



NORFOLK SOUTHERN®

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TT - GL

GREAT LAKES DIVISION

TOLEDO EAST SUBDIVISION

Timetable Number

1

Revision: Effective September 1, 2023

EFFECTIVE OCTOBER 15, 2021

TOLEDO EAST SUBDIVISION

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TOLDEO EAST 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
- 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

TOLEDO EAST SUBDIVISION

C. DIESEL UNIT GROUPS

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

D. MAIN TRACK CONTROL

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

E. DIVISION SPECIAL INSTRUCTIONS

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

LINE SEGMENTS	MILEPOST	PAGES
Chicago Line.....	CD 194.0 – CD 280.9	5 – 14
Sandusky District.....	S 13.1 – S 105.9	15 – 21
Cleveland District.....	B 197.1 – B 240.2	22 – 27
Toledo District.....	T 8.0 - T 53.0	28 – 32

Great Lakes Timetable Summary Changes Toledo East Sub-division

Bulletin No.	ITEM	REVISED	CHANGES
OB-19	6. Communications C. Telephone Numb	10/29/2021	Network Operation Center (NOC) desk phone number changes.
OB-20	5. Locomotive and Car Restrictions	10/29/2021	Locomotive and Car Restrictions B. Trailing Tonnage Restriction 4. Cars not loaded in accordance with Appendix 1 Loaded Multi-Platform Stack/Spine Car Configurations in the System Timetable.
N/A	N/A	04/01/2022	Added missing Cleveland District Section
GLOPB-024	Station Page	09/30/2022	B197.2 – B220.6 no longer Zero PIH Line
GLOPB-010	9. Dist. Instructions G.2 Quiet Zones	06/01/2023	Chicago Line: Add Quiet Zone – Amherst, OH
GLOPB-011	2. Maximum Speeds	06/01/2023	Speed Changes MP S 105.9 – S 109.3, Triple Crown Lead
GLOPB-024	9. A. Close Clearance	08/04/2023	Close Track Centers at Elyria CD 207.1

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

WEST	SIDINGS IN FEET	MP	STATION	NOTE	
			TOLEDO EAST DISPATCHER - 047 647		
	SS 18041	CD 193.9	CP		
		CD 199.8	CP 197	CP	
			HBD-DED 1-2		
	CS 23840	CD 202.9	CP 203	CP	
			CP 207	C	
		CD 212.7	CP 212	CP	
	CS 16898	CD 215.9	Fairlane Yard		
	SS 15312	CD 216.8	CP 216	CP	
			CP 219	CP	
		CD 220.9	HBD-DED-HWD 1-2		
		CD 222.1	CP 222	CP	1
			CP 224	CP	
			(Lake Division Conn. – Vermillion)		
		CD 232.2	CP 232	CP	
	CD 234.4	CP 234	CP		

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

WEST		MP	STATION	NOTE
		CD 239.3		
		CD 240.7	CP 240	(CP)
		CD 241.6	Sandusky Yard	
		CD 242.8	CP-242	(C)
		CD 244.8	CP-244	(CP)
		CD 247.2	CP-247	(CP)
		CD 248.0	BAY BRIDGE	(DB) (C)
		CD 248.5	CP-248	(CP)
		CD 251.2	DED 1-2	
		CD 253.6	CP-253	(CP)
		CD 255.9	CP-256	(DB) (C)
		CD 260.9	HBD-DED-HWD 1-2	
		CD 267.1	CP-267	(CP)
		CD 268.3	CP-268	(CP)
		CD 272.9	DED 1-2	
		CD 277.3	Clay Center	
		CD 280.9	CP-281	(CP)

2

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

STATION PAGE INFORMATION

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

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

1. RULES IN EFFECT

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

2. MAXIMUM SPEEDS - PASSENGER

	SS	MAIN 1 TRACK	MAIN 2 TRACK	MAIN 3 TRACK	MAIN 4 TRACK
BETWEEN	MPH				
MP CD 192.5 and MP CD 194.0		70	70		25
CP-194, East Connecting Track to CSXT		25			
CP-194, West Connecting Track to CSXT		25			
MP CD 194.0 and MP CD 194.3		50	50		
MP CD 194.3 and MP CD 194.8		50	50		
MP CD 194.0 and MP CD 197.0, Berea Sdg.	25				
MP CD 194.8 and CP-197		70	70		
CP-197 and MP CD 202.5		79	79		
MP CD 202.5 and MP CD 206.7		70	70		
MP CD 206.7 and MP CD 207.3		50	50		
MP CD 207.3 and CP-207		79	79		
CP-207		50	50		
CP-207 and MP CD 221.0		79	79		
CP-216 and CP-219	25				
MP CD 221.0 and MP CD 221.3		70	70		
MP CD 221.3 and MP CD 225.7		79	79		
MP CD 225.7 and MP CD 226.2		75	75		
MP CD 226.2 and MP CD 231.6		79	79		
MP CD 231.6 and MP CD 233.2		65	65		
MP CD 233.2 and CP-242		79	79		
CP-242		60	60		
CP-242 and CD 248		79	79		
CD 248.0 and CD 248.2 Movable Bridge		30	30		
CD 248.2 and CP 248		79	79		
CP 248 and MP CD 250.1		75	75		
MP CD 250.1 and CP-256		79	79		
CP-256		40	40		
CP-256 and MP CD 283.0		79	79		
MP CD 283.0 and CP-285		70	70		
CP-281 and CP-285	25				

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

2. MAXIMUM SPEEDS – RHWY – FREIGHT

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

NOTE:

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

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP CD 198.0 to MP CD 199	MP CD 227.0 to MP CD 228.0
MP CD 202.0 to MP CD 203	MP CD 260.0 to MP CD 261.0
MP CD 222.0 to MP CD 223.0	MP CD 278.0 to MP CD 279.0

4. DIESEL UNIT RATINGS

DIESEL UNIT RATINGS IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
Westward Cleveland DB to Toledo	2590	3610	3690	4580	5670	8590
Eastward Toledo to Cleveland DB	2590	3610	3690	4580	5670	8590

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

EXCEPTIONS

AUTHORIZED WEIGHT

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

Maximum Safe Trailing Tonnage behind Restricted Equipment

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

C. HEIGHT RESTRICTIONS

NONE.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

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

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

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

B. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

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

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

6. SWITCHES AND DERAILS (CONT.)

C. ELECTRIC SWITCH LOCKS

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

D. RADIO / DTMF CONTROLLED SWITCHES

LOCATION	SWITCH	AAR	NORMAL	REVERSE
NONE.				

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

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

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

C. TELEPHONE NUMBERS

CONTACT	PHONE
Great Lakes OS	800-898-4296
Great Lakes Manager Train Operation	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lakes ACD West	470-463-1006
Toledo East Dispatcher	404-877-9530

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

7. COMMUNICATION INFORMATION (CONT.)

C. TELEPHONE NUMBERS (CONT.)

CONTACT

PHONE

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

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

NONE.

B. HIGH CAR AND CLEARANCE DETECTORS

NONE.

C. OTHER INSTRUCTIONS

NONE.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

1. Berea – CP 197

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

2. Elyria – CP 207

Due to close clearance account close track centers, employees are prohibited from riding the sides of equipment between Main 1 and the Siding. Additionally, no cars or "On-track equipment" are to be left in the siding between MP CF 207.1 and MP CD 207.7.

B. TRACK PERMISSION

1. Fairlane Yard

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

C. INTERLOCKING INSTRUCTIONS

NONE.

D. DRAWBRIDGES

CD 248.01
CD 256.05

E. HANDBRAKE REQUIREMENTS

1. Fairlane Yard – MP CD 216.1

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

F. TRAIN HANDLING INSTRUCTIONS

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

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

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

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

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

2. QUIET ZONES

MP	CROSSING(S)	DOT
CD 196.10	Lewis Road	#523835H
CD 196.39	Columbia Road	#523836P
CD 196.75	Brookside Drive	#523837W
CD 196.86	Mapleway Drive	#523838D
CD 201.36	Chestnut Ridge Road	#523844G
CD 201.69	Root Road	#523845N
CD 203.10	Maddock Road	#523847C
CD 203.76	Race Road	#523848J
CD 210.27	West Ridge Road	#523864T
CD 211.63	Oberlin Road	#523866G
CD 212.33	Dewey Road	#523868V
CD 215.45	Crosse Road	#523878B
CD 215.69	Cooper Foster Park Road	#523879H
CD 220.90	Main Street / Division Street	#524040W
CD 221.06	Grand Street	#524041D
CD 221.86	Adams Road	#524045F

3. RUSTY RAIL CONDITIONS

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

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

NONE.

I. STEEP GRADES - END OF TRAIN DEVICES

NONE.

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

9. DISTRICT INSTRUCTIONS (CONT)

J. EXCESSIVE CURVATURE RESTRICTIONS

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

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

MP	TRACK	DEGREES
CD 251.1	Gypsum	21
CD 258.9	Camp Perry Lead	14

K. JOINT TRACKAGE

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

L. HAZMAT SPILL PAN LOCATIONS

NONE.

M. GENERAL INSTRUCTIONS

1. Quarry at Clay Center

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

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

2. FRA EXCEPTED TRACK

- a. Pier West (Sandusky)

CHICAGO LINE – MP CD 194.0 – MP CD 280.9

9. DISTRICT INSTRUCTIONS (CONT.)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs
 - a. CD 180.9 to CD 204.6
 - b. CD 275.4 to CD 306.4
2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
NONE.

SANDUSKY DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES
			COLUMBUS/SANDUSKY DISPATCHER.....924	
		S 13.7	POWELL ROAD	(C)
		S 16.4	HBD-DED (<i>Lewis Center</i>)	
		S 25.7	HBD-DED (<i>MP 26</i>)	
		S 25.9	MP 26	(CP)
		S 31.2	TROYTON	(CP)
		S 38.6	HBD-DED-HCD (<i>Seitzer</i>)	
		S 43.0	SOUTH MARION	(CP)
		S 45.2	MARION	(C)
		S 48.1	OBL.....	(CP)
		S 51.2	HARVEY	(CP)
		S 51.9	HBD-DED (<i>Ulmer</i>)	
		S 60.6	ROUTE 98	(CP)
		S 61.1	HBD-DED (<i>Route 98</i>)	
		S 62.9	COLSAN	(C)
	S 63.2	CRAWFORD.....	(CP)	
	S 66.1	CARRELL	(CP)	
	S 71.1	HBD-DED (<i>Ridgeton</i>)		
	S 73.7	CHATFIELD.....	(C)	

SANDUSKY DISTRICT

WEST	SIDINGS IN FEET	MP	STATION		NOTES
			COLUMBUS/SANDUSKY DISPATCHER.....	924	
		S 78.9	NORTH CARROTHERS.....	CP	
		S 81.4	HBD-DED (<i>Attica</i>)		
	CSXT	S 83.1	ATTICA JUNCTION	C	
		S 83.9	WEST ATTICA	CP	
			MOORMAN TERMINAL DISPATCHER.....	926	
	OCRR	S 92.9	SHRIVER	CP	
		S 93.1	HBD-DED (<i>Shriver</i>)		
		S 95.5	FLATROCK	CP	
		S 95.8/ B 248.8	SOUTHWEST STREET	CP	
		B 247.8	MINI PLANT	CP	
		S 98.3	POTTER ROAD.....	CP	
		S 105.9	BAYSIDE	CP	

SANDUSKY DISTRICT

STATION PAGE INFORMATION

NOTE 1: Control Point for eastbound movements only

1. RULES IN EFFECT

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK
	RULES	
Powell Road and Troyton	261 PTC	261 PTC
Troyton and South Marion	261 PTC	
South Marion and Harvey	261 PTC	261 PTC
Harvey and Chatfield	261 PTC	
Chatfield and Mini Plant	261 PTC	

2. MAXIMUM SPEEDS

BETWEEN	RHWY	Freight TPOB less than 120	Freight TPOB Greater than Or equal to 120
	MPH		
MP S 13.7, Through Crossovers	40	40	40
MP S 19.15 to MP S 21.1	60	55	50
MP S 21.1 to MP S 21.7	60	50	50
MP S 25.9, Through Crossovers	40	40	40
MP S 31.2, Through Turnouts	40	40	40
MP S 43.0, Through Turnouts	35	35	35
MP S 43.0 to MP S 44.0	35	35	35
MP S 44.0 to MP S 46.0	30	30	30
MP S 46.0 to MP S 46.4, Curve	40	40	40
MP S 48.1, Through Crossovers	40	40	40
MP S 51.2, Through Turnouts	40	40	40
MP S 62.7, Through Connection Track	25	25	25
MP S 62.8 to MP S 63.0, Curves	25	25	25
MP S 63.1, Through Connection Track	10	10	10
MP S 63.3 to MP S 66.1, Through Turnouts and Siding	25	25	25
MP S 66.6 to MP S 68.3, Curves	50	50	50
MP S 68.3 to MP S 73.2, Curve	60	50	50
MP S 73.2 to MP S 73.8, Curve and Diamond	50	50	50
MP S 73.7, Through Turnouts	40	40	40
MP S 78.9, Through Crossovers	40	40	40
MP S 80.3 to MP S 83.1	60	50	50
MP S 81.5 to MP S 81.7, Curve	50	50	50
MP S 83.1, Over CSXT Diamonds	40	40	40
MP S 83.9, Through Crossovers	40	40	40
MP S 83.9, Eastbound, Head End Only Through Crossover	35	35	35
MP S 92.45 to MP S 95.5	60	55	50
MP S 92.9, Through Crossovers	40	40	40
MP S 95.5, Through Crossovers	25	25	25
MP S 95.5, Through New Haven Connection	10	10	10
MP S 95.5 to MP S 96.5, Mini Plant	25	25	25
MP S 96.5 to MP S 97.0	25	25	25
MP S 97.0 to MP S 105.9	40	40	40
MP S 105.9 to MP S 109.3, Triple Crown Lead	10	10	10
Sandusky Transfer tracks	10	10	10
Sandusky Coal Docks	10	10	10

SANDUSKY DISTRICT

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 S 20.0 to MP S 21.0

MP S 71.0 to MP S 72.0

MP S 90.0 to MP S 91.0

MP S 102.0 to MP S 103.0

4. DIESEL UNIT RATINGS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
Eastward						
Bellevue - Columbus	4240	5107	5964	6842	8509	11505
Sandusky - Bellevue	5273	6328	7382	8437	10546	14237
Westward						
Bellevue - Sandusky	6738	8085	9432	10780	13475	18191
Columbus - Bellevue	6021	7246	8459	9691	12072	16315

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:
286,600

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. No equipment over 16'00 high can be used inside the gate while servicing Na-Chur's (F45) at Marion Yard account limited overhead clearance.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. No equipment longer than 73'00" is allowed around CSX Transfer at Marion.
2. No six axle locomotives are allowed at the west end of Monette account close clearance.

SANDUSKY DISTRICT

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

1. MP S 31.4 - Popcorn Track
2. MP S 43.4 – Sims Brothers Recycling
3. MP S 44.2 – Nucor Steel (F30)
4. MP S 81.6 – Attica Elevator
5. MP S 90.4 – Frank Elevator
6. MP S 97.5 – Great Lakes Distributors

D. ELECTRIC SWITCH LOCKS.

1. AEP	14 minutes, 30 seconds
2. Lewis Center	11 minutes, 00 seconds
3. Delaware Hill Track	16 minutes, 00 seconds
4. East End, Waldo	6 minutes, 00 seconds
5. West End, Waldo	6 minutes, 00 seconds
6. Marion Freight Office	7 minutes, 44 seconds
7. Silver Street Crossover	11 minutes, 15 seconds
8. East End, Marion Yard	8 minutes, 15 seconds
9. West End, Marion Yard	8 minutes, 15 seconds
10. Dofasco	9 minutes, 10 seconds
11. OBL	12 minutes, 02 seconds
12. Ordinance Track	5 minutes, 00 seconds
13. East End, Monnette	15 minutes, 07 seconds
14. West End, Monnette	12 minutes, 17 seconds
15. Swan Rubber	10 minutes, 48 seconds
16. Transco	10 minutes, 51 seconds
17. East End, Benson Yard	1 minute, 00 seconds
18. West End, Benson Yard	7 minutes, 53 seconds
19. Chatfield	9 minutes, 30 seconds
20. Attica Lumber	12 minutes, 19 seconds
21. Omar Team Track	9 minutes, 30 seconds
22. Tower Automotive	8 minutes, 15 seconds
23. MP S 96.80	8 minutes, 15 seconds
24. MP S 63.14	1 minute to 7 minutes, 39 seconds

E. RADIO / DTMF CONTROLLED SWITCHES

None.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

CONTACT	CODE
Emergency	911
Movement Transportation Officer	640
Assistant Chief Dispatcher	640
Columbus/Sandusky Dispatcher	924
Operations Support	560
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

SANDUSKY DISTRICT

7. COMMUNICATION INFORMATION (CONT.)

B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX - RX	TONE	TX - RX	TONE
Columbus Sandusky Dispatcher	072-072		N?A	-

C. TELEPHONE NUMBERS

CONTACT	PHONE
Movement Transportation Officer	470-463-1004
Assistant Chief Dispatcher East	470-463-1005
Assistant Chief Dispatcher West	470-463-1006
Columbus/Sandusky Dispatcher	404-877-9597
Mechanical Operations Center (MOC)	404-582-6700
LCDI Help Desk	404-523-1143
RFE Center	404-877-9979
Operations Support	800-898-4296

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

MP S 51.8

When necessary to set a car out due to a Stress State Detector Alarm (Critical or Non-Critical), the car must be set out at the following locations:

EASTBOUND	S-45.9 Marion Yard Track -6
WESTBOUND	S-63.6 Benson Yard Track-3

If no announcement is heard from the SSD detector, Contact Wayside Desk

B. HIGH CAR AND CLEARANCE DETECTORS

1. MP 38.6 – Height detector for eastward trains only.

C. OTHER INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

Account close clearance conditions at the following locations employees are prohibited from riding the side of equipment:

1. Marion Yard, Body of track MA01 – MA06,
2. West End of Monette
3. Sims Brothers
4. Sandusky Yard
 - a. Middle Track #1 and Middle Track #2
 - b. Sandusky Southbound Track #7
 - c. Track #9 thru Track #13
 - d. Sandusky Yard Receiving Yard – All Tracks
5. Benson Yard – All Tracks
6. Nucor (F30)
7. Transco (F86)
8. NaChurs (F45)
9. West End of Monett (F65)

B. TRACK PERMISSION

No additional instructions

C. INTERLOCKING INSTRUCTIONS

None

D. DRAWBRIDGES

None.

SANDUSKY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

No additional requirements.

F. TRAIN HANDLING INSTRUCTIONS

1. System instructions govern.

G. ROAD CROSSINGS

1. **DO NOT BLOCK ORDER**
 - a. Westbound trans holding at Troyton, MP S 31.0, must stop 1,000 feet east of Penry Road, MP S 29.0, when train length permits.
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

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. Blue Mountain
2. Trains and engines of other divisions and foreign lines will use Great Lakes Division tracks as shown below:
 - a. CF&E
 - b. Wheeling and Lake Erie Railroad

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS

1. **FRA EXCEPTED TRACK**

Sandusky, OH -Pier West

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**
 - a. MP S 13.6 to MP S 22.8
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.

CLEVELAND DISTRICT

WEST	SIDINGS IN FEET	MP	STATION	NOTES	
			TOLEDO EAST DISPATCHER..... 076 678		
		B 197.1	BAY VILLAGE..... (CP)		
		B 200.6	HBD-DED-HCD (<i>Avon</i>)		
		B 202.4	AVON LAKE..... (CP)		
		B 204.5	CEI..... (CP)	1	
		B 205.5	FORD JUNCTION..... (CP)	2	
		B 205.6	SOUTH YARD		
		B 205.8	NORTH YARD		
		B 206.0	SHEFFIELD..... (CP)		
		B 208.0	ROOT ROAD..... (CP)		
		B 210.2	RU DRAWBRIDGE..... (CP)		
		B 211.6	HBD-DED (<i>Lorain</i>)		
		B 212.2	LEAVITT ROAD..... (CP)		
		B 218.6	KM..... (CP)		
		B 222.6	GC..... (CP)		
		B 229.1	HBD-DED (<i>Berlin Heights</i>)		
		B 230.7	BARROWS..... (CP)		
			MOORMAN TERMINAL DISPATCHER..... 076 926		
			B 233.1	MASON..... (CP)	
			B 234.9	ERIE..... (CP)	
		B 236.3	KELLEY..... (CP)		
		B 240.2	KIMBALL..... (CP)		

STATION PAGE INFORMATION

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

CLEVELAND DISTRICT

1. RULES IN EFFECT

BETWEEN	MAIN 1 TRACK	MAIN 2 TRACK
	RULES	
Bay Village and Avon Lakes	261	
Avon Lakes and Root Road	261	261
Root Road and Leavitt Road	261	
Leavitt Road and KM	261	261
KM and GC	261	
MP B222.6, GC and Kimball	261 - PTC	

2. MAXIMUM SPEEDS

BETWEEN	Rhwy	Freight TPOB less than 120	Freight TPOB greater than or equal to 120
	MPH		
MP B 197.3, Bay Village and MP B 240.2, Kimball Except MP B 206.0, Avon Lake, Through Turnout	60	60	50
MP B 206.0, Sheffield, Through Turnout	40	40	40
MP B 208.0, Root Road, Through Turnout	10	10	10
MP B 208.1 to MP B 208.4, Curve	40	40	40
MP B 209.7 to MP B 211.0, Curves	60	55	50
MP B 210.5 to MP B 212.4, Eastbound Head End Only	35	35	35
MP B 212.2, Leavitt Road, Through Turnout	55	55	50
MP B 213.4 to MP B 213.7, Curve	40	40	40
MP B 214.5 to MP B 216.6, Eastbound Head End Only	60	55	50
MP B 214.5 to MP B 216.6, Westbound Head End Only	55	55	50
MP B 217.8 to MP B 218.6, Main 1 Eastbound Trains, Head End Only	55	55	50
MP B 218.6, KM, Through Turnout	40	40	40
MP B 220.5 to MP B 222.6, Westbound Head End Only	40	40	40
MP B 221.2 to MP B 221.4, Curve	55	55	50
MP B 222.6, GC, Through Turnout and Connection Track to CP 222	60	55	50
MP B 222.9, GC, Through Turnout and Connection Track to CP 224	40	40	40
MP B 230.7 to MP B 233.1, Through Turnouts and Siding	40	40	40
MP B 233.0 to MP B 235.0, Westbound Head End Only	25	25	25
MP B 233.1 to MP B 235.1, Eastbound Head End Only	55	55	50
MP B 234.9 to MP B 236.3, Through Turnouts and Siding	55	55	50
MP B 236.3 to MP B 238.3, Eastbound Head End Only	25	25	25
MP B 240.2, Kimball, Through Turnout	55	55	50
	40	40	40

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP B 210.0 to MP B 211.0

MP B 228.0 to MP B 229.0

MP B 238.0 to MP B 239.0

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

CLEVELAND DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	4800	Group 4	Group 5	Group 6
Westward Bay Village to Bellevue	6528	7855	9171	10508	13088	17688
Eastward Bellevue to Bay Village	6578	7922	9254	10606	13198	17860

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. – Cleveland District

263,000 lbs. – South Lorain Branch

B. TRAILING TONNAGE RESTRICTIONS

None.

C. HEIGHT RESTRICTIONS

1. Prior to leaving Bellevue on the Cleveland District, the Conductor must inform the Moorman Terminal Dispatcher if train includes any stack cars that exceed a height of 19'3". If height of stack car(s) is not known, it will be considered exceeding 19'3". If a stack car is picked up on line-of-road, the Conductor must determine the height and so inform the Train Dispatcher.
- 2.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Only the following locomotive combinations are permitted in Akzonobel: 1 – 4 axle unit, 2 – 4 axle units, 1 – 6 axle unit + 1 – 4 axle unit, or 1 – 6 axle unit.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

None.

B. HANDLING OF DERAILS

System instructions govern.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

1. MP B 222.0 — Eastward Storage
2. MP B 236.2 — Certainteed Warehouse

D. ELECTRIC SWITCH LOCKS

1. MP B 233.1 10 minutes, 17 seconds

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency Code	911
Operation Support	658
MTR Support	411
Moorman Terminal Dispatcher	926
Toledo East Dispatcher	647
Mechanical Helpdesk Code	123
Wayside Helpdesk Code	128

CLEVELAND DISTRICT

7. COMMUNICATION INFORMATION (CONT.)

A. DIAL IN RADIO CODES (CONT.)

LCDI Help Desk	125
PTC/Energy Management Help Desk	130
Wayside Detector Playback Code	001
Sandusky Yardmaster	933

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Moorman Terminal Dispatcher	076-076	N/A
Moorman Yard	022-022	N/A
Moorman Yard Switching	097-097	N/A
Moorman Yard Hump	082-082	N/A
Moorman Yard Pit Foreman	037-037	N/A
South Lorain Yard Switching	076-076	N/A
Sandusky Yard	072-072	N/A
Wheeling and Great Lakes Erie R.R.	072-072	N/A
Toledo East Dispatcher	076-076	047-047

C. TELEPHONE NUMBERS

Great Lakes Division OSS	866-286-0047
Great Lakes MTO	470-463-1004
Assistant Chief Dispatcher East	470-463-1005
Assistant Chief Dispatcher West	470-463-1006
Bellevue Terminal Dispatcher	470-463-1116
Route 4 Yardmaster	419-483-1125
RU Drawbridge	419-244-4248
Toledo East Dispatcher	470-463-1112
Sandusky Yardmaster	419-871-6041

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

1. Avon, OH

The detector at MP B 200.6, Avon, OH, will check eastward trains for excessive height cars over 19'3". When an excessive height car over 19'3" is detected it will be the train crew's responsibility to make certain the train is routed over the eastward track (Main 1) through Cleveland should they have cars in their train over 19'3" high. If no message is received or detector reports failure, train must be inspected for excessive height cars over 19'3".

C. OTHER INSTRUCTIONS

None.

CLEVELAND DISTRICT

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

1. MP B 205.9 – Sheffield
2. MP B 216.9 – Oak Point
3. South Lorain Yard
4. Central 1 through Central 14
5. Between Central 1 and Nickel 1
6. Nickel 1 through Nickel 7
7. North Yard – Between Track 11 and Track 12
8. Huron Yard – All Tracks

B. TRACK PERMISSION

1. Permission to operate on the Huron Branch must be obtained from the Moorman Terminal Dispatcher.
2. Trains and engines moving in either direction between MP SL 0.0, South WYE switch Sheffield and MP SL 1.8, Elyria Connection must obtain permission from the Sandusky Yardmaster before proceeding and must clear with the Sandusky Yardmaster on their arrival. Sandusky Yardmaster will answer on AAR Channel 076-076.
3. Crews operating on Elyria R.T. and in Elyria Yard must obtain permission from the Sandusky Yardmaster prior to occupying track and must clear with same.
4. Permission from the Sandusky Yardmaster must be obtained before pulling or shoving out of the clear on the West end of South Lorain Yard. The yardmaster will then give permission to make the moves needed.
5. Permission from the Sandusky Yardmaster must be obtained before entering the yard from the East end of South Lorain Yard from either the Elyria Running Track or the Sheffield Running Track before passing French Creek Road.

C. INTERLOCKING INSTRUCTIONS

None.

D. DRAWBRIDGES

RU Drawbridge – B210.3

E. HANDBRAKE REQUIREMENTS

System instructions govern.

F. TRAIN HANDLING INSTRUCTIONS

1. Multi-level and hi-cube equipment must be handled with locomotive attached at Sheffield and Oak Point.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER
 - a. Do not block the private crossing at Kimball, MP B 240.1. If trains cannot fit between Kimball and Rt. 99, arrangements must be made with the Moorman Terminal Dispatcher before occupying the crossing.
 - b. Westward trains stopped at KM must stop east of the westward whistle post for Helen Drive located approximately 1,200 feet east of Helen Drive at MP B 217.3.
2. QUIET ZONES
None.
3. RUSTY RAIL CONDITIONS
None.

CLEVELAND DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

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

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.

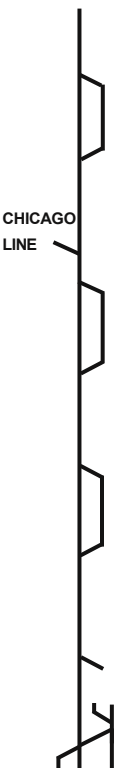
M. GENERAL INSTRUCTIONS.

1. There is no smoking or open flames permitted on the property of Geon/Lubrizol at MP B204.3.
2. FRA EXCEPTED TRACK
None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs
 - a. Cleveland, OH MP B162.6 – B203.6
2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

TOLEDO DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTES	
 <p style="margin-left: 5px;">CHICAGO LINE</p>			BELLEVUE TERMINAL DISPATCHER..... 926		
			T 8.0	HOMESTEAD.....(CP)	
	SS 42 82		T 13.2	CRANE CREEK.....(CP)	
			T 14.1	COMET(CP)	
			T 19.6	HBD-DED (<i>Towbridge</i>)	
			T 24.6	OAK HARBOR CONNECTION.....(CP)	
	SS 99 75		T 30.0	SEWELL.....(CP)	
			T 32.1	KINGSWAY.....(CP)	
			T 32.3	HBD-DED (<i>Kingsway</i>)	
			T 37.0	FREMONT.....(CP)	
	SS 63 70		T 39.8	FERGUSON(CP)	
			T 41.1	RUTHERFORD.....(CP)	
			T 41.6	HBD-DED (<i>Green Creek</i>)	
			T 46.8	CLYDE.....(CP)	
			T 50.7	KLINES.....(CP)	
		T 53.0	YORK STREET.....(CP)		

1. RULES IN EFFECT

	Main Track
Between	Rules
Homestead and CP Oak Harbor Connection	261
CP Oak Harbor Connection and York Street	261 PTC
Between MP T 8.0 and MP T 24.6 this track is designated as De minimis Exclusion limits per OR 107.	

TOLEDO DISTRICT

2. MAXIMUM SPEEDS

Between	Tracks
	MPH
MP T 8.0, Homestead, and MP T 53.0	50
<i>Except:</i> MP T 13.2 to MP T 14.1, Through Turnouts and Siding	10
MP T 24.6, Oak Harbor, Through Turnout and Connection Track	40
MP T 25.1 to MP T 25.4, Curves	45
MP T 30.1 to MP T 32.1, Through Turnouts and Siding	25
MP T 35.7 to MP T 37.6, Curves	35
MP T 37.6 to MP T 38.2, Curves	30
MP T 39.8 to MPT 41.1, Through Turnouts and Siding	10
MP T 44.1 to MP T 44.3, Curves	45
MP T 45.0 to MP T 46.2, Curves	30
MP T 50.7 to MP T 53.0	30
Toledo Connection Track	25
MP T 53.0 to MP T 54.7	25
Fremont Switching Lead, Restricted Speed not exceeding	10
Sandusky River Bridge, MP EW 21.9, Restricted Speed not exceeding	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 T 12.0 to MP T 13.0

MP T 31.0 to MP T 32.0

MP T 42.0 to MP T 43.0

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
Eastward Toledo - Bellevue	4359	5231	6103	6975	8719	11770
Westward Bellevue - Toledo	6424	7709	8994	10279	12849	17346

TOLEDO DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

System restrictions govern.

B. TRAILING TONNAGE RESTRICTIONS

System restrictions govern.

C. HEIGHT RESTRICTIONS

1. Only tank cars can be placed in Tracks A, B, and C. No other type of rail cars (box, hopper, etc.) are permitted into these tracks due to height restrictions.
2. Employees are prohibited from riding the top of side ladders on cars in the vicinity of the tomato paste unloading shed on "A" Tracks, H.J. Heinz Co.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

None.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

None.

B. HANDLING OF DERAILS

System instructions govern.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
Operation Support	928
Toledo District Dispatcher	926
Bellevue Terminal Dispatcher	926
Toledo East Dispatcher	647
Mechanical Help Desk	123
Wayside Helpdesk	128
RFE Desk	117
PTC Help Desk	130
Wayside Detector Playback Code	001

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Toledo Terminal Dispatcher	018-018	N/A
Bellevue Terminal Dispatcher	022-022	N/A
Toledo East Dispatcher	058-058	N/A
Toledo Terminal Dispatcher	064-064	N/A
Fremont Switching Channel	057-057	N/A

TOLEDO DISTRICT

7. COMMUNICATION INFORMATION (CONT.)

C. TELEPHONE NUMBERS

Operation Support	800-898-4298
Great Lakes MTO	470-463-1004
Assistant Chief Dispatcher East	470-463-1005
Assistant Chief Dispatcher West	470-463-1006
Bellevue Terminal Dispatcher	404-877-9550
Toledo Terminal Dispatcher	404-877-9527
Toledo East Dispatcher	404-877-9528
Fremont Yard Office	419-332-6641
Michigan Sugar	419-332-1188

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

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

1. Bridge over the Chicago Line at Oak Harbor, MP T 25.1
2. Bridge over the Sandusky River at Fremont, MP T 38.1
3. Bridge over Green Creek at Rutherford, MP T 41.2
4. Clyde, between Old Main and Storage Track
5. Fremont, between Main and Pass Track
6. Fremont, between Pass Track and River Track
7. Kline's Yard / Bellevue, Tracks 1 through 4

B. TRACK PERMISSION

1. Michigan Sugar

If cars must be moved west beyond the point on Track 2 marked by the fire hydrant on the south side, the crew must first obtain permission from Michigan Sugar.

C. INTERLOCKING INSTRUCTIONS

None.

D. DRAWBRIDGES

None.

TOLEDO DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

System instructions govern.

F. TRAIN HANDLING INSTRUCTIONS

System instructions govern.

G. ROAD CROSSINGS

1. **DO NOT BLOCK ORDER**
None.
2. **QUIET ZONES**
None.
3. **RUSTY RAIL CONDITIONS**
None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

The following are approved gravity drop locations:
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

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) Wheeling and Lake Erie – MP T 8.0 and MP T 54.7

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS.

1. **FRA EXCEPTED TRACK**
None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**
Toledo OH, MP T 5.3 to MP T 15.9
2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

GREAT LAKES DIVISION SPECIAL INSTRUCTIONS

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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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