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TT - GL

GREAT LAKES DIVISION

**TOLEDO TERMINAL
SUBDIVISION**

Timetable Number

1

Revised: May 19, 2022

EFFECTIVE OCTOBER 15, 2021

TOLEDO TERMINAL SUBDIVISION
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TOLEDO TERMINAL 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
- Ⓔ – 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
- ⒶL – 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 TERMINAL 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
Toledo Terminal District	CD 192.5 – CD 283.0.....	5 – 21

TOLEDO TERMINAL

	SIDINGS IN FEET	MP	STATION	NOTE
WEST ↓			TOLEDO TERM DISPATCHER 646	
<div style="display: flex; justify-content: space-between;"> 1 2 </div>	SS	CD 280.9	CP-281..... (CP)	
	22948	CD 282.9	HBD-DED 1-2-SS	
			TOLEDO TERMINAL DISP. 064 646	
		CD 285.4	CP-285..... (C)	
		CD 286.9	CP-286..... (CP)	
		CD 287.6	MAUMEE..... (DB) (C)	
		CD 287.9	CP-287..... (CP)	2
		CD 288.7	CP-288..... (CP)	

TOLEDO TERMINAL

WEST	SIDINGS IN FEET	MP	STATION	NOTE
<div style="display: flex; justify-content: space-between; margin-bottom: 10px;"> 1 2 </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>DETROIT LINE</p> <p>AIRLINE JUNCTION TOLEDO MEGA TERMINAL</p> <p>SWANTON YARD</p> </div> <div style="width: 5%; border-left: 1px solid black; border-right: 1px solid black;"></div> <div style="width: 45%; border-left: 1px solid black; border-right: 1px solid black;"></div> </div>		<p>CD 289.6/ CD 290.8</p> <p>CD 292.1</p> <p>CD293.7</p> <p>CD 295.3 CD 300.0</p> <p>CD 304.5</p> <p>CD 306.5</p> <p>CD 306.9 CD 311.0</p> <p>CD 320.0</p> <p>CD 320.5</p>	<p>CP-289 (CP)</p> <p>CP-292 (CP)</p> <p>CP 293 (CP)</p> <p>CP-295 (CP) HBD-DED 1-2</p> <p>CP-304 (CP)</p> <p>CP 306 (CP)</p> <p>CP 307 (CP) DED 1-2</p> <p>HBD-DED-HWD 1-2 ELKHART DISPATCHER – 046 644</p> <p>CP 320 (CP)</p>	<p>2, 3</p>

TOLEDO TERMINAL SUBDIVISION

STATION PAGE INFORMATION

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

NOTE 3: Interlocking in service for Controlled Siding only.

1. RULES IN EFFECT

	MAIN 1 TRACK	MAIN 2 TRACK
BETWEEN	RULES	
CP-281 and CP-320	261 PTC	261 PTC
Main 1 and Main 2 Tracks are numbered from North to South.		
Unequipped/uninitialized movements in PTC territory are permitted ref: OR 426 Toledo, OH (Airline Yard) MP CD 292.1 – MP CD 289.6		

2. MAXIMUM SPEEDS - PASSENGER

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

2. MAXIMUM SPEEDS — RHWY — FREIGHT

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

TOLEDO TERMINAL SUBDIVISION

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

CD 296.0 to CD 297.0

CD 311.0 to CD 312.0

4. DIESEL UNIT RATINGS

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

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

EXCEPTIONS

AUTHORIZED WEIGHT

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

B. TRAILING TONNAGE RESTRICTIONS

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

1. 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.

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

C. HEIGHT RESTRICTIONS

None.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. 6-axle locomotives are prohibited on the following tracks:
 - a. Evans Yard
 1. Mondelez Global (D10)
 2. #5 BELT – Front Street Yard
 - b. Maumee Yard
 1. American Rail Center (E03)
 2. Kuhlman Corp. (E04)

TOLEDO TERMINAL SUBDIVISION

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. LOCATIONS OF EQUIPMENT RESTRICTIONS (CONT.)

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

c. Airline Yard (Mega)

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

d. Sumner Street Yard

1. #18 track

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

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

B. HANDLING OF DERAILS

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

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

D. ELECTRIC LOCK SWITCHES

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

E. RADIO CONTROLLED SWITCHES

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

TOLEDO TERMINAL SUBDIVISION

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
MTO	640
Toledo Terminal Dispatcher	646
Elkhart Dispatcher	644
Operations Service and Support (OSS)	658
Mechanical Operations Center (MOC)	123
LCDI Help Desk	125
Wayside (JWDS) Help Desk	127
Wayside Detector Retransmission	001
PTC General	130
PTC Priority (Premium Trains Only)	135
RFE Center	117

B. AAR RADIO CHANNELS

BASE STATION	CHANNEL 1		CHANNEL 2	
	TX (RX)	ZONE	TX (RX)	ZONE
Toledo East DS	047-047	647	None	-
Toledo Terminal DS	064-064	646	None	-
Toledo North	027-027	646	None	-
Elkhart DS	046-046	644	None	-
Mega Yardmaster	064-064	690	018-018	-
			022-022	-
			030-030	-
			072-072	-
			076-076	-
			038-038	-
Mega Van Site	022-022		None	-
Mega Switching	030-030		None	-
Swanton Switching	038-038		None	-
Maumee / PBF Jobs	072-072		None	-
Evans Yd. / Mill	076-076		None	-
T-District Rd Ch. / Evans Yd.	018-018	924	None	-
CSXT Road	008-008		None	-
CSXT Yard	025-025		None	-
CSXT RL Dispatcher	035-035	5#	None	-
CSXT Stanley Yard	048-048		None	-
CSXT Fuel Pad	042-042		None	-
Ann Arbor RR	092-092		None	-
Cab / PTI Channel	081-081		None	-

C. TELEPHONE NUMBERS

CONTACT	PHONE
Great Lakes Division OSS	800-898-4296
Great Lakes Manager Train Operations	470-463-1004
Great Lakes ACD East	470-463-1005
Great Lacks ACD West	470-463-1006
Toledo East Dispatcher	470-463-1112
Toledo Terminal Dispatcher	470-463-1111
Elkhart Dispatcher	470-463-1110
Mega Yardmaster	419-381-5505
Swanton Yard Office	419-826-0038
Toledo Trainmaster	419-381-5522
Ann Arbor RR Ottawa Yard	419-726-4181
Ann Arbor RR Hallett Tower	419-726-3237
CSXT RL Dispatcher	708-832-2172
CSXT Yardmaster Walbridge	419-661-3056

TOLEDO TERMINAL SUBDIVISION

8. TERMINAL INSTRUCTIONS

A. CLOSE CLEARANCE

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

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

Maumee: Special Instructions

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

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

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

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

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

TOLEDO TERMINAL SUBDIVISION

8. TERMINAL INSTRUCTIONS (CONT.)

B. TRACK PERMISSION

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

C. INTERLOCKING INSTRUCTIONS

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

D. DRAWBRIDGES

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

E. HANDBRAKE REQUIREMENTS

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

TOLEDO TERMINAL SUBDIVISION

8. TERMINAL INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS (CONT.)

6. MEGA Van-site

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

7. Evans Yard

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

F. TRAIN HANDLING INSTRUCTIONS

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

a. Train and Engine crews:

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

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

b. Mega Yardmaster:

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

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

TOLEDO TERMINAL SUBDIVISION

8. TERMINAL INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. Crossings in Vickers, OH are not to be blocked. Trains must be cut when held at this location. Contact and coordinate with the Toledo Dispatcher.

- Bradner Road, MP CD 281.07, DOT 509419W
- Ayres Road, MP CD 281.44, DOT 509420R
- Mathews Road, MP CD 281.77, DOT 509421X
- Pemberville Road, MP CD 282.48, DOT 509422E
- Walbridge Road, MP CD 282.96, DOT 509423L
- Lamoyne Road, MP CD 283.82, DOT 509424T

2. QUIET ZONES

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

3. RUSTY RAIL CONDITIONS

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

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. EXCESSIVE CURVATURE RESTRICTIONS

1. Long (73 feet or more) cars may be handled on Main and Passing Tracks without restrictions.
2. The following instructions apply to movement on tracks other than Main and Passing Tracks:
 - a. Long cars must not be handled through No. 6 turnouts.
 - b. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 feet. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be made under observation at slow speed.
 - c. Long cars must not be handled on curves exceeding 17 degrees.

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

TOLEDO TERMINAL SUBDIVISION

8. TERMINAL INSTRUCTIONS (CONT.)

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

K. RECEIVING YARD INSTRUCTIONS

None.

L. CLASSIFICATION / SWITCHING INSTRUCTIONS

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

M. FORWARDING YARD INSTRUCTIONS

None.

N. RCO OPERATIONS

None.

O. HAZMAT SPILL PAN LOCATIONS

1. Evans Yard – Pig Track.

TOLEDO TERMINAL SUBDIVISION

8. TERMINAL INSTRUCTIONS (CONT.)

P. GENERAL INSTRUCTIONS

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

Q. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

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

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
NONE.

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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