR app.</li> <li>• 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.</li> </ul>	
Crew members must ensure that their railroad-supplied electronic devices are properly and fully charged when reporting for duty.	
<b>GL-O-621-1.</b>	<b>L.E.T. OPERATIONS</b>
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.	
<b>GL-O-910-(b)-1.</b>	<b>FLAT SWITCHING</b>
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.	
<b>GL-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.	

**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.

## NOTES

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