



**CHICAGO DIVISION
TIMETABLE NO. 1**

**EFFECTIVE
SATURDAY, JANUARY 1, 2005
AT 0001 HOURS
CSX STANDARD TIME**

**P. T. Burrus
Division Manager**

TIMETABLE LEGEND

GENERAL

Unless otherwise indicated on subdivision pages, the train dispatcher controls all main tracks, sidings, interlockings, controlled points and yard limits

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 letter identifier

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

The maximum speed permitted between mileposts listed may also include restrictions over road crossings or other defined locations. Where speeds differ between various classes of trains, they will be listed in separate columns.

Abbreviations used are (P) – Passenger, (F) – Freight. Designations for other trains will be identified in Subdivision Special Instructions. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. Special speeds, such as over road crossings, will be shown in shaded blocks.

B. MILEPOST

The alpha-numeric milepost for the station or reference point. At locations to check speed indicators the mileposts will be listed without alpha prefixes and will be shown with a wide border.

C. STATION

The Controlled Point, Interlocking, Station or other reference point name. The miles between stations listed in bold letters will be shown on the right side of the column and total miles will be shown at end of diagram.

D. TRACK DIAGRAM

The timetable assigned direction from the first listing to the last is defined above the track diagram by arrows and direction.

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

The authority for movement rules applicable to the subdivision are listed below this box.

F. TWC – Track Warrant Control Rules

TWC-DTC – Listing of TWC-DTC blocks for permanent or temporary use.

TWC-DCS – Listing of TWC-DCS stations with the letter 'D' for permanent or temporary use as dispatching points.

G. NOTES

Where station page information may need to be further defined, a note will refer to "STATION PAGE NOTES" listed at the end of the diagram.

3 – SYMBOLS USED IN THE DIAGRAM

N – North **S** – South **E** – East **W** – West
YL – Yard Limits
NB – Northbound **SB** – Southbound
EB – Eastbound **WB** – Westbound

Milepost used for checking speed indicator accuracy will be shown without alpha prefixes and will be bordered like this:

28.0
29.0

(P) Passenger Station
 CP Controlled Point
 (X) Interlocking
 (R) Remotely Controlled
 RT Running Track
 IT Industrial Track
 ss Spring Switch
 (A) Automatically Controlled
 ABS Automatic Block Signal Rules
 CPS Control Point Signal Rules
 TTB Thru-Truss Bridge
 CSS Cab Signal System Rules
 ATC Automatic Train Control Rules
 EQHR Equipment Handling Rules
 SDF Slide Detector Fence
 SDS Slide Detector Signal
 SDG Siding
 SSDG Signaled Siding
 CSDG Controlled Siding
 ABTH Air Brake and Train Handling Rules

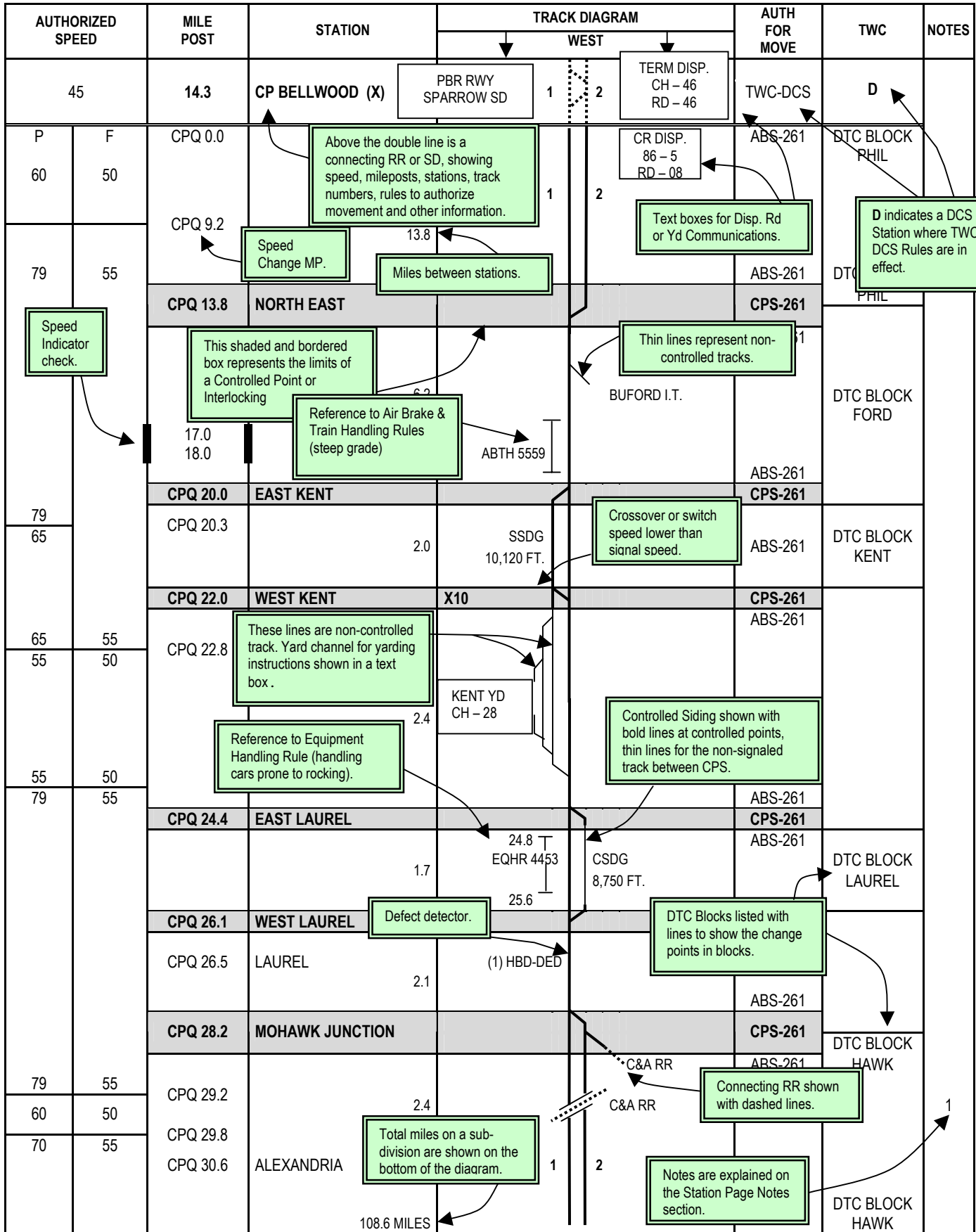
CM DISP.
94 – 7
RD - 08

Communications text boxes show Dispatcher, Operator, Yardmaster or other station. AAR channel, call-in tone and where used, the number of "clicks" to call the station. If there is a separate road channel it be shown as "RD –"

Defect Detectors

(1) Type 1 (Equipment Handling Rules)
 (2) Type 2 (Equipment Handling Rules)
 AD Audible Detector
 DED Dragging Equipment Detector
 DEDAC Dragging Equipment Detector, Axle Counter
 HBD Hot Box Detector
 HCD High Car Detector
 HCDAC High Car Detector, Axle Counter
 HWD Hot Wheel Detector
 PDD Protruding Door Detector
 SWD Sliding Wheel Detector
 WID Wheel Impact Detector

LEGEND - SAMPLE SUBDIVISION - SS



NORTHERN REGION OFFICERS

1700 W. 167th St.
Calumet City, Illinois 60409

A. J. TUCHEK
Vice President

CHICAGO DIVISION OFFICERS

1700W. 167th St.
Calumet City, IL. 60409

P. T. Burrus
Division Manager

D.A. Biegel Sr.
Senior Road Foreman of Engines

D. L. Micklos
Asst. Division Manager

J.M. Phillips
Manager Safety and Operating Practices

M.D. Riley
Director Corridor Operations

D.R. Edwards
Mechanical Superintendent

E.T. Hendrickson
Chief Train Dispatcher

A.D. Daly
Director Train Operations

B.G. Cook
Director Locomotive Utilization

T.E. Livingston
Resident Vice President, IL.

Location and Name	Title	Location and Name	Title	Location and Name	Title
Calumet City, IL.		Grand Rapids, MI.		Saginaw, MI	
B. Fowler	Engineer Track	C. Castle	Terminal Manager	M. Lakel	Trainmaster
M. Childs	Manager Facilities	D. Grupa	Trainmaster	Vacant	Trainmaster
J. Ivanyo	Engineer Signals	B. Workman	Trainmaster	S. Posey	Trainmaster
S. Bertok	Signal Supervisor	A. Zima	Trainmaster	P. Zarazua	Road Foreman of Engines
J. VanderVeer	Regional Manager Materials	Vacant	Trainmaster	M. Koelsch	Roadmaster
D. Jewel	Mgr. Work Equipment	R. Patterson	Road Foreman of Engines		
H. Cox	Supvr. Envir. Field Services	T. Sanns	Signal Supervisor	Sarnia, CAN	
J. Tupa	Mgr Field Services-Haz-Mat	T. Bowen	Roadmaster	D. Watson	Trainmaster
D. Kiser	Communications Supervisor	R. Himebaugh	General Foreman - Cars		
				Chatham, CAN	
Chicago, IL		Kenton, OH		M. Ferren	Roadmaster
M. Begue	Terminal Superintendent	J. Hosfield	Trainmaster		
T. Brown	Asst. Terminal Superintendent			Wayne, MI	
K. Miller	Industrial Trainmaster	Jacksonville, FL		J. Lafave	Trainmaster
D. Nuckels	Trainmaster	B. Pharis	Chief Train Dispatcehr		
D. Harris	Trainmaster			Walkerton, IL	
J. Spencer	Trainmaster	Garrett, IN		D. Coffin	Roadmaster
C. Dickson	Trainmaster	R. McCarter	Trainmaster		
T. Gregory	Trainmaster	M. Brown	Trainmaster	Watervilet, MI	
M. Alamprese	Road Foreman of Engines	S. Riddle	Trainmaster	M. Schultz	Roadmaster
T. Brock	Road Foreman of Engines	W. Relaford	Road Foreman of Engines		
G. Coleman	Road Foreman of Engines	S. Koster	Signal Supervisor	Strongsville, OH	
P. Bemoir	Roadmaster			T. Thoburn	Division Engineer
C. Martinez	Roadmaster	Livonia, MI		M. Ludwig	Staff Engineer
L. Carreno	Asst. Roadmaster	L. Fulton	Line of Road Superintendent		
C. Minderhout	General Forman – Cars	K. Rice	Road Foreman of Engines	Toledo, OH	
B. Rotkoski	General Foreman – Locos	D. Roach	Manager Conductor Training	J. Morris	Terminal Superintendent
D. Farris	Commander – CSX Police	B. Chafin	Signal Supervisor	D. Sprandel	Asst. Terminal Superintendent
		T. Drake	Resident Vice President – MI	J. Claus	Asst. Terminal Superintendent
Danville, IL.		M. Cameron	Roadmaster	H. Johns	Industrial Trainmaster
C. Stayton	Trainmaster	M. Donahue	Roadmaster	E. Erickson	Trainmaster
S. Couture	Road Foreman of Engines			G. Payne	Trainmaster
G. Free	Roadmaster	Lafayette, IN		J. Palicki	Trainmaster
		D. Spencer	Trainmaster	S. Shelton	Trainmaster
Dearborn, MI		B. Ricketts	Signal Supervisor	J. Brown	Trainmaster
J. Horner	Terminal Manager	R. Fech	Asst. Roadmaster	R. Lemon	Trainmaster
B. Barnhard	Trainmaster			M. Ulrich	Trainmaster
J. Forro	Trainmaster	Plymouth, MI.		M. Smith	Road Foreman of Engines
G. Wilson	Trainmaster	P. Parent	Roadmaster	E. Koprowski	Road Foreman of Engines
S. Rutz	Trainmaster			A. Maust	Engineer Track
		Ottawa, IL		T. Bentley	Roadmaster
		D. Severson	Trainmaster	C. Gillan	Asst. Roadmaster
				E. Benson	Asst. Roadmaster
				L. Lewis	Signal Supervisor
				B. Williams	Sr. General Foreman – Cars
				B. Silvis	General Foreman – Locos

REGIONAL / DIVISION TELEPHONE NUMBERS

CALUMET CITY, IL OPERATIONS CENTER	RNX	BELL	FAX
VICE PRESIDENT NORTHERN REGION	481-2143	708-832-2143	708-832-2275
DIVISION MANAGER	481-2061	708-832-2061	708-832-2090
ASSISTANT DIVISION MANAGER	481-2150	708-832-2150	708-832-2174
SR. ROAD FOREMAN OF ENGINES	481-2179	708-832-2179	708-832-2178
CHICAGO DIVISION CHIEF TRAIN DISPATCHER	481-2171	708-832-2171	708-832-2175
CHICAGO TERMINAL ASS'T CHIEF DISPATCHER (24 HOURS)	481-2088	708-832-2088	708-832-2092
CHICAGO TERMINAL TAXI / PILOT DESK (24 HOURS)	481-2107	708-832-2107	708-832-2092
RA DISPATCHER	481-2072, 2073	708-832-2072, 2073	708-832-2127
BARR SD (M5)			
LAKE SD (LA)			
CHICAGO HEIGHTS (C5)			
PORTER SD (PB)			
MONON SD (M0)			
RB DISPATCHER	481-2074, 2075	708-832-2074, 2075	708-832-2128
BLUE ISLAND SD (BJ)			
NEW ROCK SD (NK)			
ALTENHEIM SD (AL)			
JACKSONVILLE, FL OPERATIONS CENTER			
GREAT LAKES CHIEF DISPATCHER (24 HOURS)	388-4051	904-381-4051	
SC DISPATCHER	388-4133, 4134	904-381-4133, 4134	
GARRETT SD (CQ)		1-800-356-9582 EXT 4133, 4134	
DETROIT CHIEF DISPATCHER (24 HOURS)	388-2785	904-381-2785	
AW DISPATCHER			
GRAND RAPIDS SD (ZD)			
NASHVILLE CHIEF DISPATCHER (24 HOURS)	388-2787	904-381-2787	
SA DISPATCHER	388-2122	904-381-2122	
WOODLAND SD (WQ)			

CSX POLICE – EMERGENCY	1-800-232-0144
DIVISION SAFETY LINE	1-866-885-4027
MECHANICAL HELP DESK	1-800-624-8385 RNX 388-5540 RNX 388-5555

NOTES

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ALTENHEIM SUBDIVISION - AL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
		BLUE ISLAND SD RB DISPATCHER 12-T1 / RD 08	UP GLOBAL ONE	UP ROCKWELL SUB TAYLOR STREET CONN.	193		1
10	DC 30.2	ROCKWELL STREET	ALTENHEIM SD RB DISPATCHER 12-T1 / RD 08		ABS-251 1-W 2-E		2
	DC 31.9	SPRINGFIELD AVE					2
	DC 32.6	46 TH AVENUE		BRC	CICERO INDUSTRIAL TRACK		
	DC 33.0	48 TH AVENUE			48 TH AVENUE YARD		
	DC 34.1	CENTRAL AVENUE					
	DC 34.4	EAST BARRIE PARK					
	DC 35.0	WEST BARRIE PARK					
	DC 36.1	FERRARRA PAN SWITCH					4
	DC 36.4	HANNAH STREET					3
	DC 36.5						
10	DC 36.9 DC 37.1	MADISON STREET			ABS-251 1-W 2-E		
			CN			CN RULES	

STATION PAGE NOTES

- NOTE 1:** Single track – 14th St. to Rockwell St. Only one train may occupy the single track at a time. Trains must not enter single track without permission of RB Train Dispatcher and must report clear when movement is completed.
- NOTE 2:** No. 1 Track is out of service between MP DC 30.25 (just west of dirt access road) and MP DC 32.55 (100 FT. west of Kostner Ave Bridge). No. 2 Track is out of service from MP DC 31.9 at the end of track and MP DC 32.55 (100 FT. west of Koster Ave Bridge).
- NOTE 3:** "WWD Holding Point" Sign – trains without permission to leave CSX Tracks must stop east of this sign.
- NOTE 4:** Trains must not enter main track without permission of RB Train Dispatcher. Trains must report clear of main tracks when movement is completed.

ALTENHEIM SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. MAXIMUM HEIGHTS AND WIDTHS TABLES

a) MAXIMUM HEIGHT TABLE

Maximum Height	
Location	Maximum Height
46 th Ave., Main Line, BRC overhead	18'0"
East Wye, BRC overhead	17'9"
Laramie Ave. overhead	19'9"
Austin Blvd. Overhead	18'4"
Lombard Ave. overhead	18'6"
Ridgeland Ave. overhead	18'7"
East Ave. overhead	19'3"
Oak Park Ave. overhead	18'8"
Home Ave. overhead, Main Tracks	21'2"
Home Ave. overhead, Mohrs Spur	17'6"
Harlem Ave. overhead	19'1"
Circle Ave. viaduct	19'5"

b) MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Shipments within the dimensions shown below loaded on cars having 44" or less truck centers may be handled without restrictions.

Maximum Widths at Various Heights	
Height Above Rail	Width
18'0"	11'0"
2'0"	11'0"

Note:

Any shipment exceeding above dimensions, must be cleared with Clearance Bureau.

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BARR SUBDIVISION – M5

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	WEST			
P	F							
79	60			GARRETT SD SC DS CH 12-T4 RD 08		ABS-261		
P	F							
60	40	BI 236.6	PORTAGE AVENUE BI 236.67 WILLOW CREEK WILLOW CREEK ROAD BI 236.89			CPS-261		1
60	40			PORTER SD RA DS CH 14-T3 RD CH 08				
79	60					ABS-261		
		BI 239.0	MILLER			CPS-261		
		BI 239.0	MILLER	(1)HBD-DED				
		BI 240.0	OLD HOBART ROAD BI 240.67 WEST END MILLER SDG HOWARD ST BI 241.13 LAKE ST BI 241.35		MILLER SIDING CSS CSS OVERHEAD	ABS-261		
		BI 243.7	EAST GARY			CPS-261		
		BI 244.0			EAST GARY SETOUT TRACK	ABS-261		
				NS CP 497 CHICAGO WEST DISPR CH 46				
		BI 246.6	EAST CURTIS			CPS-261		
		BI 248.0	WEST END CURTIS CLARK ROAD BI 248.22			ABS-261		4
79	60			EJ&E OVERHEAD				
CONN TK	NO 1 NO 2	DC 0.0	PINE JUNCTION			CPS-261		
40	40			CONNECTION TRK PINE JCT MP BIA 248.8 CP 501 MP BIA 249.4 40MPH		ABS-261		
	40	DC 0.4	CLARKE JUNCTION			CPS-261		
			INDUSTRIAL HWY DC 0.69 CLINE AVE ACCESS RD DC 1.14 CLINE AVE ACCESS RD DC 1.18	THATCHER ENGINEERING	FT WAYNE SD	ABS-261		

BARR SUBDIVISION - M5

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
40	DC 1.3	EUCLID AV DC 2.19	NATIONAL PROCESSING		ABS-261		
40	DC 2.6	CALUMET TOWER KENNEDY AV DC 2.66	EJE HARBORSON WALKER LEAD	IHB	CPS-261		1
40	DC 3.2	REPUBLIC	IHB		CPS-261		1
40		RAILROAD AV DC 3.47 TOD AV DC 3.57 INDIANAPOLIS BL DC 3.71 MAGOON AV DC 3.79 BARRING AV DC 3.85 GOSTLIN/145 TH ST C YARD WHITING INDUSTRIAL TRACK COLUMBA AV DC 4.71 ASH ST DC 4.9 CALUMET AVENUE DC 5.15 TORRENCE AVE DC 5.29 HENRY AVE DC 5.35 JOHNSON AVE DC 5.40	EAST CHICAGO YARD		ABS-261		
30		HOHMAN AVE DC 5.59 SHEFFIELD AVE DC 5.65 WABASH AVE DC 5.80	NS IHB		CPS-261		1
30	DC 7.2	CALUMET PARK	HEGEWISCH INDUSTRIAL TRACK IHB CALUMET CITY YARD	IHB HIGH SPEED IHB 3 RUNNER IHB 4 RUNNER	ABS-261		
40			NS SC&S BRANCH		CPS-261		
40			IHB KENSINGTON BRANCH	IHB NO 2 IHB NO 1	ABS-261		

BARR SUBDIVISION – M5

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
			WEST	WEST	WEST			
40	DC 9.9	PAXTON AV DC 8.40 COTTAGE GROVE COTTAGE GROVE DC. 9.97	(1) HBD-DED	1	2	IHB NO 1 IHB NO 2 IHB CP GROVE IHB EASD DI CH 25	ABS-261	3
40	DC 10.4	COTTAGE GROVE PARK/LINCOLN AV DC 10.50	ST GOBAIN GLASS SAFETY KLEEN			UP VILLA GROVE SD DISPATCHER DS CH 20 T *52	CPS-261	
20	DC 10.7	DOLTON TOWER	CSX-UP LINCOLN AVENUE CONN. 20 MPH			DOLTON TOWER OPERATOR CH 58		2
20	DC 10.9	138 TH STREET(WEST ONLY)				CSX-UP CONNECTION 10 MPH	CPS-261 ABS-261	
20		138 TH AND INDIANA DC 11.12				NS BOTTLE CONNECTION	CPS-261 (193)	
30	DC 11.4	RIVERDALE	KNAPPAN TERM CN OVERHEAD CN CONN. ACME LEAD			CN OVERHEAD	CPS-261 (193)	
20	No. 3					SOUTH OPEN	CPS-261 (193)	
30			LOCOMOTIVE SERVICE CTR CH 11-11	1	2	R LEAD A1 NORTH OPEN OLD SPRING SWITCH	ABS-261 (193)	
		DC 12.9 DC 13.0 DC 13.1				HALSTEAD ST CROSSOVER F7 SWITCH F8 SWITCH F9 SWITCH		5
		D YARD SWITCH CROSSOVER G YARD SWITCH				NEW CROSSOVER ASHLAND HEADIN SW	ABS-261 (193)	
30	20			1	2		ABS-261 (193)	

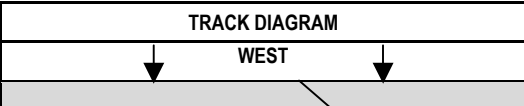
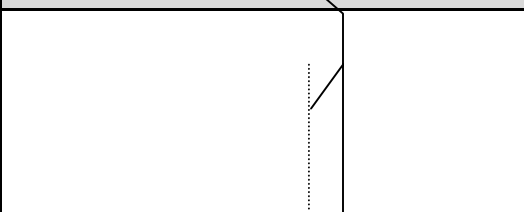
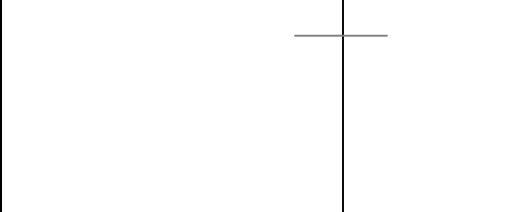
BARR SUBDIVISION – M5

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
				WEST					
No. 1 & 2 30	No. 3 20			1	2	3	ABS-261		
		DC 13.9	ROLL AVENUE	BARR YARD NORTH OPEN WORK LEAD SOUTH OPEN			CPS-261 (193)		
	20 30	DC 14.1	HARVEY JUNCTION	EAST LEG OF WYE			CPS-261 (193)		
			CHATAM AVE DC 14.40	WEST LEG OF WYE			CPS-261 (193)		
		DC 14.4	CHATHAM	CHICAGO HEIGHTS SD RA DS CH 14-T3, RD 08			CPS-261 (193)		
			WESTERN AVE DC 14.67				ABS-261 (193)		
30	30						ABS-261 (193)		
No. 1 30	No. 2 & 3 20	DC 15.3	B. I. JUNCTION	IHB 1 IHB 2			CPS-261 (193)		
			CN OPERATOR CH 58				CPS-261 (193)		
30	20						CPS-261 (193)		
40		DC15.4	VERMONT ST	BLUE ISLAND SD RB DISPR DS CH 12-T1 RD-08			ABS-261 (193)		
40							ABS-261 (193)		

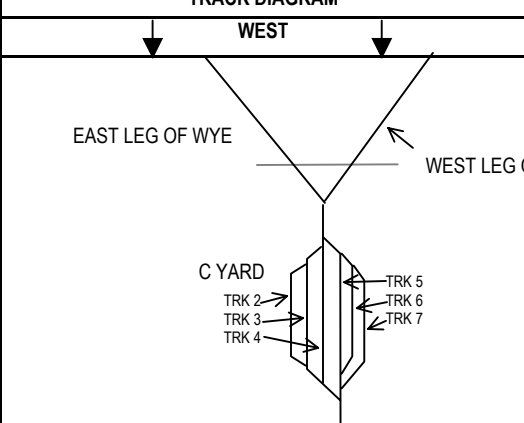
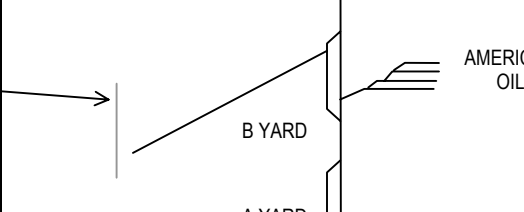

STATION PAGE NOTES

- ENTIRE SUBDIVISION:** All CPL signals are signal rules C1281 – C1298. All color light signals are signal rules 1281-1298.
- NOTE 1:** When stop signal is displayed, rule 226-Bc(2) applies. Remotely controlled by CSX RA dispatcher, Calumet City.
- NOTE 2:** Manual interlocking. When stop signal is displayed contact Dolton control operator on Ch 58 for instructions.
- NOTE 3:** Westbound trains – when a defect is indicated, will stop west of Perry Ave. if operating on the Barr SD or north of 130th Street if operating via UPRR.
- NOTE 4:** Curtis Yard crews must contact EJE Kirk Yardmaster on CH 10 for permission to enter and working Curtis Yard & must report clear when departing. While working the yard, crews must use CH 08.
- NOTE 5:** Trains entering Barr Yard at any signaled location or hand throw switch must secure permission of Yardmaster before passing signal or opening switches. Halstead Yardmaster CH 19/Ashland Yardmaster CH 80.

BARR SUBDIVISION – M5 HEGEWISCH INDUSTRIAL TRACK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
5	DC 6.0	STATELINE			96		
		NS CONNECTION					
		BURNHAM AVE BID 1.07					
5					96		

BARR SUBDIVISION – M5 WHITING INDUSTRIAL TRACK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
10		145 TH ST / GOSLIN AV DCE 0.26			96		
		INDIANAPOLIS BLVD					
							
10					96		

BARR SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

a. Providing Crossing Protection

Trains will provide protection against vehicular traffic before moving over highway or street crossing designated below:

Highway and Street Crossings	
Location	Crossing
East Chicago (Whiting Ind Tk)	121 st St
Burnham (Hegewisch Ind Tk)	Burnham Ave., Chippewa Ave., Green Bay Ave

b. East Chicago & Hammond crossings

Any road crossing on the Barr SD in Hammond or East Chicago, Indiana should not to be blocked. Any time a train is stopped in excess of 10 minutes on any crossings, the RA train dispatcher is to be notified. The train crew is responsible to ensure that the rear of their train clears all crossings.

The train dispatcher will inform the crew what action is required to clear crossings. When any crossings are blocked beyond 10 minutes, the dispatcher may instruct the train crews to cut these crossings.

c. Riverdale – Wentworth Avenue

Eastward trains on No. 3 main track will not block Car Shop Access Road, Wentworth Avenue. When necessary to stop, trains must remain clear of Wentworth Avenue unless otherwise instructed by RA train dispatcher or are allowed to proceed by signal indication.

d. Fireroad – Barr Yard

When necessary for Westward trains to stop on No. 1 or No. 2 main tracks at fire emergency access road Crossing located at the West end of Barr Yard approximately 500' East of Ashland Av. at DC 13.3, they are to stop 500' East of road crossing. If train is not clear of Riverdale Interlocking, contact RA Dispatcher for further instructions.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Restricted Equipment Rule 4453 will apply at the following locations

Calumet Park Interlocking DC 7.2
 Dolton Interlocking DC 10.7
 Riverdale Interlocking DC 11.4
 Blue Island Junction DC 15.0

Crews will be furnished a message notifying them when their train contains any of these cars.

Maximum Heights and Widths Tables

a) Maximum Height Table

Maximum Height	
Location	Maximum Height
Pine Jct., EJE Overhead	20' 2"
Riverdale, IC Overhead	20' 2"
Barr Yard, Halsted St. Viaduct	21' 6"
Blue Island Jct., Metra RI Overhead	20' 2"

b) Maximum widths at various Heights Table

Shipments measuring within the dimension shown below loaded on cars having 44 feet or less of truck centers may be handled without restrictions.

Maximum Widths at Various Heights	
Height Above Rail	Width
20' 2"	8' 6"
19' 6"	11' 0"
18' 6"	11' 0"
20' 0"	11' 0"

Any shipments exceeding above dimensions must be cleared with the Clearance Bureau.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. Unless otherwise authorized by the Superintendent, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Equipment Restrictions		
Location	Equipment	Restriction
Entire Subdivision	Cars with gross Weight exceeding 315,000 lbs.	Must not operate
St. Gobain Warehouse track	Multiple Units	Must not operate

NOTES

7. MISCELLANEOUS

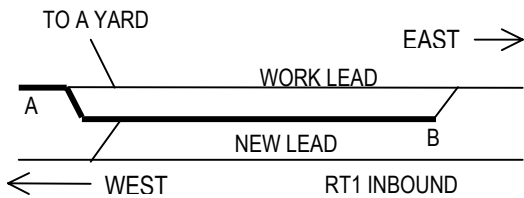
Instructions Relating to Remote Control Locomotive Operation:

Remote control locomotive (RCL) operation is established at Barr Yard, Riverdale, IL. RCL operation and instructions are found in Division Special Instructions and system bulletins

Before entering eastbound or westbound yards, or movement from roundhouse dispatch tracks, train crews are to contact yardmaster for instructions.

Remote Control Zone (RCZ) number 1 is established at Barr Yard, Riverdale, IL, and RCZ signs are in place as follows:

Approximately 100' west of the Halsted St. bridge (A) on the Halsted east end work lead through the turnout to the new lead, to approximately 1700' east of the Halsted St. bridge (B) on the new lead out to the crossover switch from the north open. (See Diagram)



Bold line indicates remote control zone number 1. A and B indicate location of RCZ signs.

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BLUE ISLAND SUBDIVISION - BJ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
	DC 15.3	BLUE ISLAND JCT. BROADWAY DC 15.11			CPS-261		
40	DC 15.4	VERMONT			CPS-261 (193)		
		UNION ST DC 15.72 127 TH ST DC 15.97 123RD ST DC 16.46 119 TH ST DC 16.98 115 TH ST DC 17.48 113 TH ST DC 17.72 111 TH ST DC 17.97 109 TH ST DC 18.22 107 TH ST DC 18.47 105 TH ST DC 18.72 104 TH ST DC 18.84 103 RD ST DC 18.97 99 TH ST DC 19.46 95 ST ST DC 19.96 91 ST ST DC 20.47	QUIET ZONE SEE SPECIAL INSTRUCTIONS		ABS-261 (193)		
	DC 20.8	CP 88TH STREET			CPS-261 (193)		
40	DC 21.2	87 TH ST DC 20.98					
	25	No. 3 10	DC 21.6	CP 82ND STREET	CPS-261 (193)		
10	DC 22.0	79 TH STREET			ABS-261 (193)		
	DC 22.5	75 TH STREET			CPS-261 (193)		1
					ABS-261 (193) CPS-261 (193)		
25	No. 3 10	DC 23.0	BELT CONNECTION	71ST ST DC 23.09 1 LEAD 2 3	CPS-261 (193)		3
	40	DC 23.0	59 th ST INTERMODAL FACILITY CH 84	1 LEAD 13 LEAD	ABS-251 (193) 1-W 2-E		

BLUE ISLAND SUBDIVISION – BJ

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
				WEST					
No. 1 No. 2 40	No. 3 10	DC 24.5	59 TH STREET	<div style="border: 1px dashed black; padding: 2px; display: inline-block;">59TH STREET INTERMODAL FACILITY CH 84</div> 			ABS-251 (193) 1-W 2-E		
	10	DC 25.5	51 ST STREET						4
		DC 26.9	39 TH STREET	<div style="border: 1px dashed black; padding: 2px; display: inline-block;">39TH STREET EXTENSION CONTROLLED BY 59TH ST YARDMASTER</div> TO NS ASHLAND YARD					5
		DC 27.2		<div style="border: 1px solid black; padding: 2px; display: inline-block;">NS BRIGHTON PARK SWITCHTENDER CH 46</div>					6
40		DC 27.4	BRIGHTON PARK						7
25		DC 27.7	35 TH STREET				(193) 1-W 2-E		7
		DC 28.0	ASH STREET	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ASH STREET CONTROLLED BY CN DESK 1 DISPATCHER CH 54-T4 PHONE 708-208-6742</div>			CPS-261 (193)		2
		DC 29.1	22 ND STREET				ABS-251 (193) 1-W 2-E		7
		DC 29.6	16 TH STREET				ABS-251 (193) 1-W 2-E		8

BLUE ISLAND SUBDIVISION – BJ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
25	DC 29.7	14 th STREET			ABS-251 (193) 1-W 2-E		9
25 10					193 YARD LIMITS		
10	DC 30.0				193 YARD LIMITS		10
10	DC 30.2	ROCKWELL STREET			193 YARD LIMITS		
10	DC 30.2	ROCKWELL STREET			ALTENHEIM SD RB DISPATCHER CH 12 T 1 RD 08	193 YARD LIMITS	

STATION PAGE NOTES

ENTIRE SUBDIVISION: All CPL signals are signal rules C1281-C1298. All color light signals are signal rules 1281-1298.

- NOTE 1:** When stop signal is displayed, rule 226-B(2) applies. Remotely controlled by CSX RB dispatcher, Calumet City.
- NOTE 2:** When stop signal is displayed, rule 226-B(2) applies. Remotely controlled by CN Desk 1 Dispatcher, Homewood, IL.
- NOTE 3:** Train operating against the current of traffic must secure verbal permission from RB Train Dispatcher.
- NOTE 4:** At 51st St. switches are hand throw; signals are dispatcher controlled. No signal west on No. 2 Track or 3rd Main.
- NOTE 5:** Trains operating against the current of traffic will secure verbal permission from RB Train Dispatcher.
- NOTE 6:** All trains must stop at stop board at Brighton Park regardless of signal displayed. NS Switch Tender at Brighton Park controls movements, under the direction of the CSX RB Train Dispatcher. This includes the NS Diamond over CSX.
- NOTE 7:** NS CJ Tracks from Ashland Ave Yard to 16th St. controlled by NS Ashland Yardmaster CH 64. Trains must secure permission of Ashland Yardmaster before using CJ Tracks at all points.
- NOTE 8:** Trains using 16th St. connection to UP must secure permission from NS Ashland Ave Yardmaster CH 64 & UP Terminal Dispatcher before proceeding.
- NOTE 9:** Single Track – 14th St. to Rockwell St. only one train may occupy the single track at a time. Trains must not enter single track without permission of RB Train Dispatcher and must report clear when movement is completed. Switches may be left as last used.
- NOTE 10:** UP – Ogden Junction controlled by UP Terminal Dispatcher CH 52-T *51. Trains must secure verbal permission before entering UP RR trackage at all points. Switches on UP have switch indicator lights. These lights convey position of switches only.

BLUE ISLAND SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

CHICAGO 911 PROTOCOL

In accordance with the City of Chicago's new 911 protocol, the following street crossings have been identified as critical routes for the delivery of emergency services to the City of Chicago. The crossings, all located on the Blue Island SD are:

115TH STREET	DC 17.48
113TH STREET	DC 17.72
111TH STREET	DC 17.97
103RD STREET	DC 18.97
99TH STREET	DC 19.46
95TH STREET	DC 19.96
87TH STREET	DC 20.98

When trains are stopped or anticipated to be obstructing any of these crossings for more than ten (10) minutes, train crew must notify the RB Train Dispatcher immediately. Upon receiving notification, the RB Train Dispatcher will advise the Ass't Chief Dispatcher at Calumet City, who will contract the City of Chicago Office of Emergency Communications contact number.

88TH STREET

Trains eastbound on the Blue Island Subdivision must comply with the following instructions when being held at CP 88th Street.

Trains 5,000 feet or less in length must stop clear of CP 82nd St. Trains exceeding 5,000 feet in length must stop short of 87th Street.

Trains stopping at 87th Street must use the stretch braking method of train control to stop their trains.

Trains stopping for crew change must stop short of 87th Street.

127TH STREET

Eastward trains with more than twenty cars will not pass 127th Street, except under signal indication or by permission of RB train dispatcher.

If a train must stop on 127th St. the RB dispatcher is to be notified immediately.

QUIET ZONE – 99TH STREET TO 127TH STREET

The FRA train horn rule makes provisions for quiet zones, which are defined in the code of federal regulations (CFR) as follows: A segment of a rail line, within which is situated one or a number of public highway-rail crossings at which locomotive horns are not routinely sounded.

A local government must meet a number of requirements before the FRA will grant permission to establish a quiet zone. Once FRA approval is received, and once a quiet zone is established, the locomotive horn must not be sounded when approaching public crossings within the quiet zone. There are the following exceptions:

The locomotive horn must be sounded when approaching roadway workers, when proceeding through work limits, in emergencies or when otherwise required by CSX operating rules. Refer to operating rules 14(L), 14(P), and 15.

A quiet zone is established between 123rd Street – MP DC 14.46 and 99th Street – MP DC 19.46. Except when necessary in an emergency, or as provided in the exceptions listed above, the locomotive horn must not be sounded when approaching public crossing within the quiet zone. The locomotive bell must be rung when approaching and passing public crossings within the quiet zone.

The determination of whether there is an emergency is at the sole discretion of the locomotive engineer.

100-E

All highway grade crossings on the Blue Island Subdivision are now equipped with constant time motion detectors. Trains must operate in accordance with Operating Rule 100-E when approaching these crossing.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

MAXIMUM HEIGHT TABLE

Shipments measuring within the dimensions shown below, loaded on cars having 44' or less track centers may be handled without restrictions.

Maximum Height	
Location	Maximum Height
18 th St. BN Overhead No. 1 and No. 2 Mains	20'2"
19 th St. BN Overhead No. 1 and No. 2 Mains	20'2"
21 st St. CTA Overhead No. 1 and No. 2 Mains	22'0"
Drainage canal –8 Track Bridge (Ash St.)	20'2"
49 th St. IHB and GTW Overhead	20'2"

Maximum Widths at Various Heights	
Height Above Rail	Maximum Width
20'2"	8'6"
17'0"	11'0"
5'6"	11'0"
4'6"	10'8"
3'6"	10'6"
2'0"	10'4"

NOTES

Any shipment exceeding above dimensions or multiple loads must be cleared with Clearance bureau.

Restricted Equipment Rule 4453 will apply at the following locations:

- 83rd Street curve DC21.4
- 79th Street curve DC22.1

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EXECEPTION TO RESTRICTED EQUIPMENT RULE 4463

Restriction on placement of double stack equipment prescribed by rule 4463 does not apply to trains on that portion of the Blue Island SD between 51st Street (DC 25.5) and 75th Street (DC 22.5).

When double stack equipment is handled on rear of this movement, the entire movement within these limits is restricted to a speed not exceeding 15 MPH.

Unless otherwise authorized by the Superintendent, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Equipment Restrictions		
Location	Equipment	Restriction
Bridge 592C at 35 th St. Bridge 605C at 36 th St.	Cars with gross weight exceeding 286,000 lbs.	10 MPH

7. MISCELLANEOUS

NONE

NOTES

NOTES

NOTES

CARROTHERS SECONDARY SUBDIVISION – UC

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	SOUTH ↓			
MAIN							
10	QTC 80.5	WALBRIDGE			CPS-261	D	
	QTC 77.6	WALL	IH DISP DS CH 64		TWC-DCS	D	
	QTC 70.0	LIME				D	
	QTC 68.6	WOODVILLE				D	
10	QTC 67.0	END OF TRACK			TWC-DCS		

STATION PAGE NOTES

NOTE 1: Carrothers Industrial track between Lime and end of track controlled by operator Walbridge.

CARROTHERS SECONDARY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

NONE

NOTES

CHICAGO HEIGHTS SUBDIVISION – C5

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
		BARR SD RA DISPR DS CH 14-T3 RD 08	CHATAM	HARVEY JUNCTION	(193)	CPS-261 (193)	
10	DB 0.0	136 TH ST DB 0.09 139 TH ST DB 0.37	CHATAM AV		RA DISP DS CH 14-T3 RD 08	ABS-261 (193)	1
	DB 0.5	NORTH HARVEY	IHB			CPS-261 (193)	
		141 ST ST DB 0.79 ROBEY AVE DB 1.35 WOOD ST DB 1.77 SIBLEY AV DB 1.78 ASHLAND AV DB 2.24		SEELEY		193	
	(CN 22.6)	LOOMIS (CSX JCT)				CN RULES	
	(CN 23.2)	HARVEY			CN TRACKAGE BETWEEN LOOMIS AND HARVEY CN RULES APPLY TD4 DS CH 28 T90		
					MATERIAL SERVICES	193	
10	DB 8.0	END OF TRACK					

STATION PAGE NOTES

ENTIRE SUBDIVISION: All CPL signals are signal rules C1281-C1298. All color light signals are signal rules 1281-1298.

NOTE 1: When stop signal is displayed, rule 226-B-3-B applies. Remotely controlled by CSX RA dispatcher, Calumet City.

CHICAGO HEIGHTS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

1. (A) Southward trains must not foul Wood Street crossing until permission to enter CNIC main track is received.
- (B) Northward trains must not foul 162nd Street crossing until permission to enter CNIC main track is received.

2. Rusty Rail Conditions

Due to rusty rail conditions on Main Track south of North Harvey, highway grade crossing protected by flasher lights and/or gates must not be fouled until it is known that flashers have been operated for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

MAXIMUM HEIGHT AND WIDTH TABLES

a) MAXIMUM HEIGHT TABLE

Loads 11'0" wide may be handled unrestricted at the heights indicated.

1) MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Shipments measuring within the dimensions shown below, loaded on cars having 44' or less truck centers may be handled without restrictions

Maximum widths at Various Heights	
Height Above Rail	Width
17'3"	11'0"
2'0"	11'0"

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. Unless otherwise authorized by the Superintendent, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Equipment Restrictions		
Location	Equipment	Restriction
Entire Subdivision	Cars with gross Weight Exceeding 270,000 lbs.	Must not operate on.

7. MISCELLANEOUS

NONE

NOTES

DEAN SUBDIVISION – Z5

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
				<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> AW DISPR DS CH 14 – T3 RD CH 08 </div>			
MAIN 10	CB 0.7	MERSHON		WEST SHORE SPUR CMGN	CPS-261		
25							
20 MPH H/E ONLY	CB 0.8				TWC-DTC	DTC BLOCK LAWN	
25	CB 1.1						
	CB 2.1	W/E MERSHON					
	CB 6.1	LAWNDALE, MI	HBD(1)			DTC BLOCK LAWN	
	CB 10.8	DTC BLOCK SIGN E/E FREELAND		SSDG – 5060 FT. MERSHON SDG			
	CB 11.9	W/E FREELAND	FREELAND BEAN	SSDG – 4820 FT. FREELAND SDG		DTC BLOCK CORNING	
	CB 16.8		DOW CORNING	CONSUMERS POWER			1
25	CB 17.2				TWC-DTC	DTC BLOCK CORNING	

STATION PAGE NOTES

NOTE 1: Tittabawassee River Bridge on industrial track to Consumers Power Company 10 MPH.

DEAN SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Freeland and Mershon sidings – Due to rusty rail conditions, trains and engines must approach automatic grade crossing protection prepared to STOP and must not foul crossings unless the automatic grade crossing warning devices are operating properly or crossings are protected by a member of the crew on the ground.

Midland, Dow Chemical – All westbound movements out of Dow connection must ascertain that the crossing protection at Dow Chemical private crossing at MP CB 17.38 and US 10 at MP CG 17.5 are activated prior to entering the crossing.

SWITCHES

Dean Yard – The normal position of the switch at the west end of west No 4 track is lined for main track movement.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

CLOSE CLEARANCE

CLOSE CLEARANCES	
Location	Track
Freeland	Berger Bean elevator track
Freeland	Freeland Bean elevator track

OTHER INSTRUCTIONS

Midland, Dow Corning plant

Smoking is prohibited; only electric lanterns will be used.

Cutting off cars in motion inside the plant is prohibited.

Permission to enter plant must be secured from Dow security at 1-989-496-4207.

Dean Yard

Entrance to Omni track, Dean yard is controlled by Omni track. Permission to enter must be secured via radio channel 08-08 or by calling 1-989-835-6751, or by contacting Dow security at 1-989-636-4400.

NOTES

DETROIT SUBDIVISION - DT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
No. 1 10	No. 2 10	CH 1.0	DETROIT-15 TH ST			96		
		CH 4.5	DELRAY			96		
10	10	CH 5.0				96		
		CH 6.6	ROUGEMERE			96		
20 H/E ONLY	45	CH 7.2 CH 7.5	SOUTHERN AVE MICHIGAN AVE CONN			ABS-261	DTC BLOCK ROUGE	
20 H/E ONLY		CH 7.9				ABS-261		
45		CH 8.7	P COMPANY JCT.			CPS-261		
		CH 9.6				ABS-261		
		CH 12.1	PLYMOUTH ROAD			CPS-261	DTC BLOCK OAK	
		CH 13.2	OAK			ABS-261		
		CH 14.2 15.0 CH 16.4 17.0				ABS-261	DTC BLOCK BELT	
		CH 17.9	MIDDLEBELT			CPS-261		
		CH 19.0				ABS-261	DTC BLOCK STARCK	
		CH 20.0	STARK			CPS-261		
45	45					ABS-261	DTC BLOCK ECKLES	

30 MPH
OVER ROAD
CROSSINGS AT
GRADE
BETWEEN
MP CH 9.6 AND
MP CH 14.2
HEAD END
ONLY

DETROIT SUBDIVISION – DT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
No 1 45	No 2 45			1	2	ABS-261		
				THIRD RAIL				
		CH 23.0	ECKLES ROAD	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> AX DISP DS CH 84 –T8 RD CH 08 </div>		CPS-261	DTC BLOCK ECKLES	
				PLYMOUTH EAST YARD		ABS-261		
		CH 24.1	HINES PARK	X10 X10		CPS-261		
SAGINAW WYE	MAIN			SAGINAW WYE	MAIN TRACK	ABS-261	DTC BLOCK VILLAGE	
30	30							
MAIN				SAGINAW SD SAGINAW SD PLYMOUTH SD				
30		CH 24.5	PLYMOUTH					

STATION PAGE NOTES

ENTIRE SUBDIVISION: Trains in excess of 7,000 tons are restricted to 35 MPH.

DETROIT SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Grade crossings east of Delray interlocking – Trains or engines must not foul any road crossings unless it is known that the automatic grade crossing warning devices are operating properly or the crossings are protected by a member of the crew on the ground.

West Grand Boulevard, Linwood Avenue, Swain Avenue, Scotten Avenue, McKinstry Avenue, Summit Avenue, Clark Avenue – Simultaneous movements of trains and engines must not be made at any time.

Warren Avenue – Trains or engines must not exceed 6 MPH approaching crossing.

Oak Yard, Burt Road – Westbound trains or engines from Oak Yard lead or siding must not exceed 10 MPH approaching crossing.

Outer Drive, MP CH 14.2 – Eastbound trains stopping at Outer Driver must pull down and stay within 100 feet of crossing.

Inkster Road and Stark Road – Movement on the Eastbound third rail must not be made over these crossings unless the automatic grade crossing warning devices are known to be operating properly or the crossings are protected by a member of the crew on the ground.

Haggerty Road, CH 23.8 – Movement on the switching lead at Haggerty Road must be not made over the crossing unless it is known that the automatic grade crossing warning devices are operating properly or the crossings is protected by a member of the crew on the ground.

CONSTANT TIME MOTION ROAD CROSSINGS

The following crossings are equipped with a constant time motion detector, Operating Rule 100-E, paragraph 5 applies.

Constant Time Motion Detector Road Crossings	
Location	Crossing Name
CH 21.3	Levan Road
CH 23.7	Haggerty Road

HAND OPERATED SWITCHES

Plymouth – Number 9 and 11 track switches located at the south end of the north yard must be left lined for No 10 track after use.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Between Delay MP CH 4.5 and Oak Yard MP CH 12.5	Double stack cars not in compliance with RE Rule 45	Must not exceed 10 MPH

DETROIT RIVER TUNNEL – When advised by a message that the train includes trailers on flat cars with dimensions as follows:

Dimensions:

Eastward track: 16'05" high above top of rail at 8'00" wide	20 MPH
Westward track: 16'01" high above top of rail at 8'00" wide 15'10" high above top of rail at 8'06" wide	20 MPH

7. MISCELLANEOUS

CLOSE CLEARANCES

Employees are prohibited from riding the sides of cars at the following locations due to close clearance:

CLOSE CLEARANCES

Location	Track
TransFlo Terminal – MP CH 1.0	All
Ferrous Processing – MP CH 6.6	
Rougemere Yard	E13, near Rip track
Rougemere Yard	W/E R07

Rougemere Rip Track, Stop building – Electric doors have been installed at the Rougemere Rip track, shop building.

Switches that will open, closed and stop the movement of these doors are located at each door, inside and outside, approximately four feet off the ground. Insure that the door is fully open before starting any movement.

An electric motion sensor is installed on each door. If the door is being closed and any motion is detected through the door, the sensor will automatically cause the door to reverse to open.

Upon completion of switching this facility, close all doors.

USE OF SPECIFIED TRACKS

East of Delray – Movements between MP CH 1.0 and MP CH 4.5 will not enter the track without permission of the operator at Delray, and will be governed by the operator's instructions.

Rougemere – Trains or engines will not occupy track between MP CH 4.5 and MP CH 6.6 without receiving yarding instructions from the yardmaster at Rougemere.

Foreman Avenue Wye – Eastbound trains or engines will not occupy this track without permission from the operator at Delray. Westbound trains or engines will not occupy this track without permission from the NS operator at Rouge River Bridge.

West Belt Junction – Trains or engines enroute from Conrail to CSX must obtain permission from the CSX train dispatcher before entering or fouling the No 1 main track.

Middlebelt –The westbound third rail between Middlebelt and Merriman Road will not be blocked with unattended equipment without permission of the yardmaster at Plymouth.

OTHER INSTRUCTIONS

Departing trains – Rougemere – Westbound trains or engines leaving Rougemere yard will STOP at MP CH 8.6 (Schaefer Road) until a favorable signal or permission from the train dispatcher is received.

EASTWARD CP TRAINS FOR CANADA

All eastward CP trains destined for Windsor Canada must contact the Rougemere yardmaster prior to entering the Michigan Avenue connection to determine if train has been cleared by United States Customs. If your train has not been cleared, do not enter the Michigan Avenue connection, follow the instructions of the Rougemere yardmaster.

REMOTE CONTROL OPERATIONS

Rougemere Yard:

Remote control locomotive (RCL) established in Rougemere Yard. RCL operations and special instructions are found in division special instructions.

Remote control zone (RCZ) is established in Rougemere yard and RCZ signs are in place as follows:

Zone A – East end Rougemere, back lead, from R07 switch to clearance point at CP tunnel.

NOTES

FREMONT SUBDIVISION - FR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN				SOUTH			
25	CGD 19.6	FREMONT		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> AW DISP DS CH 35 -T2 RD CH 08 </div>	TWC-DTC	DTC BLOCK FREE	
25	CGD 0.6	DTC BLOCK SIGN			TWC-DTC		
EAST WYE 20 MPH	CGD 0.0	BERRY		EAST WYE	193		
40	CGC 61.5				TWC-DTC	DTC BLOCK ZEPHYR	
40	CGC 60.0				193		
40	CGC 58.4						
40	CGC 58.0	NORTH YARD					
20	CGC 57.8						
10	CGC 56.8						
20	CGC 56.3	MUSKEGON		SOUTH HORN SPUR			
40	CGC 56.1				193		
10	CGC 56.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK HEIGHT	
	CGC 54.8	MSRR CONNECTION		MSRR			
	CGC 54.1	MUSKEGON HEIGHTS		MSRR			
	CGC 53.5	DTC BLOCK SIGN				DTC BLOCK MUSK	
10	CGC 53.2			ROSEY MOUND			
40	CGC 44.8	FERRYSBURG		DRAWBRIDGE			
40	CGC 43.8	GRAND HAVEN		CORN PLANTERS SPUR			
10	CGC 43.0					DTC BLOCK MUSK	
40	CGC 33.5	DTC BLOCK SIGN					
	CGC 33.6			CONSUMERS ENERGY SPUR		DTC BLOCK POWER	
40					TWC-DTC		

FREMONT SUBDIVISION - FR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
MAIN	CGC 28.4 CGC 26.5 CGC 24.6 CGC 24.4	HARLEM DTC BLOCK SIGN			TWC-DTC	DTC BLOCK POWER	
40							
40							
10							
20							
10	CGC 23.9	NORTH END WYE			CPS-261		
	CG 24.4	WAVERLY	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> GRAND RAPIDS SD AW DISPR DS CH 35 -T2 RD CH 08 </div>		CPS-261		

FREMONT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Fremont, Main Street/M-82 – Unattended equipment must not be stored within 200 feet of the crossing.

Grand Haven, Jackson Street – Movement on the team track must not foul the crossing until automatic grade crossing protection has been activated for at least 20 seconds.

Holland, Waverly just north of James Street – Between the east switch of the wye track at Waverly and CGC 25.0, to avoid blocking the road crossings – southward trains of more than 50 cars must not pass the signal at CGC 25.9 unless an aspect more favorable than APPROACH is displayed or until permission is secured from train dispatcher.

DRAWBRIDGES

INSTRUCTIONS FOR SWINGBRIDGE OPERATION AT FERRYSBURG:

The Ferrysburg Swingbridge will be closed from December 15th through March 15th and will not need to be lined for marine traffic. During the period from March 16th through December 16th the bridge must be lined for marine traffic after each use.

Approach signals have been installed and are located at MP CGC 044.7 for southbound movements and MP CGC 043.8 for northbound movements.

Trains will stop at statutory STOP signs and STOP signals located at CGC 44.7 for northbound movements and CGC 44.6 for southbound movements, and will be governed as follows:

Operating Bridge for Rail Traffic

- a) Check for marine traffic.
- b) Open Control box on bridge approach apron.
- c) Turn cable attached key to “on” position.
- d) Use pushbutton to sound siren to warn marine traffic (if siren inoperative, sound locomotive horn).
- e) Move control lever to “close” position. This will put bridge in motion. Bridge will stop before reaching fully closed position. Press and hold yellow override button and operate control lever toward “close” position to complete closing of bridge.
- f) Inspect rails on bridge and apron to insure alignment.
- g) Engage the north and south center locking pins (see note on locking pin operation)

- h) Move to control house at center of bridge using walkway between rails.
- i) Enter control house and locate black control stand (south end of room). Move handle from center position to “down” position. This will engage wedges under bridge and rail locks within web of rails at each apron. Leave handle in “down” position. Limit switch will automatically stop rail locks and wedges in proper position. Replace handle to center position.
- j) Inspect each end of bridge, using walkway between rails, for proper engagement of wedges and rail locks.
- k) If inspection reveals wedges and rail locks are properly in place, allow train to proceed across bridge. Stop train clear of bridge, allowing for slack action.
- l) Using walkway between rails return to control box on first used apron, turn cable attached key to “off” position and secure box with switch lock.

Operating Bridge for Marine Traffic

- a) Move to control house at center of bridge using walkway between rails.
- b) Enter control house and locate black control stand (south end of room). Move handle from center position to “up” position. This will retract wedges under bridge and rail locks from within the web of rails at each apron. Leave handle in “up” position until limit switch engages, indicating wedges and rail locks have been retracted. Replace handle to center position. Secure control house.
- c) Inspect wedges at each end of bridge, using walkway between rails, to insure retraction of wedges and rail locks.
- d) Disengage the north and south center locking pins using yellow painted handle located within gage of rail (see item G of “closing bridge for rail traffic”). Engage plate at bottom of rod to top of prongs on center locking pin and push down 12-14 inches. Return handle to its cradle.
- e) Using walkway between rails, move to control box on apron where end of train is located. Open control box and turn cable attached key to “on” position.
- f) Move control handle to “open” position and hold until bridge is fully open. A red light in the control box will illuminate to indicate that bridge is in fully open position.
- g) Turn cable attached key to “off” position and secure control box with switch lock.

If bridge fails to operate according to instructions, advise the train dispatcher immediately.

If necessary to contact the U.S. Coast Guard, their phone number is 616-850-2501.

Train crews must not turn bridge if there are sustained winds of 40MPH or greater. For current weather information, call the Coast Guard number listed above.

Note On Locking Pin Operation

To engage the locking pin, follow the steps listed below:

1. Locate the yellow painted handle within the gauge of rails at either end of the bridge.
2. Pull the yellow handle up out of its cradle, clearing the bridge deck and turn it 90 degrees.
3. Attached to yellow handle is a rod (approximately 4 feet long) with a plate attached to the bottom. Engage the plate under the prongs of the locking pin and pull the handle up approximately 12-14 inches.
4. Pulling up on the handle engages the locking pin and assures the bridge is centered before the wedges and rail locks can be engaged.
5. Return the handle to its cradle.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

No 6-axle locomotives may operate between MP CGD 0.9 and CGD 19.6.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

CLOSE CLEARANCES

Employees are prohibited from riding the sides of cars at the following locations due to close clearance:

CLOSE CLEARANCES	
Location	Track
Bay Logistics	Past NW corner of building

EXCEPTED TRACKS

ALL TRACKS NORTH OF MP CGC 58.4

Holland – Ottawa Beach Branch

Grand Haven – Corn Planters Spur

Muskegon – South Horn Spur

OTHER INSTRUCTIONS

GERBER PRODUCTS – Do not switch the plant between the hours of 1200 and 1300. If a train is in the area between the noted hours, all crossings must be cut and kept clear to permit vehicular traffic access to the plant.

Engines are not permitted inside the building or within one car length of the dock door due to the possibility of food contamination.

CONSUMERS ENERGY, MP CGC 33.6 – The normal position of the switch at MP CGC 33.6 is for movement to the Consumers Energy spur.

Trains and engines using the Consumers Energy spur must contact the Consumers Energy Fuel supervisor's office for yarding instructions before crossing Hiawatha Drive. The office phone number is 616-738-3344. The fuel supervisor's cellular phone number is 616-836-9921.

Muskegon – Trains or equipment using the following tracks are restricted to 5 MPH:
M07/North yard scale track

Harlem – Trains or equipment using the following tracks are restricted to 5 MPH:
West Michigan Mills
Bil-Mar Feeds

NOTES

GARRETT SUBDIVISION – CQ

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				↓	↓				
P	F				WEST				
79	60				<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> GARRETT SD GREAT LAKES DIV SC DISPATCHER DS CH 84 – T7 RD CH 08 </div>	ABS-261			
P	F				WEST				
79	60	BI 125.0	AUBURN	AUBURN PORT AUTHORITY BRANCH	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> SC DISPATCHER AUBURN-ALBION DS CH 84 – T7 RD CH 08 </div>	CPS-261	DTC BLOCK AUBURN		
No. 3	No. 1	No. 2	BI 124.9		3				
45	60	60	BI 127.9		1 2	ABS-261			
30	30	30	BI 128.0	GARRETT	STORAGE TRACK	CPS-261			
30	30	30	BI 128.4		YARD LEAD				
45	45	45	BI 130.2		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> GARRETT YARD YARDMASTER CH 70 </div>	ABS-261	DTC BLOCK GARRETT		
			BI 130.0	WEST GARRETT	YARD LEAD	CPS-261			
						ABS-261	DTC BLOCK AVILLA		
P	F				WEST				
79	60	BI 132.0	AVILLA			CPS-261			
		BI 138.4 140 141	RIPLEY, IN	(1)HWD-HBD-DED		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> SC DISPATCHER ALBION MP BI 142.6 TO AUBURN DS CH 84 – T7 RD CH 08 </div>	ABS-261	DTC BLOCK RIPLEY	1
		BI 140.0	RIPLEY			CPS-261			
		BI 143.5			SETOFF TRACK BI143.2				
		BI 150.0			KIMMEL SDG	ABS-261	DTC BLOCK CROMWELL		
		BI 152.6	CROMWELL		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> SC DISPATCHER ALBION MP BI 142.6 TO WILLOW CREEK DS CH 12 – T4 RD CH 08 </div>	CPS-261			
		BI 153.4 BI 155.7	CROMWELL, IN	(1)HBD-DED	ZOLMAN FARMS				
		BI 160.5	SYRACUSE	NAT'L PRODUCTS BI 160.65	AG-PRO BI 160.7				
		BI 162.9			SETOFF TRACK BI 160.7	ABS-261	DTC BLOCK MILFORD		
		BI 164.3			MAPLELEAF				
79	60				MILFORD SDG BIDS				
60	40	BI 165.7	MILFORD JUNCTION		NS MARION BR	CPS-261		2	
79	60	BI 166.2			PURINA				
		BI 168.8	GRAVELTON, IN	(1)HBD-DED	1 2	ABS-261	DTC BLOCK NAPANEE		
79	60	BI 172.5		BUILDERS LUMBER					

GARRETT SUBDIVISION - CQ

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 79	F 60				WEST			
		BI 173.8			FAIRMONT HOMES	ABS-261	DTC BLOCK NAPANEE	
		BI 175.4	WEST NAPANEE			CPS-261		
		BI 180.3 BI 181.5 BI 181.9		CAGRILL	1 2	ABS-261	DTC BLOCK BREMEN	
					JOHN MANSVILLE PRINCE ARGİ			
		BI 183.0	BREMEN			CPS-261		
		BI 184.0 BI 186 BI 186.5 BI 187 BI 189.3 BI 190.6	LAPAZ, IN	(1)HBD-DED	FULTON MARSHALL COOP CARGILL	ABS-261	DTC BLOCK GARDEN	
		BI 191.9	GARDEN			CPS-261		
79	60				..... NS	ABS-261	DTC BLOCK WALKERTON	
60	40	BI 199.1	WALKERTON		SET OFF TRACK	CPS-261		2
79	60	BI 199.2			SET OFF TRACK	ABS-261	DTC BLOCK QUINNS	
		BI 202.7	QUINNS			CPS-261		
		BI 204.5	QUINNS, IN	(1)HBD-DED	SET OFF TRACK BI 208.0	ABS-261	DTC BLOCK TRACY	
79	60			SET OFF TRACK BI 210.0	WABASH INDUSTRIAL TRACK			
40	40	BI 213.8	WELLSBORO		CN	CPS-261		3
79	60			WB SIDING 2475'			DTC BLOCK WELLSBORO	
		BI 215.0	WEST WELLSBORO		CPS-261 #1 TRACK	ABS-261	DTC BLOCK WEBSTER	
		BI 217.5	WEBSTER			CPS-261		
		BI 220.5 BI 221.0 BI 225.8	SUMAN, IN	UNIVERSAL FOREST PROD.	SET OFF TRACK	ABS-261	DTC BLOCK SUMAN	
		BI 226.7	SUMAN	(1)HBD-DED		CPS-261		
		229 BI 229.8 230 BI 234.8		SET OFF TRACK	2 1			
				SC DISPATCHER ALBION MP BI 142.6 TO WILLOW CREEK DS CH 12 - T4 RD CH 08	MCCOOL SETOFF TRACK	ABS-261	DTC BLOCK WILLOW	
79	60	BI 236.0						
60	50	BI 236.3						
79	60							

GARRETT SUBDIVISION – CQ

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
60	40	BI 236.9	WILLOW CREEK			CPS-261		
60	40							

STATION PAGE NOTES

ENTIRE SUBDIVISION: All color light signals are signal rule 1281-1298.

NOTE 1: Any train that receives at "HOT WHEEL" message from the defect detector at Ripley will notify the yardmaster at Garrett. The notification will include train id, actual axle number reported and what was found.

NOTE 2: When stop signal is displayed, rule 234-B(2) applies. Remotely controlled by SC dispatcher, Jacksonville.

NOTE 3: When absolute signal governing movement over crossing displays "STOP" aspect (Rule 292), after securing permission of CSX SC Train Dispatcher, conductor or engineer will:

Determine CN train or engine is not fouling or approaching crossing;

Pass signal at least 30 feet but DO NOT FOUL crossing;

Wait seven minutes, and;

Proceed in accordance with rule 233.

GARRETT SUBDIVISION – CQ WABASH INDUSTRIAL TRACK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST			
10	CI 212.8	END OF TRACK		96		
	CI 213.4	NORTH JUDSON				
	CI 222.6 CF 0.5	LA CROSSE				
	CF 6.4	THOMASTON		1,2		
	CF 9.1	HANNA		1,3		
10	CF 15.3			96		
	BI 213.8	WELLSBORO		CPS-261		

STATION PAGE NOTES

ENTIRE WABASH INDUSTRIAL TRACK

Entire Wabash Industrial and Malden Industrial tracks are excepted track.

Due to rusty rail conditions, trains must approach all grade crossings at locations protected by flasher lights and/or gates prepared to stop and must not foul crossing unless it is known that the warning devices have been operating for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, protect in accordance with rule 100-J.

NOTE 1: Absolute signals at **Thomason** crossing and **Hanna** crossing have been set at "STOP" due to rusty rail conditions.

NOTE 2: Thomason – NS Crossing

Conductor or engineer will determine NS train or engine is not fouling or approaching crossing;
 There is no time-release device. Proceed in accordance with rule 226-B-3-c;
 Pass signal at least 30 feet but not foul crossing;
 Wait five (5) minutes and
 Proceed in accordance with rule 225.

NOTE 3: Hanna – Ft. Wayne and Eastern Crossing

Conductor or engineer will determine train or engine is not fouling or approaching crossing;
 There is no time-release device. Proceed in accordance with rule 226-B-3-c;
 Pass signal at least 30 feet but not foul crossing;
 Wait five (5) minute and
 Proceed in accordance with rule 225.

GARRETT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Information about that part of the Garrett Subdivision east of Auburn, IN is contained in the Great Lakes Division Timetable.

CHANGE IN OPERATING RULE "R"

For the Garrett SD only, notification must be made to the train dispatcher when on duty 7 hours.

CHANGE IN OPERATING RULE 103-D – For cars left standing on main and yard tracks at Garrett, IN, MP BI 125.3 to MP BI 131.4.

Cars left standing on a track must be clear of other tracks where practicable. A minimum of 10%, but not less than one or more than three hand brakes, must be applied to hold the cars.

The remainder of the rule is not changed.

HIGHWAY AND STREET CROSSINGS

NAPANEE

Trains when operating in industry tracks at Napanee must flag road crossing at Jackson St., MP BI 173.

CROMWELL

Trains when operating in industry track at Cromwell must flag road crossing State Route 5, MP BI 153.5.

AUBURN PORT AUTHORITY TRACK

All highway grade crossings on the Auburn port authority track are now equipped with crossbucks only. When a train is going to operate on the Auburn port authority track, the Garrett yardmaster will contract the Auburn police department at 219-925-1500. The Auburn police department will assist the crews in protection over all road crossings on the Auburn industrial track.

The above procedure does not supersede rule 100. A trainman must protect the crossings from a point on the ground at the crossing where he will be in a position to stop pedestrian and vehicular traffic.

When operating on the Auburn port authority track and the Auburn police fail to respond to a request to provide protection, the train will proceed over the crossings in accordance with rule 100-J.

The Auburn Port Authority track is excepted track.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

John Mansville track – NO CLEARANCE – Do not ride side of car into loading dock.

Universal Forest Prod. – NO CLEARANCE – Do not ride side of car into loading platform.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

1. Unless otherwise authorized by the Superintendent, operating equipment is restricted in the use of tracks, bridges, and trestles as follows:

Equipment Restrictions		
Location	Equipment	Restrictions
Auburn and Willow Creek	Cars with gross weight exceeding 315,000 lbs	Must not operate
Auburn Port Authority	6 axle units	Must not operate
All industry tracks on Garrett SD except Wabash Industrial track, LaPaz industry track, and Bremen Tks 1, 2 3, 4 & lead.	6 axle units	Must not operate
Milford Jct.: Maple Leaf Farms, Inc.	Cars longer than 64 ft.	Must not operate

2. Cars with rotating couplers moving in service to Curtis Yard, IN. are exempt from complying with Restricted Equipment Rule 4467 on Garrett Subdivision

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

AUBURN PORT AUTHORITY TRACK

Only one four axle engine may operate on the Auburn port authority track. Do not take cars that are not being delivered to Auburn port authority customers on the Auburn port authority track.

NOTES

NOTES

GRAND RAPIDS SUBDIVISION – ZD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
	CG 3.5	LAMAR					
					CPS-261	DTC BLOCK HUDSON	
		CG 4.0 CG 4.3 CG 4.6			ABS-261		
					CPS-261		
		CG 6.0	GRANDVILLE				
						ABS-261	
		CG 7.7 CG 9.7 CG 11.5			ABS-261		
					CPS-261		
		CG 12.0	E/E HUDSONVILLE				
		CG 13.2		SSDG 8500'	ABS-261	DTC BLOCK HUDSON	
					CPS-261		
		CG 14.0	W/E HUDSONVILLE				
		CG 14.1 CG 19.1 CG 19.9	ZEELAND, MI	(1) HBD-DED	ABS-261	DTC BLOCK ZEE	
		CG 21.1 CG 21.7			ABS-261		
					CPS-261		
		CG 23.0	WAVERLY EAST				
					SSDG 4600'		
		CG 24.2			CPS-261	DTC BLOCK WAVE	
		CG 24.4	WAVERLY		ABS-261		
					SSDG 4337'		
					CPS-261		
		CG 25.3	HOLLAND				
		CG 25.5 CG 26.8			ABS-261	DTC BLOCK SAUGA	

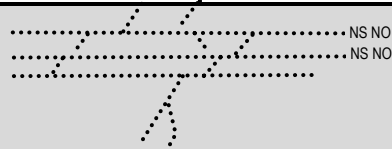
GRAND RAPIDS SUBDIVISION - ZD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F	CG 32.0	EAST SAUGATUCK	SSDG 5000'		CPS-261	DTC BLOCK WELLS	
65	50	CG 33.0						
40	35	CG 36.2						
55	50					ABS-261		
65	50	CG 41.4	E/E WELLS	SSDG 9150'		CPS-261	DTC BLOCK WELLS	
						ABS-261		
		CG 43.3	W/E WELLS			CPS-261		
65	50	CG 44.2	PEARL, MI	(1)HBD-DED		ABS-261	DTC BLOCK JUNC	
55	50	CG 51.2						
65	50	CG 52.0						
		CG 53.9	E/E GRAND JUNCTION	SSDG 8350'		CPS-261	DTC BLOCK BANG	
						ABS-261		
		CG 55.6	W/E GRAND JUNCTION			CPS-261		
65	50	CG 55.9	BANGOR		AUXILIARY TRACK	ABS-261	DTC BLOCK BANG	
60	50	CG 58.4						
50	45	CG 59.5						
65	50	CG 60.4						
30	30	CG 60.5						
60	50	CG 61.2						
65	50	CG 61.4						
		CG 61.3	E/E GROSS	SSDG 8550'		CPS-261	DTC BLOCK BANG	
		CG 62.0				ABS-261		
		CG 63.1	W/E GROSS			CPS-261		
65	50	CG 64.4	HARTFORD, MI	(1)HBD-DED	KLSC RR	ABS-261	DTC BLOCK HARTFORD	
50	50	CG 65.1						
65	50	CG 66.2						
35	35	CG 68.5	HARTFORD			ABS-261	DTC BLOCK HARTFORD	
		CG 68.8						
		CG 69.6						
65	50	CG 70.2	E/E KIRK	SSDG 9300'		CPS-261	DTC BLOCK HARTFORD	
						ABS-261		
		CG 72.3	W/E KIRK			CPS-261		
65	50	CG 73.4	WATERVLIET		MIDWEST WHSE & DIST MENASHA PAPER CO	ABS-261	DTC BLOCK COLOMA	
35	35	CG 74.6						
65	50	CG 75.9	COLOMA			ABS-261	DTC BLOCK COLOMA	
35	35	CG 76.9						
65	50							

GRAND RAPIDS SUBDIVISION – ZD

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST	WEST			
P	F			CG 78.4			APL	ABS-261		
65	50									
No. 1	No. 2			CG 80.1	RIVERSIDE			CPS-261		
P	F	P	F					ABS-261		
65	50	65	50	CG 82.8	GREY			CPS-261		
				CG 84.3						
30	30	30	30	CG 85.4						
20 HEAD END ONLY				CG 86.7				ABS-261		DTC BLOCK RIVER
30	30	30	30	CG 87.4						
MAIN										
P	F			CG 87.5	BENTON HARBOR ST. JOSEPH BRIDGE		DRAWBRIDGE	CPS-261		
15	15									
65	50			CG 87.7	ST. JOSEPH VINE, MI	(1)HBD-DED		ABS-261		DTC BLOCK LIVE
65				CG 87.9						
60				CG 91.9						
				CG 97.8						
				CG 97.4	E/E LIVINGSTON			CPS-261		
				CG 98.3	LIVINGSTON		SSDG 9300'	ABS-261		
60				CG 99.3	W/E LIVINGSTON			CPS-261		
55										
65	50			CG 100.4				ABS-261		DTC BLOCK SAW
45	45			CG 103.5						
65	50			CG 104.6	E/E SAWYER			CPS-261		
				CG 105.6			ARLINGTON METALS	SSDG 9100'	ABS-261	
				CG 106.4	W/E SAWYER			CPS-261		
				CG 108.9	LAKESIDE, MI	(1)HBD-DED		ABS-261		
				CG 113.9	E/E NEW BUFFALO			CPS-261		DTC BLOCK BUFF
				CG 115.2	NEW BUFFALO		NEW BUFFALO YARD	SSDG 11750' 10MPH ON SDG	ABS-261	
				CG 116.5	W/E NEW BUFFALO			CPS-261		
65				CG 117.9						
79				CG 120.4				ABS-261		
65				CG 121.4						
60				CG 122.0						
79	50									DTC BLOCK MICH
40	40			CG 123.6						
30	30			CG 124.2						
				CG 125.3						
25	25			CG 126.1	E/E MICHIGAN CITY					
45	45			CG 126.2				SSDG 6100' 10MPH IN SIDING	CPS-261	
50	50			CG 126.7						
				CG 127.2	W/E MICHIGAN CITY					
50				CG 127.9						
79				CG 129.7				ABS-261		DTC BLOCK PORTER
60	50			CG 130.5						
				CG 131.3	DORAN, IN	(1) HBD-DED				

GRAND RAPIDS SUBDIVISION – ZD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN	CG 134.7				265-282	DTC BLOCK PORTER	
P							
70	50						
55	50	CG 135.5	PORTER				
25	25	CG 136.3					
		CG 136.0		AMTRAK MICHIGAN LINE			
	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> NS CHICAGO WEST DISPATCHER DS CH 46 </div>	CP 482 (NS RR)			NS RULES		

STATION PAGE NOTES

ENTIRE SUBDIVISION: Signal rules C1281-C1298 in effect. Trains in excess of 7,000 tons restricted to 35 mph unless restricted further.

GRAND RAPIDS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

1. Providing Crossing Protection

- a) **Grandville, Franklin Street** – Simultaneous movements on the Main Track, on Lumber Company Spur, and on the Runaround Track must not be made. Trains will lay back of crossing until the Main Track is clear.
- b) **Hudsonville, 32nd Ave** – Westward trains or engines stopped or delayed within 2400 feet of white post located 441 feet east of 32nd Avenue must not foul crossing until flashers have operated for at least 20 seconds.
- c) **Zeeland, Elm Street and Centennial Street** – Movements on M.J. lead must not foul crossing unless gates are down or crossing protected by member of crew on ground.
- d) **Waverly, 120th Street:**
 - 1) When necessary for westward trains or engine on Main track or siding to stop before reaching crossing, stop will be made before passing white posts located 1100 feet east of crossing.
 - 2) When necessary for eastward trains or engines on Main Track or siding to stop before reaching crossing, stop will be made before passing white post located 325 feet west of crossing.
 - 3) Trains or engines stopped or delayed within the limits will not exceed a speed of 9 MPH approaching crossing.
 - 4) Motion Detector has been applied to a portion of the eastward approach circuit on the siding, between the crossing and the white post located 325 feet west of the crossing.
- e) **Michigan City, Roseke Avenue** – To prevent blocking crossings, westward trains receiving other than “CLEAR” aspect on Signal 1228 (CG 122.8) must not pass Roseke Avenue located 3428 feet west of CG 123.0 without instruction from the train dispatcher.
- f) **Gray, Bowater Industrial Lead** - Trains operating on the Bowater Industrial Lead located at CG 84.34 must stop and flag both Paw Paw Road and Enterprise Road crossings.

Constant Time Motion Detector Road Crossings

The following crossings are equipped with a constant time motion detector, Rule 100-E, paragraph five applies:

Motion Detector Road Crossings	
Location	Crossing Name
MP CG16.4	64 th Avenue
MP CG 18.60	80 th Street
MP CG23.98	120 th Street
MP CG40.48	M-89 (Main St)
MP CG60.71	M 43 Monroe Street
MP CG132.64	Brummitt Road (300 East)

USE OF SPECIFIED TRACKS

1. **Holland Dock and Hamilton Industrial Track** – Trains engines and track cars will be operated in accordance with Rule 96.
2. **Holland** –
 - a) **Dock Track** – Movements must be made expecting to find locomotive crane and/or cars on Padnos Iron and Metal Company Track fouling Dock Track.
 - b) **Pocket Track** – Before entering Pocket Track from a Yard Track, trains or engines must secure permission of train dispatcher and receive flashing yellow aspect on signal located on south side of switching lead at point where switching lead enters Pocket Track. When signal displays red light, the Pocket Track must be cleared immediately, switch restored to normal position, and the train dispatcher notified.
3. **Livingston** – Trains using Livingston Siding between 1700 feet and 3000 feet west of CG 98.0 will approach Sand Plant area looking out for sand over rails.

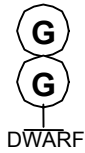
ELECTRICALLY-LOCKED SWITCHES

The switch located at the west leg of the wye at Waverly, MP CG 24.45, has been modified as follows: Main line eastbound trains wanting to go north on the west leg of the Wye at Waverly will not have to ask the dispatcher for the unlock. If the train is within 90 feet or less of the switch point, you will automatically obtain the unlock.

The only time the unlock will have to be requested from the dispatcher is when you are coming out of the Wye.

SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH RULES C-281 THROUGH C-298

Rule C-281, as shown below, applies on the Grand Rapids Subdivision:



C-1281

Name - Clear

Indication - Proceed

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. Close Clearances

MP CG 25.2, Holland – There is a close clearance along the platform of the Amtrak Station on the north side of the main track. The platform extends 8 inches above the top of the rail at 5 feet 6 inches north of the centerline of the track for 250 feet.

2. Doubling Saugatuck Hill

Trains in excess of 9000 trailing tons will double Saugatuck Hill.

If, after contacting the train dispatcher, you receive no doubling instructions to the contrary, you will arrange to make your cut just west of 128th Street, located at MP CG38.1 and double from that point.

For **West Olive coal trains**, when doubling Saugatuck Hill and making a reverse movement to re-assemble train at East End of Saugatuck, up to 18 powered axles may be used to make this double AT THIS LOCATION ONLY.

Use no more power than is necessary to start the movement smoothly.

Pay close attention to the locomotive load indicator and avoid excessive loading.

- 3. **Benton Harbor, Bowater** – The inside of the building has no clearance. Crews are not to pass beyond close clearance signs at face of door. Crews will shove and pull full cuts only, crews will not do any switching inside building.

NOTES

GRAND RAPIDS TERMINAL SUBDIVISION – GR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
MAIN 40				WEST				
				LANSING SD AW DISPR DS CH 14 –T6 RD CH 08	⋮			
No. 1 25	No. 2 25	CH 148.1	SEYMOUR	LINCOLN BRICK	AW DISPR DS CH 84 –T5 RD CH 08	CPS-261		DTC BLOCK SEYMOUR
25	25			1	2	ABS-251 1-W 2-E		
10	15	CH 151.3	PLEASANT STREET		NS	CPS-261		DTC BLOCK PLEASANT
SUNNYSIDE LEAD	MAIN	CH 151.7	SUNNYSIDE	LUDINGTON SD				
20	20			SUNNYSIDE LEAD →	← OLD 17 ← MAIN	ABS-261		DTC BLOCK PLASTER
20	20	CGT 2.0	PLASTER CREEK	MAGGIES LEAD		CPS-261		
10	10			WYOMING YARD YARDMASTER CH 08	CITY MARKET SERVICE TRK ACME LEAD	96		
No. 1	No. 2			← OLD MAIN				
10	10	CGT 3.5	LAMAR	1	2	CPS-261		

GRAND RAPIDS TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

USE OF SPECIFIED TRACKS

Rule 96 applies to Maggies lead and old 17 tracks. Before occupying Maggies lead or old 17 tracks, permission must be secured from yardmaster, Wyoming Yard.

Engineering personnel must also secure permission from the AW dispatcher before occupying old 17 track.

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Godfrey Avenue, MP CH 151.7/CGT 0.7 – Movements on old 17 track must not exceed 7 MPH approaching Godfrey Avenue.

Acme Lead, Beverly Street – Trains and engines must stop and a member of the crew must protect movement over road crossings at grade.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS		
Location	Equipment	Restriction
City Market Spur	60 foot or longer cars	Must not operate
NYC Spur	60 foot or longer cars	Must not operate
Wolverine Scrap	85 foot or longer cars	Must not operate
Wyoming Yard	Locomotives	May operate over live rail of scale track not exceeding 5 MPH

7. MISCELLANEOUS

CLOSE CLEARANCES

Because of close clearances at the following locations, employees are prohibited from riding the sides of cars:

MP CH 148.2 – Lincoln Brick and Supply Company
MP CGT 2.0 – T. W. Hager Lumber tracks
Acme Lead - Bell Fibre Products

EXCEPTED TRACKS

Acme Lead
 City market
 Upper industry tracks, 45 through 53
 Support yard tracks – all
 Coach and rip tracks – all.

OTHER INSTRUCTIONS

Pleasant Street Curve – Train classification instructions for empty 80 foot and longer cars in eastward trains:

Empty cars 80 feet and longer must be placed at such a location that the trailing tonnage behind these cars does not exceed 6000 tons. Trains handling empty 80 feet and longer cars and operated with a helper locomotive on the rear of train may add the tonnage rating of the helper locomotives to the trailing tonnage to determine the maximum tonnage behind the restricted cars.

Helper locomotives on the rear of trains with 80 feet and longer cars will be limited to a maximum of 8 operative traction motors. When the number of operative traction motors exceeds 4, helper engineer will use no more than 800 amps when speed is below 10 MPH or when starting train. When rear of train clears curves at Pleasant Street, power may be increased.

WYOMING YARD –

The kicking of long cars is prohibited. Long cars will be designated as 80 feet or longer and/or showing as 'LC' on a switch list.

West end even lead – Do not "kick" cars into track E-26 through E-40. All cars will be shoved to rest.

Securing Equipment:

Handbrakes will not be required in classification tracks E02 through E40 and tracks W01 through W41.

Run-through trains that will be left standing unattended at any location with the locomotive consist attached will be required to have the handbrakes applied on the entire locomotive consist only.

Cars left standing on either the old main line, the service track, the hi-line or tracks I43 through I55 will have a minimum of one handbrake for one car and two

handbrakes for two cars. More than two cars, a minimum of two handbrakes, plus a sufficient number of additional handbrakes to secure the cut of cars.

All other tracks in Wyoming yard will be secured in accordance rule 103-D

REMOTE CONTROL OPERATIONS

Wyoming Yard, Grand Rapids:

Remote control locomotive (RCL) established in Wyoming Yard. RCL operations and special instructions are found in division special instructions.

Remote control zones (RCZ) are established in Wyoming yard and RCZ signs are in place as follows:

Zone “Back Lead” – Back lead from the air compressor building to the west end of 43 lead near the west end of I-61 (Highline). The length of the back lead zone is 4,770 feet from zone sign to zone sign.

RCZ signs for back lead zone are located at the east end of the back lead near the air compressor building by the old cab track switch (sign is located between the rails that will allow the sign to be raised and locked when zone is activated) for westward movements and at the clearance point at the west end of 43 lead, between 43 lead and I-61 (highline) for eastward movements.

Zone “W-01 track” – W-01 track from the clearance point at the east end of W-01 to the overhead walkway located near the yard office. The length of the W-01 zone is 2,478 feet from zone sign to zone sign.

RCZ signs for the W-01 track zone are located at the east end of W-01 near the clearance point (sign will be located between the rails that will allow the sign to be raised and locked when zone is activated) for westward movements and is affixed to a pole near the overhead walkway bridge for eastward movements.

Zone “E-08 track” – E-08 track from the clearance point at the east end of E-08 track to the clearance point at the west end of the crossover between E-08 and W01. The length of the E-08 track zone is 2,134 feet from zone sign to zone sign.

RCZ signs for the E-08 track zone are located at the end of E-08 near the clearance point (sign will be located between the rails that will allow the sign to be raised and locked when zone is activated) for westward movement and will be near the clearance point at the west end of the crossover between E-08 and W-01 (sign will be located between the rails that will allow the sign to be raised and located when zone is activated) for eastward movements

Zone “Old even lead” – Old even lead 66 feet east of W-01 track switch to 330 feet west of the eastbound signal at Plaster Creek. The length of the old even lead zone is 1,435 feet from zone sign to zone sign.

RCZ signs for the old even lead zone are located next to the old even lead 66 feet east of the W-01 track switch for eastward movements and 330 feet west of the eastbound Plaster Creek signal for westward movements.

Trains or on-track equipment must contact the yardmaster at Wyoming for instructions prior to entering any of the RCL zone areas.

Switch locks with a green tag attached will be used on switches locked to prevent mid-point access to activated RCZ's.

Remove control crews activating the “Old even lead” RCO zone will close Pete’s crossing from Judd Street to the yard with the chains and signs provided. When the zone has been activated, the remote crew will notify the yardmaster that the crossing has been closed. Vehicular traffic will not be permitted to use Pete’s crossing while the “Old even lead” RCO zone is activated. When the zone is activated, the chain barricade will only be removed in the event of an emergency to provide access to the yard.

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LAKE SUBDIVISION - LA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ WEST	↓			
40	DC 0.0	PINE JUNCTION	BARR SD		CPS-261		2
	BIA 248.8		NS 1	NS 2	ABS-261		
	BIA 249.4	BUFF (CP 501)					
40		CP 501	NS 3 →	NS 4	NS RULES		
		CP502	IHB LAKEFRONT YARD	JHB 1 IHB 2	IHB EAST DISPR DISPR CH 25 CALUMET TOWER OPERATOR CH 25		
		HICK	NS HICK TOWER CH 46 CONTROLS HICK AND CP 502	NS 3 → WEST WYE	DRAWBRIDGE		
					NS RULES		
25	BIA 251.9	INDIANA HARBOR EJE AUTOMATIC CROSSING SEE NOTE NO 1	EJE	1 2	193		1
	BIA 253.1	YOUNGSTOWN					
	BIA 254.5	FRONT ST BIA 254.15 WHITING 117 TH STREET BIA 254.49 LAKE ST BIA 255.4					
	BIA 257.6	WEDT 100 TH STREET	WOLF LAKE YARD				
25			CSL	CSL TO NS CONNECTION	193		

STATION PAGE NOTES

ENTIRE SUBDIVISION: CPL signals are signal rules C1281-C1298.

NOTE 1: When "STOP" aspect (Rule C-1292) is displayed by absolute signal governing movement over EJ&E Crossing, conductor or engineer will:
Determine EJE traffic is NOT FOULING or approaching crossing;
Press CSX pushbutton mounted in box on side of relay house until indicator light is illuminated;
Wait 2 minutes, light should extinguish and signal should display aspect to proceed;
If signal does not display aspect to proceed and no trains are approaching on EJE tracks; proceed in accordance with Rule 225.

Whenever movement has been made through interlocker and a reverse move is necessary to re-couple cars left on circuit, crew member must push button located on signal to obtain signal.

NOTE 2: Trackage rights over NS from CP 501 (Buff) to CP 509. NS Timetable and NORAC Rules in effect. See latest Cora Guide.

LAKE SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

Movements over the following Highway grade crossings must be made in accordance with rule 100-j due to the highway grade crossing protection being reported as an activation failure:

Front St. BIA 254.1
 117th St. BIA 254.5
 Lake St. BIA 255.1

USE OF SPECIFIED TRACKS

Rules 270-274 are in effect between absolute signals, EJE Crossing – Indiana Harbor.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS INSTRUCTIONS

1. MAXIMUM HEIGHTS AND WIDTHS TABLES

a) MAXIMUM HEIGHT TABLE

Maximum Height	
Location	Maximum Height
Indiana Harbor Overhead Viaduct	21' 0"

b) MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Maximum Widths at Various Heights	
Height Above Rail	Width
17' 0"	11' 6"
5' 6"	11' 6"
4' 6"	10' 8"
3' 6"	10' 6"
2' 0"	10' 4"

Any shipments exceeding above dimensions must be cleared with the Clearance Bureau.

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LANSING SUBDIVISION – TD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
MAIN							
50	CH 83.0		PLYMOUTH SD AX DISPR DS CH 84 –T5 RD CH 08	⋮			DTC BLOCK WILL
50	SSDG	CH 83.1	E/E TROWBRIDGE		CPS-261		DTC BLOCK LANCE
	25	CH 84.7	AW DISP DS CH 14 –T6 RD CH 08	MSU POWER PLANT	SSDG – 8000 FT. TROWBRIDGE SDG	ABS-261	
40	CH 84.8	W/E TROWBRIDGE		⋮	CPS-261		
50	CH 86.0				ABS-261		
30	CH 87.2	MA		⋮	CPS-261		
					ABS-261		
No. 1	No. 2	CH 88.3	N. LANSING		CPS-261		
30	20		BEFORE ENTERING ENSEL YARD CONTACT YARD ON CH 08 OR 70. IF NO ANSWER PROCEED WITH CAUTION	1 2 ENSEL YARD	ABS-261			DTC BLOCK ENSEL
30	20	CH 90.0	ENSEL		CPS-261		
MAIN					TWC-DTC (ABS)		DTC BLOCK CASH
30		CH 90.7		CONRAD YELVINGTON			
50		CH 97.8	DTC BLOCK SIGN E/E GRAND LEDGE	SDG - 5650 FT. GRAND LEDGE	SS		
50		CH 98.5		GRAND LEDGE YARD			DTC BLOCK LEDGE
30		CH 99.1	DTC BLOCK SIGN W/E GRAND LEDGE	GRAND LEDGE INDUSTRIAL TRK			
50		CH 100.7					DTC BLOCK FIELD
50		CH 104.3	MULLIKIN, MI	HBD-DED(?)			
50		CH 111.0	DTC BLOCK SIGN E/E SUNFIELD	SDG - 5750 FT. SUNFIELD			
50		CH 112.3	DTC BLOCK SIGN W/E SUNFIELD		SS		
50		CH 119.0		LAKE ODESSA HOUSE TRK – DO NOT BLOCK WITHOUT PERMISSION OF TRAIN DISPATCHER		TWC-DTC (ABS)	DTC BLOCK LAKO
40		CH 120.4	E/E LAKE ODESSA			CPS-261	
40		CH 120.5		SSDG – 5400 FT. LAKE ODESSA SDG		ABS-261	
50		CH 121.7	W/E LAKE ODESSA			CPS-261	DTC BLOCK ELM
50		CH 126.3	CLARKSVILLE, MI	HBD-DED(?)		ABS-261	
50		CH 130.4	E/E ELMDALE			CPS-261	
50				SS – 5500 FT. ELMDALE SDG		ABS-261	
50		CH 131.7	W/E ELMDALE			CPS-261	DTC BLOCK ALTO
50						ABS-261	

LANSING SUBDIVISION – TD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	WEST ↓			
MAIN						ABS-261		
50		CH 141.8	E/E FOX			CPS-261	DTC BLOCK ALTO	
						ABS-261		
50		CH 143.3	W/E FOX			CPS-261	DTC BLOCK FOX	
						ABS-261		
40		CH 146.6		AW DISPR DS CH 14 –T6 RD CH 08	STEELCASE IT			
No. 1	No. 2	CH 148.1	SEYMOUR	GRAND RAPIDS TERM SD	1 2	CPS-261	DTC BLOCK SEYMOUR	
25	25			AW DISPR DS CH 84 –T5 RD CH 08		ABS-261		

STATION PAGE NOTES

ENTIRE SUBDIVISION: Trains in excess of 7,000 tons are restricted to 40 MPH.
Trains in excess of 14,000 tons are restricted to 35 MPH.

NOTE 1: When "Stop" aspect is displayed at absolute signal governing movement over CN crossing, after securing permission of train dispatcher, conductor or engineer will observe crossing to ensure that CN train or engine is not fouling crossing. Open emergency release box and observe white light. If white light is illuminated, a CN train or engine is on the approach and the emergency device must not be operated. After movement has cleared or if white light is not illuminated, operate emergency release device and signal should clear. If signal does not clear, secure permission of train dispatcher, pass signal least 30 feet but DO NOT FOUL crossing, wait 5 minutes and proceed in accordance with rule 233.

LANSING SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Sunfield, Sunfield Road – Westward trains on siding must not foul main track until eastward trains are clear of flasher light circuit.

Trowbridge, Farm Lane Road – Account no time out circuits for the crossing protection at Farm Lane Road, MP CH 83.6, if a train is to be tied down on the main or siding the gates must be raised using the buttons located at the northeast corner of the crossing for the track that the equipment is on. This must also be done if the crossing is cut or if the rear end of a train is within the crossing circuit.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Six axle locomotives may operate on the following tracks:

Trowbridge – Michigan State University

Lake Odessa – House track, Caledonia Farmers Industrial track

Grand Ledge – Industrial track, Lowes Industrial track.

Elmdale – Storage Track

Lansing - Conrad Yelvington Industrial track.

Lansing – Cashway Lumber track – Six axle engines may operate no more than one car length (50 feet) beyond the derail which is located approximately 150 feet from the mainline switch.

7. MISCELLANEOUS

CLOSE CLEARANCES

Ensel – Due to close clearance in yard, crews are prohibited from riding equipment into and out of tracks.

Lowes Industrial Track – Close clearance exists at the entrance to the building and at the gate to the outdoor unloading dock.

Due to close clearance situation at Lansing, crew members are prohibited from riding the north side of rail equipment when using track L06.

OTHER INSTRUCTIONS

Lansing, Ensel Yard

Cars left standing on tracks P01 through L06 will have a minimum of one handbrake for one car and two handbrakes for two cars. More than two cars, a minimum of two handbrakes, plus a sufficient number of additional handbrakes to secure the cut of cars.

All other tracks in Ensel yard will be secured in accordance rule 103-D.

Trowbridge, Michigan State University – A less than standard vertical clearance of 20'1" above top of rail is in effect at this location.

Engines must not move through Car Heater shelter when burners are in operation. Employees must not enter shelter except when riding in cab of engine.

Train Delay Reports – Conductors on all road trains are required to complete a train delay report and submit it to the clerk at Grand Rapids. Train delay reports are available in the yard office at Grand Rapids.

CP Trains – Will notify the train dispatcher of train length before departing Grand Rapids.

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LINCOLN SUBDIVISION – LI

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN		ECORSE JCT.	CONRAIL LINCOLN INDUSTRIAL TRACK NS OPERATOR, ROUGE RIVER BRIDGE, CH ?? GET PERMISSION BEFORE ENTERING				
15							
20	QQL 135.5			BX DISP DS CH 35 –T5 RD CH 08		DTC BLOCK OUTER	1
20	QQL 134.4					DTC BLOCK PENFORD	
50	QQL 134.2						
	QQL 129.4	PENFORD	CN.....				
	QQL 126.0	BROWNTOWN YARD				DTC BLOCK PENFORD	
	QQL 124.0						
	QQL 121.4	HURON RIVER DRIVER, MI	HBD-DED(2)			DTC BLOCK GUARD	
	QQL 119.2						
50	QQL 116.4					DTC BLOCK GRAFT	
No. 1	No. 2			TOLEDO TERM SD BX DISP DS CH 35-T7 RD CH 08		CPS-261	
30	30	CC 105.1	CARLTON				

STATION PAGE NOTES

NOTE 1: Automatic crossing at grade. When stop signal is displayed, rule ??? applies. There is a timeout feature at Penford. Trains using more than 11 minutes between the approach signals and absolute signals can expect the absolute signals to display a STOP aspect. When a STOP aspect is displayed, after contacting the train dispatcher, the conductor or engineer will determine that a CN train or engine is not fouling or approaching the crossing, operate the emergency release push button located in the box in the northeast quadrant of the crossing, wait 11 minutes. The signal should clear. If the signal does not display an aspect to proceed, secure the permission of the train dispatcher and pass the signal at least 30 feet but do not foul the crossing, wait 11 minutes and proceed in accordance with rule 233.

LINCOLN SUBDIVISON SPECIAL INSTRUCTIONS

**1. INSTRUCTIONS RELATING TO OPERATING
RULES**

NONE

**2. INSTRUCTIONS RELATING TO SAFETY
RULES**

NONE

**3. INSTRUCTIONS RELATING TO COMPANY
POLICIES AND PROCEDURES**

NONE

**4. INSTRUCTIONS RELATING TO EQUIPMENT
HANDLING RULES**

NONE

**5. INSTRUCTIONS RELATING TO AIR BRAKE
AND TRAIN HANDLING RULES**

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED
EQUIPMENT**

NONE

7. MISCELLANEOUS

NONE

NOTES

NOTES

LUDINGTON SUBDIVISION - LD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
	CB 136.5	LAKE MICHIGAN			96		
	CB 136.0	LUDINGTON					
MAIN	CB 134.7	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK MOYER	
40	134.0 130.0						
	CB 122.3	DTC BLOCK SIGN			193	DTC BLOCK FIRST STREET	
	CB 120.0	WALHALLA					
	CB 118.4	DTC BLOCK SIGN			193	DTC BLOCK BALD	
	CB 115.6	BALDWIN, MI					
	CB 109.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BALD	
40					193	DTC BLOCK EIGHTH STREET	
WEST WYE 10	CGE 73.4	BALDWIN					
25	CGE 73.3 CGE 72.5	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK KOPJE	
	CGE 64.4						
40	CGE 64.0	BITELY, MI			193	DTC BLOCK CLOUD	
	CGE 60.8						
30	CGE 58.8				TWC-DTC	DTC BLOCK GRANT	
40	CGE 58.1	DTC BLOCK SIGN					
	CGE 57.8	BROHMAN			193	DTC BLOCK GRANT	
	CGE 50.5	WHITE CLOUD, MI					
40	CGE 47.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK GRANT	
10	CGE 46.9						
40	CGE 36.5	NEWAYGO BRIDGE			TWC-DTC	DTC BLOCK GRANT	
25	CGE 36.4						
40	CGE 36.2	NEWAYGO			TWC-DTC	DTC BLOCK GRANT	
40							

LUDINGTON SUBDIVISION – LD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN							
40	CGE 30.0	DTC BLOCK SIGN		GRANT SDG 2450 FT.	TWC-DTC	DTC BLOCK GRANT	
	CGE 25.9	BAILEY, MI	HBD-DED				
	CGE 20.0	KENT CITY				DTC BLOCK KENT	
	CGE 14.9	SPARTA					
40	CGE 5.5	COMSTOCK PARK	EQUIPMENT HANDLING RULE 4453 APPLIES BETWEEN MP CGE 4.2 AND CGE 5.7			DTC BLOCK STOCK	
25	CGE 3.6	DTC BLOCK SIGN TURNER STREET		AW DISP DS CH 14 –T3 RD CH 08	TWC-DTC		
					193	DTC BLOCK GRAND RAPIDS	
	CGE 3.0	FULLER		GRE	CPS-261		1
	CGE 2.9				ABS-261		
	CGE 0.7	WATSON STREET		EQUIPMENT HANDLING RULE 4453 APPLIES BETWEEN MP CGE 0.7 AND CGE 0.9	CPS-261		
					ABS-261		
25							
WESTWYE	EAST WYE	CGE 0.0	SUNNYSIDE PLEASANT STREET		CPS-261		
10	10						
	CH 151.3	SUNNYSIDE PLEASANT STREET		GR RAPIDS TERM SD AW DISPR DS CH 84 –T5 RD CH 08			1

STATION PAGE NOTES

ENTIRE SUBDIVISION: CSX signal rules C1281-C1298 in effect.

NOTE 1: When stop signal is displayed, rule 226-B-3-b applies. Remotely controlled by AW dispatcher.

LUDINGTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP CGE 36.5 – Cars will gross weight exceeding 270,000 must not exceed 10 MPH over bridge No 189.2

7. MISCELLANEOUS

Ludington Yard

Locomotives left unattended without being coupled to other rail equipment must be blocked or chained.

Performing static drops at Ludington yard is prohibited.

Ludington Yard – Dow Chemical

Access gate across railroad track at the entrance to Dow Chemical is in service. Gate will remain closed until a call is placed to Dow security for access.

A signal has been installed to the Dow fence line located on the southwest corner of the railroad/highway crossing at Old Pere Marquette Highway and the track leading to Dow's entrance. The signal will display red when the access gate is in the closed position. The signal will display green when the gate is in the open position.

A phone box has been installed at the location of the signal. This phone will ring Dow security when picked up. Dow security must be notified when train crews want access to Dow property and when train crews are clear of Dow property.

Train crews heading toward Dow Chemical will not cross Old Pere Marquette Highway with their train until signal displays green, indicating access gate is in the open position.

EXCEPTED TRACKS

All Ludington yard and industry tracks.

Ludington, MP – CB 137

A minimum of four hand brakes will be applied on the N.E. of all tracks in Ludington Yard, CB 137 in addition to complying with Operating Rule 103-D.

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MANISTEE SUBDIVISION – MJ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			FILER CITY SPUR		96	96	1
MAIN	CBA 113.7	END OF MAIN TRACK		|	193		
10	CBA 113.4	MANISTEE SWING BRIDGE		|			
25	CBA 113.0	C&O JUNCTION	|	|		DTC BLOCK C&O JUNCTION	
	CBA 108.8		|	|	193		
	CBA 107.7		|	|	TWC-DTC	DTC BLOCK MANIS	
	CBA 95.5		|	|		DTC BLOCK MEIR	
25	CBA 87.8		|	|	TWC-DTC		
10	CBA 87.0	WALHALLA	|	|	193		

STATION PAGE NOTES

NOTE 1: If an absolute STOP signal is displayed, the crew will secure permission from the bridgetender to proceed. If the bridge is unattended, the train may proceed after a member of the crew has determined that the bridge locks are in place. The bridge will be closed to marine traffic from November 1st through April 30th. During this period a 24-hour advance notice must be given to CSXT to open the bridge. During the remainder of the year, a bridgetender will be available between the hours of 0800-0100.

MANISTEE SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

The practice of kicking rail equipment while switching on all Manistee yard tracks is prohibited. All equipment will be shoved to rest.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Entire subdivision – Six axle locomotives are prohibited.

Manistee – bridge No MA 25.1 at MP CBA 112.0 – Cars with gross weight exceeding 220,000 pounds must not exceed 10 MPH.

7. MISCELLANEOUS

EXCEPTED TRACK

Main track MP CBA 113.7 – MP CBA 112.0
Filer City spur

NOTES

MONON SUBDIVISION – M0

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
		31.0 (CN)	MUNSTER (CN)		CN RULES		
P	F	Q 25.4		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> RA DS DS CH 14 – T7 RD CH 84 </div>	GENERAL ELECTRIC	TWC-DTC (ABS)	1
25	25	Q 25.8				DTC BLOCK DYER	
50	50	Q 28.8		NS			
40	40	Q 29.1	DYER	EJE			
79	50	Q 29.2		DYER SIDING 2665'		DTC BLOCK LOWELL	
		Q 30.4	DTC BLOCK SIGN				
79	50	Q 33.2		NS			
40	40	33.3	ST JOHN				
79	50	Q 33.6					
		Q 36.8	CEDAR LAKE, IN	(1)HBD-DED			
79	50	Q 39.0					
70	40	Q 39.8					
79	50	Q 43.3					
50	30	Q 44.8	LOWELL				
		Q 45.1				DTC BLOCK LOWELL	
70	50	Q 45.5	DTC BLOCK SIGN			DTC BLOCK SURREY	
		Q 47.1					
79	50	Q 52.6	SHELBY	NS			
60	40	Q 55.8					
		Q 56.5	ROSELAWN	SS	ROSELAWN SIDING 4095'		
		Q 57.6	S/END SURREY	SS			
60	40	Q 64.0					
79	50	Q 65.8	PARR				
		Q 67.0	N/END SURREY	SS	SURREY SIDING 5415'	DTC BLOCK SURREY	
		Q 68.2	S/END SURREY	SS			
79	50	Q 71.0					
60	40	Q 71.2					
79	50	Q 72.3				DTC BLOCK MONON	
50	40	Q 73.2	RENSSELAER	RENSSELAER SDG 4095'			
60	40				TWC-DTC (ABS)		

MONON SUBDIVISION – M0

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 60	F 40	Q 77.3	PLEASANT RIDGE			TWC-DTC (ABS)	DTC BLOCK MONON	
60	40	Q 81.9						
79	50	Q 86.1	DTC BLOCK SIGN N/END MONON					
79	50	Q 87.4						
15	15	Q 88.3						
15	15	Q 88.4	MONON					
60	40	Q 88.5						
79	50	Q 88.9						
79	50	Q 90.3	DTC BLOCK SIGN					
79	50	Q 92.8	MONON, IN					
60	40	Q 93.4						
50	35	Q 95.7						
50	35	Q 95.8	REYNOLDS					
60	40	Q 96.4						
60	40	Q 101.4						
60	40	Q 102.2	DTC BLOCK SIGN					
40	40	Q 105.0						
45	40	Q 106.0						
45	40	Q 106.2						
79	50	Q 106.5						
45	40	Q 108.0						
79	50	Q 112.6						
45	40	Q 113.3	BATTLE GROUND					
79	50	Q 115.5						
				(1)HBD-DED	(1)HBD-DED	TWC-DTC (ABS)	DTC BLOCK CHALMERS	2
							DTC BLOCK BROOKSTON	
					LAFAYETTE SD SA DS DS CH 32 – T7 RD CH 84			

STATION PAGE NOTES

ENTIRE SUBDIVISION: Signal rules 281-298 in effect.

NOTE 1: When a stop signal is displayed at Dyer, IN Q 29.1, the following procedures will be used when operating the time-release in accordance with operating rule 226-B, section D.

- a) Open the door to access the time-release button located on the north side of the bungalow.
- b) If the light in the time-release box is illuminated, push the button and wait 6 minutes.
- c) If the light is not illuminated, wait 12 minutes and the signal should clear for movement over the railroad crossing at grade.
- d) If the light is not illuminated, wait 12 minutes and if the signal does not clear, then push the time-release button and wait an additional 6 minutes.

NOTE 2: When a stop signal is displayed at Reynolds, IN Q 95.8, the following procedure will be used when operating the time-release in accordance with operating rule 226-B, section D.

- a) The time-release interval for Reynolds, IN Q 95.8 is 6 minutes.

**MONON SUBDIVISION – M0
MEDARYVILLE INDUSTRIAL TRACK**

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10	QB 15.2	MEDARYVILLE			96		
	QB 10.9						
	QB 10.2						
	QB 9.7						
	QB 9.0						
	QB 8.5	FRANCESVILLE					
	QB 7.0						
10					96		

**MONON SUBDIVISION – M0
MONTICELLO INDUSTRIAL TRACK**

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
10	QA 88.4	MONON			96		1
	QA 98.0	MONTICELLO					

STATION PAGE NOTES

NOTE 1: Diamond at Monon with Medaryville Industrial track protected by Stop Sign. Proceed in accordance with rule 98-f.

MONON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

Constant Time Warning Motion Sensor

The following crossings are equipped with constant time warning motion detector, Rule 100-E.5. applies:

Highway and Street Crossings			
Location	Crossing	Milepost	Tracks
Munster, IN	45 th Street	Q25.92	Main

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

NONE

NOTES

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICY AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

- Unless otherwise authorized by the Division Manager, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Equipment Restrictions		
Location	Equipment	Restriction
MPQ25.8 to Q 115.5	4-Axle Wrecker	30 MPH
	6-Axle Wrecker	
Medaryville Wye	6-Axle engines	Must not operate on
Medaryville Spur Monon to QB 15.0	Wreckers	10 MPH
Indianapolis Branch Monon to Monticello	Cars exceeding 263,000 lbs gross weight	Must not operate on
	Wreckers	20 MPH

- Locomotive Restrictions: (TTSI item 1003.01 Exception (3) modified.)

The following industry tracks permit six axle locomotives to operate on:

Demeter Grain Elevator-Parr, Indiana
General Electric – Munster, Indiana

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

NEWROCK SUBDIVISION - NK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	WEST				
		UD TOWER		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> METRA UD TOWER CH 82 METRA ROCK ISLAND DIST DS CH 82 </div>	METRA GCOR			
10	BIF 40.7	BRIDGE 407	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> RB DISPR DS CH 12-T1 RD CH-08 </div> DRAWBRIDGE		193		1	
25	BIF 41.2				SCRAP SERVICES			
	BIF 42.7	ROCKDALE		WEST PASS	EAST PASS			
	BIF 43.5	ROCKDALE XO			GRAVEL PIT STORAGE			
25	BIF 46.4	DTC BLOCK SIGN			AMACO LEAD	193		
40	BIF 56.8	DTC BLOCK SIGN		52.6		TWC-DTC		DTC BLOCK MINO
	BIF 60.3			52.8				
	BIF 60.5	MORRIS		56.8				
	BIF 71.3				SENICA YARD			
40	BIF 72.1	SENICA			ETI LEAD			
25	BIF 72.6			SENICA WYE TRACKS 5MPH				
	BIF 74.2	DTC BLOCK SIGN		ss SENICA SIDING				
	BIF 74.3			ss				
40	BIF 75.9	EAST MARSEILLES						
	BIF 79.3							
	BIF 81.7							
40	BIF 84.5	DTC BLOCK SIGN	82.2					
25	BIF 84.9	IR CROSSING	83.0	OTTAWA RAILCAR	TWC-DTC			
			83.8					
				IR				
	BIF 87.2	W. OTTAWA YARD	86.0		193			
	BIF 88.0	DTC BLOCK SIGN	86.1	OTTAWA YARD				
	BIF 92.8	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK UTICA		
	BIF 94.3	UTICA						
	BIF 98.0							
	BIF 98.7							
	BIF 99.2	LA SALLE				DTC BLOCK LA SALLE		
25	BIF 99.8				TWC-DTC			

NEW ROCK SUBDIVISION – NK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
20	BIF 101.0	BNSF CROSSING			TWC-DTC	DTC BLOCK DEPUE	3
25	BIF 109.1 BIF 109.5	EAST DEPUE					
25	BIF 112.9 BIF 114.0	EAST BUREAU					
20	BIF 114.1	DTC BLOCK SIGN BUREAU					
SPEED RESTRICTION APPLIES TO HEAD END ONLY	BIF 114.5 BIF 115.0						
25	BIF 126.1 BIF 126.3 BIF 126.9	HENRY					

STATION PAGE NOTES

NOTE 1: BRIDGE 407:

When absolute signal governing movement over Bridge 407 displays "STOP" aspect:
 Bridge tender will ascertain that bridge is properly seated and locked.
 Bridge tender will visually inspect track on both ends of bridge for proper alignment.
 Bridge tender will notify CSX RB dispatcher of findings.
 Trains must not proceed with out permission of the CSX RB train dispatcher.

NOTE 2: BIF 84.9:

When absolute signal governing movement over intersecting line displays "STOP" aspect, conductor or engineer will:
 Determine IR train or engine is NOT FOULING or approaching crossing;
 Operate and hold release device for ten seconds;
 Wait one minute and thirty seconds;
 Signal should clear, if signal does not display aspect to proceed; wait one minute and thirty seconds;
 Observe indicator lamp;
 If indicator lamp is illuminated, proceed in accordance with Rule 225;
 If indicator lamp is not illuminated, pass signal at least 30 feet but not fouling crossing;
 Wait three minutes and proceed in accordance with Rule 225.

NOTE 3: BIF 101.0 BNSF Crossing:

When absolute signal governing movement over intersecting line displays "STOP" aspect, conductor or engineer will:
 Determine BNSF train or engine is NOT FOULING or approaching crossing;
 Operate and hold release device for ten seconds;
 Wait one minute and thirty seconds;
 Signal should clear. If signal does not display aspect to proceed; wait one minute and thirty seconds;
 If signal does not display aspect to proceed, pass signal at least 30 feet but not fouling crossing;
 Wait three minutes and proceed in accordance with Rule 225.

NEW ROCK SUBDIVISION – NK TRACK 9

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			WEST	EAST				
		FRANCISCO	LONG TRACK → INDUSTRY TRACK	IHB 1 IHB 2	CN OPERATOR BI JUNCTION CH 58			
10	BIF 14.5	NEW ROCK SD RB DISPR DS CH 12-T1 RD-08	IAIS EVANS YARD	CN TK 8 METRA NO 2 METRA NO 1	193			
		EAST END ROBBINS						
	BIF 15.5	METRA INTERCHANGE TRACK			EAST END ROBBINS AND WEST END ROBBINS CONTROLLED BY METRA OPERATOR AT BI VERMONT ST CH 82			
		WEST END ROBBINS						
10					193			

STATION PAGE NOTES

NOTE 1: All trains must secure permission from RB dispatcher before entering track 9 and must report clear.

NEW ROCK SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

Highway and Street Crossings	
Location	Crossing
BIF40.7 and BIF126.9	Trains using other than main tracks must approach railroad-highway grade crossing provided with automatic railroad highway traffic control devices prepared to stop and protect against vehicular traffic in the event flashers and/or gates fail to operate.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

NOTES

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

- Unless otherwise authorized by the Superintendent, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Equipment Restrictions		
Location	Equipment	Restriction
Entire Subdivision	Equipment over 11 ft wide or 90 ft long.	Must not operate without clearance bureau instructions
All Yard and Industrial tracks	6 axle units	Must not operate on except at locations specified below
Rockdale BIF 42.7 & BIF 46.6		Are permitted to operate on Industry track only
Morris BIF 60.5 & BIF 61.6		
Seneca BIF 71.4 & BIF 72.0		
Marseilles BIF 75.5 & BIF 75.9		
Ottawa BIF 84.5 & BIF 88.0	Are permitted to operate on all Ottawa yard tracks and on Industry track	

7. MISCELLANEOUS

NONE

NOTES

PLYMOUTH SUBDIVISION – PO

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			<div style="border: 1px solid black; padding: 2px; display: inline-block;"> DETROIT SD AX DISPR DS CH 84 – T8 RD CH 08 </div>	DETROIT SD SOUTHWEST WYE 10 MPH			
	CH 24.5	PLYMOUTH	SAGINAW SD	SAGINAW SD	CPS-261		
MAIN 30	CH 25.0	MILEPOST 25	NORTHWEST WYE	SOUTH ONE	ABS-261	DTC BLOCK SALE	
	CH 25.6	SHELDON ROAD	NORTHSIDE	SOUTH 2	ABS-261		
50	CH 27.0	BECK ROAD	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> AX DISPR DS CH 84 – T5 RD CH 08 </div>		ABS-261		
	CH 36.2	E/E SOUTH LYON			ABS-261		
SDG 20				SS – 6750 FT. SOUTH LYON SDG	ABS-261		
CH 37.7	W/E SOUTH LYON				ABS-261		DTC BLOCK LYON
50	CH 39.1	GREEN OAK, MI	HBD-DED(1)		ABS-261		
35 H/E ONLY	CH 45.3	E/E BRIGHTON			ABS-261	DTC BLOCK PERE	
50	CH 45.7		SSDG – 7000 FT. BRIGHTON SDG		ABS-261		
	CH 46.8	W/E BRIGHTON			ABS-261		
50	CH 52.8	ANN PERE		TSBY	ABS-261	DTC BLOCK HOWELL	
40	CH 54.2	HOWELL	SSDG – 5450 FT.		ABS-261		
40	CH 55.3				ABS-261		
50	CH 60.7	E/E FOWLERVILLE			ABS-261	DTC BLOCK WEBB	
	CH 62.0	W/E FOWLERVILLE		SS – 7060 FT. FOWLERVILLE SDG	ABS-261		
	CH 64.0	FOWLERVILLE, MI	HBD-DED(1)	WEBBERVILLE ELEVATOR TRK	ABS-261		
	CH 71.5	E/E WILLIAMSTON			ABS-261	DTC BLOCK WILL	
	CH 73.0	W/E WILLIAMSTON	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> AX DISPR DS CH 84 – T5 RD CH 08 </div>	SS – 7150 FT. WILLIAMSTON SDG	ABS-261		
50	CH 79.9 CH 83.0	OKEMOS, MI	HBD-DED(1)		ABS-261		
50	CH 83.1	E/E TROWBRIDGE	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> LANSING SD AW DISPR DS CH 14 – T6 RD CH 08 </div>		ABS-261	DTC BLOCK LANCE	

STATION PAGE NOTES

ENTIRE SUBDIVISION: Trains in excess of 7,000 tons are restricted to 40 MPH, unless otherwise restricted. Trains in excess of 14,000 tons are restricted to 35 MPH, unless otherwise restricted.

NOTE 1: When STOP aspect is displayed by absolute signal governing movement over TSBY crossing, after securing permission from train dispatcher, conductor or engineer will determine that TSBY train or engine is not fouling or approaching crossing, operate emergency release device. Signal should clear. If signal does not display aspect to proceed, secure permission of train dispatcher, pass signal at least 30 feet but DO NOT FOUL crossing, wait 5 minutes and proceed in accordance with rule 225.

PLYMOUTH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Fowlerville – Road crossings at these locations, especially Cemetery road must not be blocked between the hours of 0700-0900 and 1430-1600 hours.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Train classification instructions for empty 80 foot and longer cars in northward trains from the Plymouth SD to the Saginaw SD:

Empty cars 80 foot and longer must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed 5600 tons. Trains handling empty 80 foot and longer cars and are operated with a helper locomotive on the rear of the train, may add the tonnage rating of the helper locomotive to the trailing tonnage to determine the maximum tonnage behind the restricted car.

Example – A train without a rear-end helper may only have 5600 tons behind the restricted car. A train with one SD-40 helper on the rear may have 9500 tons behind the restricted car. Helper locomotives consist on the rear of trains with 80 foot and longer cars will be limited to a maximum of the (10) operative traction motors. Helper engineer will control amperage so that it does not exceed the following amperages while the train is passing through crossovers and turnouts.

TRACTION MOTOR AMPERAGE LIMITS

No. of traction motors	Amperage
4	1375
6	925
8	700
10	600

After passing through crossovers and turnouts, power may be increased gradually.

Six axle locomotives – may operate on the elevator track, Webberville and the mainline run around track at Ogihara.

7. MISCELLANEOUS

Fowlerville – Any train handling high and wide restricted shipments on the main track at Fowlerville must ascertain that no cars are located on the elevator track before passing that location.

Plymouth – The practice of kicking or switching cars with locomotive detached at Visteon (Ford Heater) is prohibited.

Plymouth – Before departing all westbound CP trains must contact AX dispatcher with train length.

Train Delay Reports – Conductors on all road trains must complete a train delay report and submit it to the clerk at Grand Rapids. Train delay reports are available in the yard office at Grand Rapids.

NOTES

PORTER SUBDIVISION - PB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
		CP 482 NS CHICAGO WEST DISPATCHER DS CH 46	AMTRAK MICHIGAN LINE	CSX GRAND RAPIDS SD	NS RULES		
			NS CS 5000'	NS NO 1 NS NO 2 NS CHICAGO LINE			
No 1 40	No 2 40	QFP 240.7 BABCOCK ROAD QFP 242.67	RA DISPATCHER DS CH 14 - T3 RD 08	1	2 BROWNS QFP 243	ABS-261	
40	QFP 243.5	CP 243			CPS-261		
		INDIANA SR 149 QFP 243.52 SALT CREEK RD QFP 244.23 SAMUELSON RD QFP 244.99 CRISMAN RD QFP 246.07		PROCESSING STEEL QFP 243.6	ABS-261		
	QFP 246.7	WILLOW CREEK WILLOW CREEK RD BI 236.89	BARR SD DS CH 14 - T3 RD 08 WILLOW CREEK & WEST	GARRETT SD SC DS DS CH 12-T4 RD CH 08 EAST OF WILLOW	CPS-261		1
		SWANSON RD QFP 247.45 DOMBEY RD QFP 248.28 UNION ST QFP 249.53 RIPLEY IN SR 51 QFP 249.62 PIKE ST QFP 249.96 GRAND BLVD QFP 250.73 GIBSON ST QFP 251.27 DE KALB ST QFP 251.47 CLAY ST QFP 251.98 M.L.KING DRIVE QFP 252.63 VIRGINIA ST QFP 254.69 MASSACHUSETTS ST QFP 254.92 BROADWAY QFP 255.07 MADISON ST QFP 255.34 HARRISON ST QFP 255.63 GRANT ST QFP 256.08	CORMAN SWITCH QFP 253.21	POST TRIBUNE TK QFP 254.9	ABS-261		
40				FT WAYNE SD NS FT WAYNE DIST DS DS CH 92 T922 NS RULES IN EFFECT			
20 MPH TO/FROM FT. WAYNE SD	QFP 256.3	TOLLESTON	OOS		CPS-261		1
40		ROOSEVELT ST QFP 256.50 TAFT ST QFP 256.60 CHASE ST 257.10 CLARK RD QFP 258.02 BURR ST QFP 258.52 COLFAX AVE QFP 259.05			ABS-261		
40	QFP 259.1	DEFECT DETECTOR	(1) HBD-DED				
	QFP 259.9	IVANHOE	IHB EAST DS DS CH 25 GARY & WESTERN 3 GARY & WESTERN 4	EJE IHB HIGH SPEED IHB PASS	IHB RULES		

STATION PAGE NOTES

ENTIRE SUBDIVISION: All color light signals are signal rule 1281-1298.

NOTE 1: When stop signal is displayed, rule 226-B-3-b applies. Remotely controlled by CSX RA dispatcher, Calumet City.

PORTER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

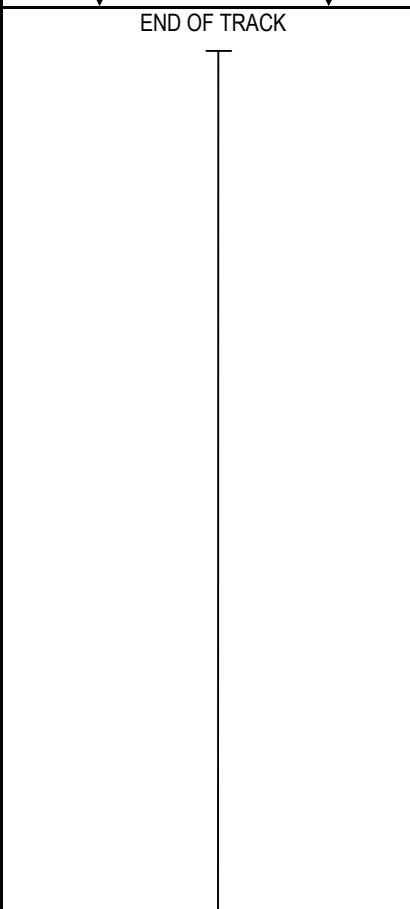
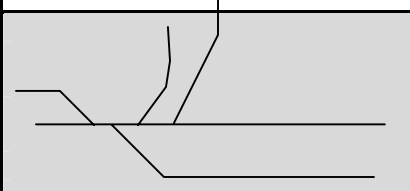
7. MISCELLANEOUS

NONE

NOTES

NOTES

PORT HURON SUBDIVISION – PH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10	CBD 4.5	TOWER LINE ROAD	END OF TRACK 	96		
10	CBD 2.1	HOYT		96		
10	CC 1.8	HOYT		CPS-261		
10			SAGINAW SD <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">AX DISP. DSCH 84-T4 RD CH 08</div>			

PORT HURON SUBDIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Saginaw – Due to rusty rail conditions at Towerline Road, MP CBD 4.2 and Outer Driver Road, MP CBD 3.1, trains or engines must approach crossings prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a member of the crew on the ground.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

NONE

SAGINAW SUBDIVISION – TD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
				SOUTH			
MAIN							
10	CC 1.8	HOYT	AX DISPR DS CH 84-T4 RD CH 08	CENTRAL MI RR	CPS-261		
10	CC 2.2		CUMBERLAND YARD	PORT HURON SD HOYT SDG 10515 FT.	ABS-261		
50	CC 4.3	SOUTH HOYT			CPS-261	DTC BLOCK BLACK	
50	CC 6.2				ABS-261		
30	CC 6.3						
50	CC 8.8	BRIDGEPORT, MI	HBD-DED (1)				
	CC 10.6	N/E BLACKMAR			CPS-261	DTC BLOCK BLACK	
			SS 7435 FT.		ABS-261		
	CC 12.0	S/E BLACKMAR			CPS-261		
					ABS-261	DTC BLOCK BIRCH	
	CC 15.1	N/E BIRCH RUN			CPS-261		
				SS 8114 FT.	ABS-261		
	CC 16.7	S/E BIRCH RUN			CPS-261		
					ABS-261		
	CC 21.3	CLIO			CPS-261		
	CC 24.4	FRANCIS ROAD	HBD-DED(1)			DTC BLOCK CLIO	
	CC 24.4	MT. MORRIS, MI			ABS-261		
50	CC 25.3						
35	CC 26.2	MT. MORRIS			CPS-261	MORRIS	
	CC 28.0	COLDWATER ROAD	SS 15875 FT.		ABS-261	DTC BLOCK MORRIS	
35	CC 29.2	MCGREW			CPS-261		
NO 1	NO 2		MCGREW YARD	2 1	ABS-261	DTC BLOCK FLINT	
35	35						
	25	CC 30.7	SOUTH MCGREW		CPS-261		
	35	CC 31.9 CC 32.7		DORT PASS	ABS-261		
		CC 32.9	NORTH KEARSLEY		CPS-261	DTC BLOCK FLIINT	
35	35				ABS-261		

SAGINAW SUBDIVISION – TD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
NO 1	NO 2			2	1			
35	35					ABS-261	DTC BLOCK FLINT	1
		CC 33.5	SOUTH KEARSLEY	.....	..... CN	CPS-261		
						ABS-261		
		CC 36.1	ATWOOD WYE		X25	CPS-261	DTC BLOCK ATWOOD	
	20 H/E ONLY			ATWOOD YARD		ABS-261		
		CC 37.7	ATWOOD JCT	OLD MAIN →		CPS-261		
MAIN						ABS-261		
	35					CPS-261		
		CC 39.5	N/E GRAND BLANC			ABS-261	DTC BLOCK BLANC	1
	35	CC 40.9		GRAND BLANC YARD	SSDG 4281 FT.	ABS-261		
		CC 41.0	S/E GRAND BLANC			CPS-261		
	50	CC 41.8		YARD LEAD →		ABS-261		
		CC 44.0	N/E NEWARK			CPS-261	DTC BLOCK NEWARK	1
					SSDG 7258 FT.	ABS-261		
	50	CC 45.1	S/E NEWARK			CPS-261		
		CC 46.5	NEWARK, MI	HBD-DED(1)		ABS-261	DTC BLOCK HOLLY	2
	25	CC 48.3				CPS-261		
		CC 48.8	N. HOLLY			ABS-261		
		CC 49.8				CPS-261		
	15	CC 50.2	HOLLY		..... CN	ABS-261		
		CC 50.9				CPS-261		
	15	CC 51.5	S. HOLLY			ABS-261	DTC BLOCK CLYDE	1
		CC 58.2	N/E CLYDE			CPS-261		
					SSDG 14074 FT.	ABS-261		
		CC 61.1	S/E CLYDE			CPS-261		
	50	CC 64.9				ABS-261		
	30	CC 65.2				CPS-261		
		CC 67.9	NORTH END WIXOM, MI	HBD-DED(1)		ABS-261	DTC BLOCK WIXOM	1
		CC 68.1	N/E WIXOM			CPS-261		
	50				SSDG 10250 FT.	ABS-261		
		CC 70.3	S/E WIXOM		COE RR	CPS-261		
						ABS-261	DTC BLOCK LINCOLN	

SAGINAW SUBDIVISION – TD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
50	CC 70.5	N/E LINCOLN			CPS-261	DTC BLOCK LINCOLN	
50					ABS-261	DTC BLOCK LINCOLN	
35	CC 72.0	S/E LINCOLN			CPS-261	DTC BLOCK NOVI	
SDG	CC 73.6	N/E NOVI			ABS-261	DTC BLOCK NOVI	
35	CC 74.8	S/E NOVI			CPS-261		
50	CC 76.0				ABS-261		
50	CC 81.0	MIDDLE RIVER			CPS-261		
50	CC 81.9				ABS-261	DTC BLOCK NORTH VILLE	
30							
	CC 82.0	PLYMOUTH			CPS-261		
					ABS-261	DTC BLOCK PLYMOUTH	
30	SDG	CC 82.?	N/E PLYMOUTH		CPS-261		
50	20	CC 83.1	WEYERHAEUER		ABS-261		
		CC 87.1	JOHN HIX		CPS-261		
					ABS-261	DTC BLOCK WAYNE	
	SDG	CC 88.2	NEWBURGH		CPS-261		
	15		NEWBURGH YARD		ABS-261		
		CC 89.4	GLENWOOD		CPS-261		
			WAYNE SDG		ABS-261		
50			WAYNE YARD				
30		CC 90.1	WAYNE		CPS-261		3
50			BACK TRACK		ABS-261		
50	15	CC 92.7	WICK ROAD		CPS-261		
					ABS-261		
NO 1	NO 2	CC 93.8	ROMULUS		CPS-261		4
45	45				ABS-261	DTC BLOCK WAYNE	

SAGINAW SUBDIVISION – TD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				↓	↓				
NO 1 45	NO 2 45	CC 95.7	EUREKA CROSSOVER	KELSEY YARD	SOUTH	ABS-261	DTC BLOCK KELSEY		
		96.0 97.0		NEW BOSTON YARD				DTC BLOCK CARL	
		CC 98.0 CC 99.1		NEW BOSTON, MI	TSDI NEW BOSTON HBD-DED(1)	2 1	ABS-261		
35	35	CC 105.1	CARLTON	CN	TOLEDO TERMINAL SD BX DISPR DS CH 35-T7 RD CH 08	-261			

STATION PAGES NOTES

- NOTE 1:** When a stop signal is displayed, rule determine that a CN train or engine is not fouling or approaching the crossing; Operate the release device located on the CSX instrument house; wait 5 minutes and the signal should clear. If the signal does not display an aspect to proceed, secure permission from the train dispatcher. Then pass the signal at least 30 feet but DO NOT FOUL the crossing, wait 5 minutes and proceed in accordance with rule 225.
- NOTE 2:** When a STOP signal is displayed, rule 226-B-3-b applies. Remotely controlled by CN dispatcher.
- NOTE 3:** When a STOP signal is displayed, rule 226-B-3-b applies. Remotely controlled by NS dispatcher. Southbound trains picking up and/or setting off must proceed over the NS crossing to a point 50 feet south of Wayne tower to release the "trap circuit".
- NOTE 4:** When a stop signal is displayed, after contacting the train dispatcher the conductor or engineer will determine the an NS train or engine is NOT FOULING OR APPROACHING the crossing by observing the red light marked "N&W SIGNALS AT STOP". If the light is out, do not depress the "Clear CSX" push button.
If the red light marked "N&W SIGNALS AT STOP" is illuminated depress and hold the "Clear CSX" push button for 3 seconds, then wait 8 minutes. The signal should clear. If the signal does not display an aspect to proceed, secure permission of the train dispatcher, then pass signal at least 30 feet but DO NOT FOUL the crossing, wait 5 minutes and proceed in accordance with rule 233.
The timeout feature is provided for the northbound approach circuit on NO 1 and No 2 main tracks to the NS crossing. Northbound trains using more than 15 minutes between NAS Eureka Road to NAS Romulus (Goddard Road) can expect the absolute signal to display a stop aspect.

SAGINAW SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

North Kearsley to Tappan

CN Trackage - Before departing Saginaw, MI, trains destined for CN trackage between North Kearsley and Tappan must:

Have in their possession the following sections of the CN Operating Manual:
Operating Rules
Timetable Special Instructions
Flint Subdivision Timetable Instructions

Must receive the CN train dispatcher's bulletin properly addressed to their movement.

Must inform the CN train dispatcher TD-3 of any dimensional loads or restricted movements.

Must have in their possession CN GTA Form B.

Must receive permission from the CN train dispatcher or signal before entering CN Trackage.

Trains in excess of 3400 feet must not pass South McGraw without permission of CN train dispatcher.

CN Train dispatcher TD3 can be reached at 1-248-740-6773. Radio channel 74-74

ROAD CROSSINGS AT GRADE

PROVIDING PROTECTION

Due to rusty rail conditions, trains and engines must approach automatic grade crossing protection at the following locations prepared to STOP and must not foul crossings unless the automatic grade crossing warning devices are operating properly or crossings are protected by a member of the crew on the ground.

Delphi yard lead
Cumberland Street
Hoyt Siding
Blackmar siding
Birch run siding
Mt. Morris siding
Grand Blanc siding and yard lead
Newark siding
Clyde siding
Wixom siding

Hoyt Perkins, Janes and Lapeer Street crossings —

Due to rusty rail conditions, trains or engines, moving on A track and the inbound lead between MP CC 2.0 and MP CC 2.2, must approach crossings equipped with automatic crossing protection prepared to stop and must not foul the crossings unless the automatic grade crossing warning devices are known to be operating properly or the crossings are protected by a crew member on the ground at the crossing.

Blackmar, Birch Run — Due to rusty rail conditions, trains or engines, must approach crossings equipped with automatic crossing protection prepared to STOP and must not foul the crossings unless the automatic grade crossing warning devices are operating properly or the crossings are protected by a crew member on the ground at the crossing.

Blackmar, Lange Road — Cars must not be left standing within 300 feet of the crossing.

Davison Road crossing — The operating circuits on the Dort track, Dart Industrial lead, Flint Sash, and Door lead, extends 165 feet from the center of the crossing in each direction. Movements must not exceed 5 MPH approaching the crossing and must not foul the crossing until the gates are down or the crossing is protected by a member of the crew, on the ground at the crossing.

Averill Street — Through movements must not exceed 5 MPH approaching the crossing.

MP CC 32.4 - Trains or engines must approach crossings equipped with automatic grade crossing protection prepared to stop and must not foul the crossings unless the automatic grade crossing warning devices are known to be operating.

Clyde, Wardlow Road and the first private crossing 675 feet east of Wardlow Road — Waiting to occupy Clyde Siding and/or Main track trains will clear both crossings.

Wixom, Beck Road, West Road, Pontiac Trail — Southbound trains working at Lincoln yard must clear Pontiac Trail and Beck Road. Clearance distances are the following:

Main Line and the No. 1 Pass — The northbound signal at Beck Road — 5,200 feet.
Pass No.2 — The northbound signal to Beck Road — 5 feet.

All 3 tracks — If permitted to foul the northbound signal but clear of Beck Road and Pontiac Trail —6 feet. If a southbound train will not clear between Pontiac Trail and Beck Road after making pickup then the crew will leave the train north of Maple Road, Wixom when working Lincoln.

In emergency situations, the dispatchers may override these instructions. The Wixom police must be contacted prior to road blockage to allow the police to reroute automobile traffic.

Plymouth, Lilley Road (South Pass) — When "RESTRICTED AND PROCEED" aspect (Rule C291) - is displayed by signal 831, Northbound trains, in the Plymouth siding, will contact the CSX train dispatcher immediately and unless otherwise instructed, will remain south of the signal until trains leaving on a "RESTRICTED AND PROCEED", aspect and must not foul Lilley Road until the gates are lowered and the crossing is protected by a member of the crew on the ground at the crossing.

Westland Ford Road — The National BI Company service roads at Ford Road and C track intersection must not be blocked between the hours of 0600 and 1900 April 1st through November 30th and between the hours of 0800 and 1700 December 15th through March 31st. The time schedule will also include Saturday hours between 0700 and 1200.

MP CC 95.0, Wabash and Huron Rive Roads - Because of automatic grade crossing devices being inoperative, crews must stop and flag before occupying the road crossing.

Crossings on the Old Main track must be protected by a member of the crew on the ground at the crossings.

New Boston, Pennsylvania Road — Trains or engines using the set off tracks must not exceed time.

New Boston, Pennsylvania Road – Trains or engines on switching lead must stop 30 feet from crossing at stop signs and must not move over crossing unless it is known that the automatic grade crossing warning devices are activated properly or unless crossing is protected by a member of crew on the ground.

Romulus, Ecorse Road – The blocking of this road crossing with standing equipment is prohibited.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS		
Location	Equipment	Restriction
ROMULUS – GM Power Train	Other than hopper cars	Must not operate on No. 3 Industrial track
Location Wayne – Industries	Cars 60 ft. and longer	Must not operate on west track

NOTE: Train classifications instructions from empty 80 feet and longer cars in trains enroute on Plymouth SD

7. MISCELLANEOUS INSTRUCTIONS

CLOSE CLEARANCES

Employees are prohibited from riding the sides of cars at the following locations due to close clearance:

CLOSE CLEARANCES – FLINT, MI	
Location	Track
Lockhart Chemical	East side

Grand Blanc – Fisher Plant, No. 1 & 2 inside gate.

CLOSE CLEARANCE RESTRICTIONS

Michigan Steel Processing – New Boston, MI – Due to the overhead door being over 18 feet above the top of the rail, high cars and high engines are prohibited from operating within 10 feet of this close clearance.

Industries, Flint, MI – On account of closed clearance, crews are not permitted to enter the unloading area, located on No. 36 track. Signs have been installed near the gate stating “CLOSE CLEARANCE”.

Savage Industries, Flint, MI – Coal unloading facility will be serviced in the following manner:

Crews will shove coal into No. 34 track from the north end of the yard, leaving the cars south of the south crossover switch, protecting the south end.

At no time will CSX crews go into No. 36 track.

Ancor Pet Packing, MP CC 74.8 – Employees are not permitted on the north side of the track between 1,493 feet and 1,772 feet from the clearance point on account of unloading racks. No signs or lights are installed.

EXCEPTED TRACKS

Flint, MI –

- Atwood Wye
- Atwood Yard
- Old Main
- McGrew Yard, south of Carpenter Road – Expect No. 1 yard track south Carpenter Road to the roundhouse, yard lead from south Carpenter Road to key switch No. 12, and Nos. 12, 14 and 16 tracks.
- Grand Blanc yard

OTHER INSTRUCTIONS

FLINT, MI - Before setting cars off, all crews must contact the Saginaw yardmaster at 989-771-1995 or RNX 8-496-1995. The phone is located outside the old tower door south of Carpenter Road at MP CC 29.2 or via radio channel 08.

WIXOM, MI – The practice of doubling up outbound loaded auto trains through the crossover from Wixom Pass No. 2 (WP2) to No. 1 yard track (WO1) will cease. However it is permissible to double up loaded auto trains through the crossover from NO. 1 yard track (WO1) to the Wixom Pass No. 2 (WP2). This will enable the train to be doubled up on straight track.

Wayne, MI - Siding track between Newburgh Road and SAS Wayne cannot be used without the permission of the train dispatcher and must report clear and line switches normal.

New Boston TDSI Terminal – movements to tracks A-2 through A-7 will not be made without permission of TDSI employees. Employees must protect the leading car of shoving movements looking out for TDSI equipment.

TDSI personnel will perform initial terminal tests on all outbound trains at the New Boston TDSI facility. They will leave the documentation in the appropriate mailbox for CSXT.

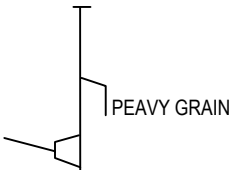

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SAGINAW TERMINAL SUBDIVISION – TD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
10	CBB 17.0 CBB 10.1 CBB 9.4	PAINES			96		
10	CBB 4.5	EHCO					
10	CB 0.0				96		

SAGINAW TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

PROVIDING CROSSING PROTECTION

Saginaw, HESR to Paines, Bristol Street, Genesee Street, Davenport Street – When eastbound trains cannot clear these crossings prior to 1700, they will lay back so as to not block the crossings until after 1715.

West Shore spur, Davenport Street, West Genesee Avenue – Trains or engines must STOP and a crew member must be on the ground to protect the movement.

South Bay City spur, Broadway Street – Trains or engines must STOP and a crew member must be on the ground to protect movement.

Saginaw Terminal, all crossings equipped with automatic grade crossing warning devices – Due to rusty rail conditions, all trains must approach all crossings equipped with automatic crossing protection prepared to stop and must not foul the crossings unless the automatic grade crossing warning devices are known to be operating properly or the crossings are protected by a crew member on the ground at the crossing.

USE OF SPECIFIED TRACKS

All Saginaw yard and industrial tracks
Trains and/or engines will operate in accordance with Operating Rule 96, not to exceed 10 MPH.

Bay City Industrial track
Trains and/or engines will not occupy these tracks without first receiving yarding instructions from the yardmaster at Saginaw.

Track Cars or M/W equipment movements will not be made without first advising the yardmaster at Saginaw.

When handling loaded unit trains at Consumer Power's facility at Bay City, cars must be run around and pulled into tracks for spotting.

When handling loaded unit trains at Consumer Power's facility, cars must not be shoved between Sherman and Pine streets in Bay City.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Saginaw Yard – Cars in excess of 60 feet will be shoved to rest.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS		
Location	Equipment	Restriction
HESR Between Paines and Superior Street	Locomotives in excess of 286,000 lbs, 6 axle units, and cars with gross weight exceeding 286,000 lbs.	Must not operate.
Bay City – D&M Bridge	6 axle units	Must not operate.

Six axle units may operate on the Bay City Industrial track, the HESR main track and Consumer Power's tracks, Essexville.

7. MISCELLANEOUS

CLOSE CLEARANCES

Employees are prohibited from riding the sides of cars at the following locations due to close clearance:

Saginaw	Berger Company loading site
Saginaw	Delphi Chassis, tracks 2 & 6
Saginaw Term.	Road crossing MP CBB 15.2 – southeast quadrant account steel pole protecting switch stand located approximately 4'2" from track.

EXCEPTED TRACKS

West Shore spur Zilwaukee spur
South Bay City spur Water Street spur

OTHER INSTRUCTIONS

Movements to HESR

Movements to HESR and from CSXT Superior Street, Paines will be governed by instructions of ARDC (HERC dispatcher). Crews returning from Paines will confirm their

lineup at Mershon from AX dispatcher before opening HESR Genesse St. switch and proceeding. Crews must monitor radio channel 76-76 while operating on HESR trackage.

Contacting ARDC dispatcher via radio

Place radio on channel 16-88, press 471 and you will receive dial tone. Dial 9-1-866-527-3495 and you will be connected. When finished, press 471* and you will be disconnected.

REMOTE CONTROL OPERATIONS

Saginaw:

Remote control locomotive (RCL) established in Saginaw, Michigan. RCL operations and special instructions are found in division special instructions.

Remote control zones (RCZ) are established in Saginaw terminal and RCZ signs are in place as follows:

Zone 1 – Wadsworth Street – outbound lead, from #7 switch to Janes Street.

Zone 2 – Norman Street - switching lead from #54 switch to Findlay Street.

Zone 3 - #3 lead from #7 switch to the dwarf signal at MP CB 0.3.

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TOLEDO BRANCH SUBDIVISION - TB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN			FREIGHT WYE →	←	TOLEDO TERM SD BX DISPR DS CH 35-T7 RD CH 08		
15			PASSENGER WYE →	←			
15	QT 4.0						
	QT 4.6					CPS-261	
30			WILLIS DAY INDUSTRIAL PARK		TOLEDO BRANCH SD - IE DISPR DS CH 50-T5? CLICK SYSTEM 5 RD CH 03	ABS-261	
50	QT 6.0 QT 6.5 QT 6.7					CHRYSLER SIDING	
	QT 8.8	CP 8				CPS-261	D
	QT 8.8	LIMECTIY, OHIO	HBD-DED(2)			ABS-261	D
	QT 13.1	CP 13				CPS-261	D
					CSDG 6864 FT. DUNBRIDGE SDG	ABS-261	
	QT 14.6	CP 14				CPS-261	D
50	19.0 QT 19.9						
35	20.0 QT 20.8 QT 21.4				BG RUNAROUND	ABS-261	
35	QT 21.6						
50	QT 29.0	N TROMBLEY, OH	HBD-DED(2)				
	SIDING	QT 32.6	CP 32			CPS-261	D
50	10				CSDG 7382 FT. GALATEA SDG	ABS-261	
40	QT 34.2	CP 34		.....	CSX WILLARD SD	CPS-261	
50							
40	QT 38.9	MORTIMER	NS	.....		
50					TOLEDO BRANCH SD - IE DISPR DS CH 50-T1? CLICK SYSTEM 4 RD CH 03	ABS-261	1
50	QT 41.0?	FINDLAY, OH	DED(2)				
35	QT 43.3	CP 43		.....	NS	CPS-261	D
35	QT 46.1					ABS-261	
50							
	SIDING	QT 46.4	CP 46			CPS-261	D
50	10				CSDG 7920 FT. HANCOCK SDG	ABS-261	
	QT 48.2	CP 48				CPS-261	D
	QT 51.0 QT 54.0	ARLINGTON, OH	HBD-DED(2)				
50	QT 61.1					ABS-261	
40							
	SIDING	QT 61.2	CP 61		CSX	CPS-261	D
40	15						
	QT 62.2				CSDG 8445 FT. DUNKIRK SDG	ABS-261	
50	QT 63.1	CP 63				CPS-261	

TOLEDO BRANCH SUBDIVISION – TB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN							
50	QT 70.4	CP 70			CPS-261	D	
40	QT 71.2	KENTON, OH			ABS-261		
25	QT 71.9						
25	QT 72.4						
50	QT 73.4					ABS-261	
	QT 74.1	CP 74			CPS-261	D	
					ABS-261		
	QT 78.5	CP 78			CPS-261	D	
			CS 14000 FT N/BOUND SDG STORAGE POCKET	<div style="border: 1px solid black; padding: 2px; width: fit-content;"> TOLEDO BRANCH SD – IE DISPR DS CH 50-T1? CLICK SYSTEM 6 RD CH 03 </div>	ABS-261		
	QT 81.5	CP 124 - RIDGEWAY	NORTHWEST WYE – 30MPH SOUTHWEST WYE – 30MPH	SOUTHEAST WYE	CPS-261		
				HAYES SIDING	ABS-261		
50	QT 82.3	CP 82			CPS-261	D	

STATION PAGE NOTES

ENTIRE SUBDIVISION: Grain, Coke and coal trains are restricted to 40MPH.

NOTE 1: MORTIMER MP QT 38.9 – preference is controlled by Norfolk Southern RR:

A southbound train with a signal lined at Mortimer, starts the long approach timer when it passes the northbound signal at CP 34. It has 12 minutes to go by the southbound signal at Mortimer.

A southbound train which does not have a signal lined at Mortimer, must pull by the cut section at MP QT 38.7 to receive a signal at Mortimer. There is no time limit to pass the southbound signal at Mortimer. This is the short approach, released by the NS dispatcher preference button (if set for CSX).

A northbound train with a signal lined at Mortimer starts the long approach timer when it passes Bigelow Street (north side of the crossing). It has 12 minutes to pass the northbound signal at Mortimer.

A northbound train which does not have a signal lined at Mortimer must pull by the cut section at MP QT 39.0 to receive a signal at Mortimer. There is no time limit to pass the northbound signal at Mortimer. This is the short approach, released by the NS dispatcher preference button (if set for CSX).

TOLEDO BRANCH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Six axle locomotives prohibited on Durez Industrial track.

7. MISCELLANEOUS

Dunkirk MP QT 61.2 – CP 61

In the application of rule 807, paragraph c, the cars and M of W equipment must operate as follows:
After receiving permission from the train dispatcher to pass the STOP signal, a second STOP must be made clear of the Fort Wayne line. If no conflicting movement is observed, movement may be resumed. If a conflicting movement is observed, the track car driver must follow the instructions posted at the location.

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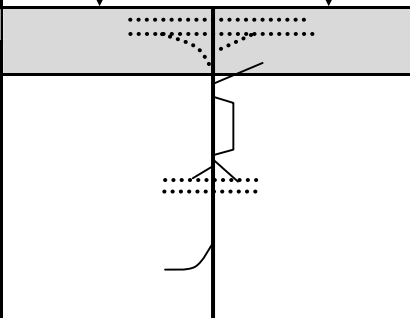
TOLEDO TERMINAL SUBDIVISION - TT

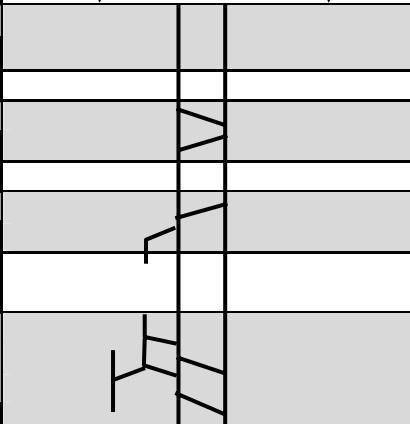
AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
NO 1	NO 2			SOUTH				
45	45	CC 104.6		SAGINAW SD AX DISPR DS CH 84 -T4 RD CH 08	LINCOLN SD	ABS-261	DTC BLOCK CARL	
35	35	CC 105.1	CARLETON	CN		CPS-261	DTC BLOCK MONROE	1
45	45	CC 114.3		S SIDING 4,380'	N SIDING 5,629'	ABS-261		
35	35	CC 114.8	MONROE - ELM ST	2	1			
45	45	CC 115.2	MONROE - 7TH ST				DTC BLOCK ERIE	
		118.0 CC 122.4 124.0	ERIE, MI	HBD-DED		ABS-261		
		CC 125.2	ERIE INTERLOCKER			CPS-261		
45	45					ABS-261	DTC BLOCK ALEX	
30	30	CCA 130.1	ALEXIS	OMNI SOURCE LEAD	NS	CPS-261		1
30	30			AA		ABS-261	DTC BLOCK STICK	
25 H/E ONLY		CCA 131.9	HALLETT			CPS-261		
30	30	CTT 1.8		AA	CSX BOULEVARD YARD	ABS-251 1-N 2-S	DTC BLOCK HOFF	
20	20	CTT 0.4	GTW CROSSING	CN	CONNECTION 10MPH	CPS-261		1
30	30					ABS-251	DTC BLOCK SUDER	8
20	20	CTT 27.7	LOWER BRIDGE			CPS-261		6
30	30				WESTWAY	ABS-251 1-N 2-S	DTC BLOCK FRONT	
20	20	CTT 26.5	MILLARD AVE			CPS-261		
20	20	CTT 26.3	IRONVILLE	NS			DTC BLOCK FRONT	3
30	30			2	1	ABS-251	YORK (NO.2 TK ONLY)	7,8
30	30	CTT 25.4	CONSAUL AVE			CPS-261		3
30	30					ABS-261		

TOLEDO TERMINAL SUBDIVISION - TT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
NO 1 30	NO 2 30			2	1	ABS-251	DTC BLOCK OIL	4
		CTT 23.0	PICKLE ROAD			CPS-261		
						ABS-251	DTC BLOCK OAKDALE	
		CTT 21.9	VICKERS	.....	NS	CPS-261		
30	30					ABS-251	DTC BLOCK WALES	
20	20	CTT 20.6	WR TOWER			CPS-261		
						CPS-261		
						ABS-261	DTC BLOCK BROADWAY	
		CTT 19.5	STANLEY			CPS-261		
20	20					CPS-261		
30	30	CTT 16.9 BE 196.4	BATES			ABS-261	DTC BLOCK LIME	
		BE 193.6	PERRY	BX DISPR DS CH 35-T7 RD CH 08	2 1	CPS-261	DTC BLOCK ROSS	
							
					TOLEDO SD DISPR DS CH RD CH			

TOLEDO TERMINAL SUBDIVISION - TT

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
10	CTT 2.0	HALLETT	WEST		CPS-261		5
	CTT 3.1	TOWER K			TWC-DTC	DTC BLOCK SIDE	
	CTT 4.6				TWC-DTC	DTC BLOCK TEMPER	
10	CTT 5.0						

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO 1	NO 2			↓	↓			
30	30	CDA 118.4	WR TOWER			CPS-261		
						ABS-261		
		CDA 117.8	UNION STREET			CPS-261		
						ABS-261		
		CDA ???	WE YARD "D"			CPS-261		
						ABS-261		
30	30	CDA 115.0	VR TOWER	CPS-261				
30	30				COLUMBUS SD CR DISPR DS CH 14 T-1 RD CH 08			
30	30							

STATION PAGE NOTES

- NOTE 1:** When stop signal is displayed rule 226-B-3-b applies. Remotely controlled by CSX BX dispatcher Jacksonville, FL.
- NOTE 2:** When stop signal is displayed rule 226-B-3-b applies. Remotely controlled by NS Toledo yard dispatcher, Dearborn MI. Radio CH 64, Phone 313-323-5861.
- NOTE 3:** When stop signal is displayed rule 226-B-3-b applies. Remotely controlled by NS Toledo yard dispatcher, Dearborn, MI. Radio Ch 64, Phone 313-323-5861. Notify BX dispatcher of delay before contacting NS dispatcher for instructions
- TRAP RELEASE INSTRUCTIONS:**
The box containing the TRAP RELEASE is located in the southeast quadrant of Ironville crossing on a pole between the tower and the diamond. It contains four lights and four buttons. Contact the NS dispatcher for permission to operate TRAP RELEASE buttons. Determine NS train or engine is not fouling or approaching crossing. Operate TRAP RELEASE buttons as follows: Identify which indicator lamp is illuminated, depress the push button directly below illuminated indicator lamp and hold for two (2) seconds before releasing (indicator lamp should turn off after its push button is depressed). After operating push buttons as instructed above, contact the NS dispatcher for further instructions. Advise NS dispatcher of any indicator lamp that failed to turn off after its push button has been operated. If you should fail to get a signal to proceed after complying with the above instructions, contact the NS dispatcher for instructions.
- NOTE 4:** When stop signal is displayed rule 226-B-3-b applies. After notifying the CSXT Dispatcher in Jacksonville of being delayed, the conductor or engineer will:
Contact the NS Dispatcher via radio channel 64 or telephone at 313-323-5861 for instructions.
If the NS Dispatcher states he has control of the railroad crossing at grade and after receiving his permission to proceed, proceed in accordance with Rule 225.
If the NS Dispatcher states that he does not have control of the railroad crossing at grade and after securing permission of the NS Train Dispatcher, the conductor or engineer will:
Determine NS train or engine is not fouling or approaching crossing;
Open switch marked "Release";
After indicator is illuminated, train may proceed at restricted speed to next signal;
If indicator is not illuminated within 5 minutes, pass signal at least 30 feet, but do not foul crossing;
Close switch marked "Release";
Wait 5 minutes, and
Proceed in accordance with Rule 225
- NOTE 5:** When stop signal is displayed rule 226-B-3-d applies. After securing permission of the NS Toledo Yard Dispatcher channel 64-64, conductor or engineer will:
Determine NS train or engine is not fouling or approaching crossing;
Depress and hold pushbutton for 2 seconds;
After indicator is illuminated, train may proceed at restricted speed to next signal;
If indicator is not illuminated within 5 minutes, pass signal at least 30 feet, but not foul crossing;
Wait 5 minutes; and
Proceed in accordance with Operating Rule 225
- NOTE 6:** Trains stopped by a block signal will receive permission from train dispatcher to pass stop signal.
If the bridge operator is on duty, the operator will determine that the bridge is lined for rail movement and so inform the train dispatcher, who will include that information in his permission, given to the train.
If the bridge operator is not on duty, a member of the train crew will ascertain that draw span and lift rails are in proper position before movement is allowed to proceed.
- NOTE 7:** Track 2 – authority for movement is ABS/251. Track 1 – authority for movement is ABS/261.
- NOTE 8:** Current of traffic is No 1 – NORTH, No 2 - SOUTH.

TOLEDO TERMINAL SUBDIVISON SPECIAL INSTRUCTIONS

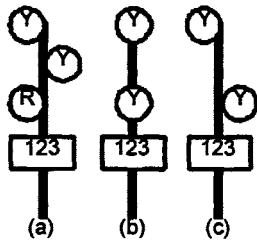
1. INSTRUCTIONS RELATING TO OPERATING RULES

CSX trains will use the tracks of other railroads in accordance with their timetables, rules and regulations as follows:

Location	Railroad
Walbridge to Rockwell Junction and Alexis, Toledo	NS
Front Street-Homestead Yard and Sumner Street Yard to Gould	NS
CTT 5.0 Temperance, and CIT 12.7 Gould	NS
Hallett and Galena Streets, Toledo	AA
Lang Yard	CN
WA Tower and Alexis, Toledo	NS

SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH CSX SIGNAL RULES:

The signal aspects and indications listed below apply to the former Toledo Terminal railroad section of the Toledo Terminal subdivision only.



C-282-A

Name - Advanced Approach
Indication - Proceed
Preparing To Stop At
2ND Signal



C-290

Name - Restricting
Indication - Proceed At
Restricted Speed



C-290

Name - Restricted Proceed
Indication - Proceed At
Restricted Speed

EXCEPTED TRACKS

- LAKE FRONT YARD** — All tracks at Lake Front Yard are excepted tracks with the following exceptions: The inbound tracks L60, LOI, L02, including East End Lead, West End Switching Lead, L60 thru L03 office pocket.

- PRESQUE ISLE DOCKS** - All tracks at Presque Isle Docks are excepted track with the following exceptions:

MI Cabin Area
A, B, C, D, and E leads
Tracks 93-99
BP Lead
95 Extension
Track Y21
Tracks 66 through and including 72 end to end
Lake and Ladder from 66 towards Three Pocket
B26 and B25 in their entirety

TEMPORARY SPEED SIGNS

On the former Toledo Terminal Railroad section of the Toledo Terminal Subdivision, a sign will be placed far enough in advance of the restricted area to permit a reduction from maximum authorized speed to the speed specified in a train order or train message, but not less than twenty-one hundred (2100) feet, where practicable.

ROAD CROSSINGS AT GRADE

Hallett, Matzinger Road - Before trains or engines move over crossing on the Fort Industry Lead, a member of the crews must be stationed on the ground at the crossing to protect the movement against highway traffic.

Temperance, Laskey Road (CNIC) - Trains and engines must stop before fouling the crossing and a member of the crew will insert switch key in "start" slot on controller and turn to the right. After the flashers have operated for at least 20 seconds, the movement may proceed. Flashers will stop when track circuit is cleared.

Rosstord, Glenwood Road, Lime City Road - Trains, cars, and/or locomotives are not to be left closer than 20 car lengths (approximately 1800) from the north or west side of Glenwood Road. All trains approaching on all tracks will not foul crossing until gates are down and flashing light signals have operated for at least 20 seconds unless protected by a member of crew on ground.

Lower Bridge, Summit Street - When signal B27 located at CTT28.4 displays an "Approach" aspect and SAS at Lower Bridge displays "stop" aspect southward trains will stop 100 feet north of Erie Street. Trainmen will immediately operated switch key manual control device located north of Erie Street, to raise crossing gates at Summit Street.

Trains and engines may proceed when SAS at Lower Bridge displays other than "stop" aspect. Crossing gates will lower automatically. Do not exceed 5 MPH until gates are down.

Oregon Road - A manual control for raising and lowering crossing gates at Oregon Road, CTT18.4, when circuit is occupied, has been installed in the northeast quadrant of the crossing. The control is operated by a standard main track switch key. When crossing has been cut to allow

highway traffic to pass, A member of the crew will operate the gates by use of the control.

Carleton, All Streets - No car or cars shall be switched across, along or within the lines of any street or public highway within the village of Carleton unless it is attached to a locomotive.

Sterns Road – Southward trains passing Erie must pull to Sterns Road before stopping unless signal aspect indicates a favorable signal at Alexis or otherwise instructed by train dispatcher

Walbridge – Whenever practicable, standing trains just not block the emergency access road crossing located on the P company lead, myers lead and the Carrothers secondary located within WR interlocking just north of west Union street.

SWITCHES

TOLEDO DOCKS

Power-operated and Electrically Locked Switches at No. 4 Coal Machine

Power operated and electrically locked switches are controlled by the retarder operator when on duty. Switches may be operated locally by trainmen after securing permission of the retarder operator, when on duty. Instructions for operating switches are posted in control boxes.

Spring-loaded Switches

Loaded Track on Coal Machines — Movement must not be made over spring-loaded switches located on loaded tracks at No. 4 coal machine, Presque Isle Docks, until a member of the crew has manually positioned the switch or switches for movement. Rule 104 applies.

Hand-operated Switches

Eastward movement must not be made beyond the clearance point from the east end of the New Receiving Yard, tracks 1, 2, or 3 without permission from both the Presque Isle yardmaster and “BX” Dispatcher.

44 empty switch must be lined for movement on 39 lead, after use.

Toledo Docks - Various coal testing companies will be providing their own protection while sampling coal. The protection will consist of locking out the track and applying a yellow fluorescent tag to the switch, stating:

**DANGER
DO NOT OPERATE
EQUIPMENT LOCKED OUT
FOR COAL INSPECTORS**

USE OF SPECIFIED TRACKS

Toledo Docks

Kicking or dropping cars into the coal machine loading tracks is prohibited. Permission of the car retarder must be obtained before entering No. 4 coal machine empty tracks.

Low Level Track — Movements in either direction will not be made until member of the crew making movement has secured permission from the dock Yardmaster.

Movements through hand throw crossovers between Lake Front Dock and Presque Isle, in either direction, must not be made without permission of both the Presque Isle yardmaster and “BX” Dispatcher.

Before any cars are pulled from #4 coal machine empty hole tracks, a member of the crew must contact the retarder operator via radio, which is located at the #4 machine skate shanty. This is to ensure proper protection is afforded before pulling any tracks. Instructions are located inside the shanty on how to operate the radio.

Lakefront Dock (Torco)

Permission of the Presque Isle yardmaster must be obtained before moving over bridge connection, LFD and P1 Docks.

Trains departing LFD will obtain their permission from the P1 yardmaster.

Equipment moving over the Ore Loading Station must not exceed 5 MPH.

Movements through hand throw crossovers between Lake Front Dock and Presque Isle, in either direction, must not be made without permission of both the Presque Isle yardmaster and “BX” Dispatcher.

Overseas Terminal — Trains using dock tracks will not move west of the gantry crane rail stops (painted yellow) until it is known that the gantry crane is stationary and the lifting device of the crane is retracted to its upper limit. Trains must expect to find the crane, which spans the dock tracks, anywhere between the rail stops and the west end of the tracks.

Walbridge Yard

Trains awaiting movement in vicinity of Union Street, Walbridge, must secure permission of Walbridge yardmaster before lining switches or fouling tracks in that vicinity.

All crews entering or operating in Walbridge Yard must contact the eastbound yardmaster for instructions, including movements between Eastbound Yard, Hump Receiving Yard, Arrival Yard, and Yard “D”.

Loaded auto rack cars are loaded frame cars must not be humped. These cars will be shoved to rest in a track designated by the yardmaster and a track block applied so no cars are humped into the designated track. Any additional cars into this track must also be shoved to rest.

THRU TRUSS BRIDGE

Thru Truss Bridge		
Bridge Number	Location	Mile Post
1	Lower River	CTT 27.7

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
Toledo Docks Dumper No 4	Cars with gross weight exceeding 270,000 lbs	Must not operate
Toledo Docks Dumper No 4	Engines	Must not operate on Barney inclines on lead track, beyond kickback switches on empty tracks, on trestle on empty return track, over car thawing equipment
Lake Front Dock – TORCO	Engines and Caboose	LFD Ore Landing Station is equipped with red and green colored lights located directly above the loading chutes. A red aspect signifies that the shutes are down and will not clear an engine or caboose. A green aspect signifies that the chutes is up and will clear an engine or caboose
Dock, tracks, Over Seas Terminal	High or wide loads	Must not operate under gantry crane

SIX AXLE LOCOMOTIVES

Unless otherwise noted in the individual subdivision sections of this timetable, six (6) axle locomotives will not operate on any industrial track.

7. MISCELLANEOUS

Eastbound East End Walbridge — Eastward movement on eastbound switching lead or hump lead must stop clear of Latcha Road and obtain permission from CSX Eastbound Yardmaster, Walbridge, for their movement.

Toledo Docks

Loading track pushers at No. 4 coal machine buck tracks will not clear a man on the side of a car. Employees are prohibited from riding cars and walking between tracks adjacent to pushers.

Cars are not to be placed on No. 4 coal machine buck tracks unless it has been ascertained by the yardmaster that there will be no movement of pushers on adjacent tracks.

Thawing shed at No. 4 coal machine will not clear a man on the side or top of a car. Employees are prohibited from riding cars.

Norfolk Southern RR - Homestead Yard - For entrance into Homestead Yard at Ironville MP CTT26.3, the following must be adhered to:

Permission must be received from Yardmaster, Homestead yard before entering. The yardmaster may be contracted via radio channel 76-76. The following information should be furnished to the yardmaster: on-duty time, train size and lead engine number. After receiving yarding instructions from yardmaster, train can only proceed to east end of Homestead yard, and must not foul lead without further instructions from yardmaster.

When departing Homestead yard, after receiving a return route to west end of Homestead yard, movement must receive permission from Homestead yardmaster. When train is ready to depart yard, and permission is received from Homestead yardmaster to depart, crew must notify CSX BX dispatcher that train is ready to depart Homestead yard.

Movements must not exceed ten (10) MPH on all tracks. All movements on NS are under NS operating rule 93.

MP C1T73 Track at Chemical Waste Management:

Instructions for operation:
At least two hours prior to the yard job arriving at Chemical Waste Management, the dock yardmaster will call (419) 547-7791 to notify them. Chemical Waste Management will send a person to handle the gate and the overhead door and to give the crew spotting instructions.

CLOSE CLEARANCE

Because of close clearance at the following locations, employees are prohibited from riding the sides of cars:
Crown Cork & Seal Plant — Tracks inside building.

All trains arriving at Perrysburg/Bates from Deshler are to contact the Walbridge Yardmaster upon arrival.

Also, all trains departing Perrysburg/Bates destined Deshler, are to contact the Walbridge Yardmaster immediately after boarding their train.

Close overhead clearance exists at Heidtman Steel Products, located at CC129.2 Lavoy Road, due to

overhead door being only 18 feet above top of rail. All rail cars entering building must be gondola and/or flat bed for unloading steel coils.

Close track centers exist at Stanley Yard between Class tracks K-19 thru 26, on the north end. Please use extreme caution when working in this area.

Stanley Yard — Instructions for obtaining “spikes” (protection) while coupling tracks or inspecting Locomotives in Yard ‘K’.

It is the responsibility of the employee fouling the tracks to obtain spikes from the Car Retarder Operators (CR05) each Retarder Operator has a radio and monitors channel 6.

Before entering a track, you must contact the CR0 to make sure that protection has been afforded you. After you have completed your move and no longer occupy the track you asked for, it is the responsibility of the employee who asked for the protection to return that track to the CR0 so that the spike can be removed.

Anytime a locomotive is left standing at any Classification Track in Yard K, a spike must be applied by the Yardmaster on duty.

When an employee is requesting a spike from the CR0, it is mandatory that he uses the job symbol and his last name when making the request — (Example: This is crew Y317, Conductor White, requesting a spike from Tower Operator, Tower C).

Spike protections while working tracks: When working on tracks in the bowl at Stanley yard, spike protection must be received on both the track you are working on both the track you are working on as well as the adjacent track.

Properly securing tracks without inert retarders at the north end of yard K.

The process for the release of spike protection on tracks that do not have inert retarders is as follows:

Two cars must be left in the track south of the yellow tie with hand brakes fully applied. All tracks without inert retarders must also be doubled skated at the designated skate mark.

REMOTE CONTROL OPERATIONS

Walbridge Yard:

Remote control locomotive (RCL) established in Walbridge Yard. RCL operations and special instructions are found in division special instructions.

Remote control zone (RCZ) is established in Walbridge yard and RCZ signs are in place as follows:

Zone “INBOUND” - from 100 feet west of road crossing at eastbound west end to clearance point near east end of freight house crossovers. Length of the “inbound” zone is 4,176 feet from zone sign to zone sign

Location of RCZ signs for “INBOUND” zone – a sign located 100 feet west of road crossing at eastbound west

end is located on the north side of E19 track for westward movements and a sign located near clearance point at east end of freight house crossovers is located on south side of inbound track for eastward movements.

Zone “Eastbound east end switching lead” – Near the eastbound east end switching lead junction switch to clearance point near east end new lead track and eastbound east end switching lead. Length of “eastbound east end switching lead” zone is 1,671 feet from zone sign to zone sign.

Location of RCZ signs for “Eastbound east end switching lead” – a sign located approximately 75 feet east of eastbound east end switching lead junction switch is located on south side of eastbound east end switching lead track for eastward movements and a sign located near clearance point at east end of eastbound east end switch lead track and east end of new lead track is located on south side of switching lead for westward movements.

Zone “E-19” - from 100 feet west of the road crossing at eastbound west end to clearance point near east end of freight house crossovers. Length of the “E-19” zone is 4,176 feet from zone sign to zone sign.

Location of RCZ signs for “E-19” zone – a sign located 100 feet west of road crossing at eastbound west end on the north side of E-19 track for westward movements and a sign located near clearance point at the east end of freight house crossovers on south side of inbound track for eastward movements.

Zone “old main” – from 100 feet west of road crossing at yard D to clearance point near east end of SO-7(SHOP 7). Length of “old main” zone is 4,925 feet from zone sign to zone sign.

Location of RCZ signs for “old main” zone – a sign located 100 feet west of road crossing at yard D on the north side of old main track for westward movements and a sign located near clearance point at the east end of SO-7(shop 7) on the south side of old main track for eastward movements.

Trains or on track equipment must contact eastbound yardmaster for instructions prior to entering these zones.

NOTES

WOODLAND SUBDIVISION - WQ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			SOUTH		GCOR UP RR		
		CP 1083 (UP RR)			CPS-261		
MAIN IM 60 | F 50 60 | 50	ZA 82.6	WOODLAND JCT					
	ZA 87.2				SB DISPATCHER DS CH 94 - T4 RD 84		DTC BLOCK WELLINGTON
	ZA 88.5					ABS-261	
	ZA 91.8	WELLINGTON, IL	(1) HBD-DED-HD				
	ZA 94.1		HERITAGE FS				
	ZA 94.2	WELLINGTON				CPS-261	DTC BLOCK WELLINGTON
	ZA 96.8				SS 12779'		
	ZA 97.8					ABS-261	DTC BLOCK ROSSVILLE
	ZA 99.1		HOOPESTON FERTILIZER		DEMETER		
	ZA 99.2	HOOPESTON				CPS-261	DTC BLOCK ROSSVILLE
	ZA 99.5		HOOPESTON FOODS				
	ZA 99.8					ABS-261	
	ZA 100.8				HOOPESTON STORAGE		
	ZA 105.4				ROSSVILLE ELEVATOR		
	ZA 105.5				CREATIVE PROD.		
ZA 105.6				ROSSVILLE STORAGE			
ZA 107.1	ROSSVILLE				CPS-261	DTC BLOCK ROSSVILLE	
ZA 108.2				BROTHERS BRANCH RULE 105 APPLIES / EXCEPTED TRACK			
SS 12475'							
ZA 110.9				ALVIN ELEVATOR			
ZA 114.2				CONSOLIDATED GRAIN	ABS-261	DTC BLOCK RA JUNCTION	
ZA 115.3	BISMARCK, IL	(1) HBD-DED					
ZA 120.0	RA JUNCTION				CPS-261	DTC BLOCK RA JUNCTION	
NO 1 IM 60 | F 50	NO 2 IM 25 | F 25						
		ZA 122.4				ABS-261	
		ZA 122.7					
30	30	ZA 122.8	DANVILLE			CPS-261	
20	20	ZA 123.1					
		ZA 123.5				ABS-261	
		ZA 123.5	COREY			CPS-261	
20	20	ZA 123.6					
50	50						
20	20	ZA 125.8				ABS-261	
20	20	ZA 127.6					
			VINE STREET				
60	50	ZA 128.9	RB JUNCTION			CPS-261	

WOODLAND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

1. Rusty Rail Conditions –

Due to rusty rail conditions on main track, Brothers Branch Highway Grade Crossings protected by flasher lights at ZE109.1, Highway Route 1; and ZE112.5, Highway Route 136, must not be fouled until it is known that flashers have been operated for at least 20 seconds or gates have lowered.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

- Unless otherwise authorized by the Superintendent, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 6. Equipment Restrictions

Location	Equipment	Restriction
Brothers Branch	Cars with gross weight exceeding 263,000 lbs.	Must not operate
	Wreckers and Locomotive Cranes	Must not exceed 10 MPH
	Six-Axle Engines	Must not operate

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Air Slips at Danville

All inbound trains coming into or parking inside or outside the terminal at Brewer Yard, Danville, IL. Will inform the yardmaster of the status of air slip. If the train is to be parked for any reason other than a direct crew change, the conductor will bring the air slip to the Brewer Yardmaster. If your hours of service expire the conductor will advise the Brewer yardmaster of the exact location that the air slip will be left and be governed by his or her instructions

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

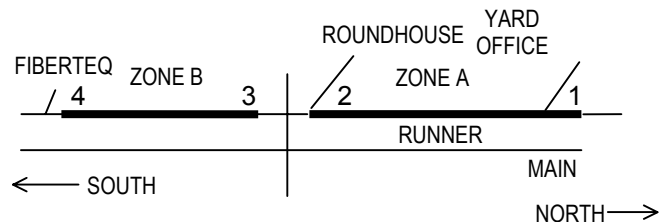
NONE

7. MISCELLANEOUS

INSTRUCTIONS RELATED TO REMOTE CONTROL LOCOMOTIVE OPERATIONS:

- Remote control locomotive (RCL) operation is established at Barr Yard, Riverdale, IL. RCL operation and instructions are found in Division Special Instructions.
- Remove control zones (RCZ) are established at Danville, IL, Brewer Yard and remote control zone (RCZ) signs are in place as follows:
 - Zone "A" from approximately MP ZA 127.1, just north of Brewer yard office, (sign "1" will be located between runner and #1 track), to approximately MP ZA 127.5, just north of Vine St. crossing (sign "2" will be located to the west side of rip track lead, approximately 200' north of Vine St. crossing.)
 - Zone "B" from approximately MP ZA 127.6, just south of Vine St. crossing, (sign "3" will be located to the west of the runner), to approximately MP ZA 128.6, just north of the Fiberteq switch (sign "4" will be located to the west of the runner.)
 - Zone "C" between MP ZA 126.5 and MP ZA 128.6 on #6 track. When Zone "C" is activated, the service road that runs parallel to #6 track will be blocked with chains and closed to vehicular traffic.

Diagram of "A" and "B" zones and location of signs:



BOLD LINE indicates RCZ's "A" & "B", numbers correspond with location of signs in above RCL instructions.

Hillery Industrial Lead, Danville, IL

Prior to occupying the Hillery Industrial Lead, trains and/or on-track equipment must contact the yardmaster at Brewer Yard, Danville, IL.

CHICAGO DIVISON SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

TRAIN SPEEDS

SPEED CONDITIONS	
Location	MPH
When moving over industrial bridges and trestles	10
Through turnouts, crossovers and sidings – Except where signal indications or special instructions permit higher speed.	10
Tracks other than main or signaled tracks	10
Tracks in Bedford Park and 59 th Street	15

RADIO PROCEDURES

Engineering Department Radio Channels

AAR Radio Channel Usage				
Designation	TX	RX	User	Territory
Engineering	45	45	Engineering Forces	All Regions

INITIATING A RADIO CALL-IN TO AND FROM THE TRAIN DISPATCHER

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
 - a) Mobile radios-equipped with “touch tone” micro-phones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
 - b) Motorola (late model) and Aerotron radios – Press and hold the call-in number push-button for two seconds and release.
 - c) Motorola MCX’s (early model radio) – Rotate “tone” switch until the call-in number is displayed and the light to the left of tone display indicates “DTMF”. Press the “DISP” button for two seconds and release.
 - d) Trackstar III Radio – Set “TMF-TONE” switch in “DTMF” position. Press the “select” button until the call-in number is displayed. Press the “send” button for two seconds and release.
2. Within ten seconds after a call in has been performed, an answer back tone should be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.
3. When the train dispatcher contacts a train or another employee on or near the track, he will initiate the call on the designated channel assigned to that area (Road Channel). When contact has been established, they will switch to the dispatcher channel to continue the conversation. After the conversation has ended, the employee will immediately return to the assigned channel (Road channel) for that subdivision.

4. GR-102, C, Paragraph Modified

At locations where derails are used in accordance with Rule GR-102, C., alternate methods of protection, paragraph 3, tracks other than main tracks, crews are prohibited from lining switches into the track that has a derail in the derailing position and/or a blue signal displayed. In the event the switches will ensure the derails and/or blue signals are removed prior to passing the switch governing movement into the track.

Note: This rule does not apply to rule GR-102, C., paragraph 1, Locomotive Servicing Areas, and paragraph 2, Car Shop Repair Track Areas, if the speed is restricted to not more than 5 miles per hour.

EMERGENCY CALL-IN PROCEDURES

When an emergency arises as defined in Operating Rule 415, the following procedure will be used to initiate an emergency Call-in to the train dispatcher.

1. Select the appropriate train dispatcher channel and when using;
 - a) Trackstar III radio set “DTMF-Tone” switch in “DTMF” position.

Press the “SELECT” button until the call number 9 is displayed

Press the “SEND” button for two seconds and release.
 - b) Motorola MCX’s (Early Model), rotate the “TONE” switch until the call number 9 is displayed and the light to the left of the tone display indicates “DTMF”. Press “DISP” button for two seconds and release.
 - c) Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.
 - d) Mobile radios equipped with “TOUCH-TONE” Micro-phones, press the call number 9 button for two seconds and release.
2. An answer-back tone will **not** be heard.
3. During the next 20 seconds, the radio is directed onto the train dispatcher’s monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying;
 - a) Transmitting unit (train identification or title and name)
 - b) Precise location,

- c) Specific train dispatcher console (several may be coded in), and
 - d) Nature of the emergency.
4. When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until the call-in is acknowledged.

CSX RULE 100

The following is added to CSXT operating rule 100:
 When movement is required over a road crossing on an industrial track or industry track where snow, ice or mud conditions prevail, extra precaution must be taken to avoid derailment or accident. When necessary the engine must be used to cut the flange ways at road crossings (public or private) prior to switching or servicing the industry. If operating conditions are such that the engine cannot be used and car(s) must be shoved over the crossing, under no circumstances will an employee ride on the car over the crossing. Employee(s) on the ground must be alert and prepared for a possible derailment. Except for switching or making up trains within yards, crew members must provide on-ground protection for all movements not headed by an engine at private road crossings within private industry.

CHANGE IN SIGNAL RULE 1285, C1285 AND CR1285:

The indication for rule 1285, C1285 and CR1285, APPROACH, is changed to:

Proceed prepared to stop at next signal. Trains exceeding medium speed must immediately begin reduction to medium speed as soon as the approach signal is clearly visible.

ISSUE AND DISTRIBUTION OF GENERAL BULLETINS AND NOTICES:

District	Subdivisions/Terminals
Chicago Division	Altenheim
Chicago Division	Barr
	Blue Island
	Chicago Heights
	Garrett
	Grand Rapids
	Lake
	Monon
	New Rock
	Porter
	Wabash
	Woodland
Detroit Division	Carrothers Secondary
Northern District	Dean
	Detroit
	Fremont
	Grand Rapids Terminal
	Lansing
	Lincoln Secondary
	Ludington
	Manistee
	Plymouth
	Saginaw
	Toledo Terminal

NOTE:

Any trains having trouble obtaining bulletins and notices will call the assistant chief dispatcher for the territory.

SIGNAL RULE 1292, C1292, CR1292 MODIFIED:

Where signal aspects display rule 1292, C1292, CR1292, trains are required to stop 500 feet short of the signal location. In situations where it is necessary to pull closer to signals displaying STOP, to clear a switch, highway crossing at grade, etc., the movement may be made after a complete stop has been made at 500 feet.

Under no circumstances will a train be stopped closer than 100 feet to any signal displaying stop.

2. INSTRUCTIONS RELATING TO SAFETY RULES

TOLL-FREE SAFETY HOTLINE

The Chicago Division toll-free safety hotline is 1-866-885-4027

The safety hotline will be used to report unsafe conditions, safety concerns and safety ideas.

When leaving a message on the safety hotline, please include your name, location, the date and time, and a brief explanation of the safety related issue.

The safety hotline will be checked on a daily basis and all items will be addressed promptly.

Reference Manual, Safety Rules and Company Policies and Programs for the Transportation Department, effective October 1, 2001, Rule 2105-C, last bullet item, page number 6, is changed to read as follows:

Riding on floor of empty flatcar is prohibited.

CONDUCTORS LIFE CRITICAL TRIP LOG

A conductors life critical trip log has been instituted for use on the entire Chicago Division. This log must be completed by the conductor as instructed below. Conductors must keep in their possession the previous round trip for inspection.

Barr/Blue Island subdivision form – the indication of all signals passed during a trip or tour of duty must be recorded on the “Barr/Blue Island subdivision” form. On this form, absolute signals are represented by brackets around the signal name, as in <Willow Creek>. Intermediate signals are represented by the nearest milepost.

Work authority/Flagman form – All work authorities entered are to be logged on the “Work authority/Flagman” form. When a stop is made in a work authority and a restart is required, that information must be recorded on a separate line of the form. Permission by a flagman is also to be recorded.

Foreign Line form – Foreign line form is to be used to record all signals on foreign lines and other subdivisions.

The form is to be used on the entire Chicago Division.

Track Abbreviations

- 1 Train number for multiple main
- M Single main
- S Siding
- Y Yard track
- C Foreign Connection Track

Forms are available at on duty locations.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Equipment Handling Rule 4003 - Train Documents from BRC Clearing Yard

The BRC can now generate paperwork for CSX trains that originate at Clearing Yard. Crews are required to use this paperwork in lieu for CSX train documentation. It is not necessary to secure the permission of the Chief Train Dispatcher. Equipment handling rule 4003 modified.

EQUIPMENT HANDLING RULE 4466-B MODIFIED

Equipment handling rule 4466-B is changed as follows for trains operating on the water level route:

Blocks of 40 or more empty cars must be handled near the rear of trains with no more than five (5) loads trailing the rear cars in this block. There is no restriction to the number of empty cars trailing this block.

EQUIPMENT PLACEMENT RESTRICTIONS

Diesel Units

EXCEPTION 1) Six Axle Units – Unless otherwise instructed, six axle units will not operate on any industrial tracks.

CLEARANCE IMPLICATED SHIPMENTS

Procedures and guidelines covering the movement of clearance implicated shipments are located in the Restricted Equipment Rules:

1. Prior to a dimensional/restricted shipment being loaded on tracks adjacent to the main line or in terminal areas the chief dispatcher/yardmaster must be notified.
2. Main line movement of dimensional restricted shipments will be handled through the appropriate CSX chief dispatcher office for the originating point of the shipment.

Lake		
Monon		
Porter		
New Rock		

Chief Dispatcher Territories

Subdivision	Chief Dispatcher	Telephone No.
Garrett	Great Lakes	RNX 8-388-4051 904-381-4051
Grand Rapids	Detroit	RNX 8-388-2785 904-381-2785
Carrothers Secondary		
Dean		
Detroit		
Fremont		
Grand Rapids Terminal		
Lansing		
Lincoln Secondary		
Ludington		
Manistee	Nashville	RNX 8-388-2787 904-381-2787
Plymouth		
Saginaw		
Toledo Terminal		
Woodland		

Switching of Loaded Auto Related Cars

The practice of 'kicking' loaded auto racks, loaded auto parts cars and loaded frame cars is prohibited at all locations on the Detroit Division. These cars will be shoved to rest or shoved to tie.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Bedford Park & 59th St.

All Intermodal Trains Arriving Chicago:

CSX train handling rules require any engine failures or faults be reported to the dispatcher and terminal personnel. Engineers are also required to report any locomotives in the consist not radio or HTD equipped.

As you approach Chicago you are to contact the trainmaster at Barr Yard and Barr yard Mechanical Service Center by radio to report whether or not you have experienced any locomotive failures and whether or not all units in your consist are equipped with a working radio and HTD. This information is vital to eliminate unnecessary and costly delays to our trailer trains.

The engineer is to check with the yardmaster to see if the rear unit in your consist will be used next as a lead unit. If it is to be used as a lead unit you are to set the controls up in lead. An inspection of the radio, horn, bell, and headlight is to be made. Any exceptions are to be reported to the Bedford Park/ 59th St. yardmaster.

Air Brake and Train Handling Rule 5556

When yarding trains at Bedford Park and 59th Street, the following will apply:

- If the power is to be left on the train, the engineer will make a 20-PSI brake pipe reduction.

Chief Dispatcher Territories		
Subdivision	Chief Dispatcher	Telephone No.
Altenheim	Chicago	RNX 8-481-2088 708-832-2088
Barr		
Blue Island		
Chicago Heights		

- If the power is to be cut away from the train, the engineer must reduce the brake pipe pressure to 20 PSI before cutting away from the train.

Handling Cabooses/Shoving Platforms

A. Cabooses/Shoving platforms must not be:

- Cut off in motion
- Struck by any car moving under its own momentum
- Coupled into with more force than is necessary to complete the coupling
- Placed in a classification track without the express permission of the yardmaster

B. Yardmasters must:

- Discuss the locations of any cabooses/shoving platforms in their yard during shift turnover
- Arrange for cabooses/shoving platforms to be isolated away from the general classification tracks as soon as practicable to avoid switching damage.

Air Brake and Train Handling Rule 5310 – Reporting Locomotive Defects

When the locomotive completes a trip at an outlying point, the work report must be data-faxed to the mechanical facility at the Chicago Service Center @ 708-201-5013, RNX 476-5013, if any defects exist. This report will include any defects which are observed, any malfunctions that occurred and any adjustments or repairs that were made enroute.

Locomotive work reports are to be faxed to the locations as listed:

Locomotive Work Report			
Location	Service Center	Company Number	Bell Number
Garrett Bedford Park BRC Decatur Ottawa Lake Front 59 th St. Park Manor Forest Hill Gibson Miller Curtis Yard	Chicago Service Center	RNX 8-476-5013	(708) 201-5013

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Tank Car Inspection

In addition to the inspection requirements of cars placed in a train where no car inspector is on duty, all DOT specification tank cars must be inspected to ensure such cars are equipped with a "Double Shelf Coupler" vertical restraint system. Such cars, not so equipped, must not be placed in the train and the proper authority so notified.

DOT specification tank cars can be identified by the DOT specification number stenciled on the BR and AL sides in 1 ½ inch letters and numbers.

Hopper Cars Equipped With Straight Air

APAX 100-206 are open-top hoppers and APAX 501-606 are flat bottom gondolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline hose. The straight air is not to be used in normal operation.

Cars are stenciled on the end sill just above the trainline and straight air line. The straight air line is stenciled "STRAIGHT AIR" and the trainline is stenciled "TRAIN/LINE." The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled. APAX cars are equipped with ABD brakes.

Repaired Hot Box

Trains picking up cars on line or road that have previously been set off account of hot box and have been temporarily repaired, will not exceed 5 MPH for the first 10 minutes, then gradually increase the speed during the next 10 minutes to 25 MPH, and must not exceed this 25 MPH to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where they can be readily observed by members of the crew, and a close watch must be maintained so that appropriate action can be taken in the event the journal becomes overheated.

Long Cars On Wye Track

Cars 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

State Laws

State Laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

State	Excessive Period of time
Illinois	Over 10 minutes
Indiana	Over 10 minutes
Michigan	Over 5 minutes

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the chief dispatcher in charge of the territory.

Pilot Requests

Each train crew destined for Chicago Terminal is required to fax a Pilot Request Form from the on-duty location whenever a pilot may be required to operate to the final destination.

- A. The fax is to be sent to the Chicago Pilot Coordinator at RNX 481-2091, or Bell 708-832-2091.
- B. If the fax receipt is not obtained, call the Chicago Pilot Coordinator at RNX 481-2107, or Bell 708-832-2107. If no answer, called the Chicago Division Chief Dispatcher at RNX 481-2088, or Bell 708-832-2088. If a fax is received, a message may be left.
- C. The fax receipt is to be retained until the completion of your tour of duty.
- D. If you are placed on a different train assignment, you must submit a new Pilot Request Form or inform the Chicago Pilot Coordinator of the changed assignment.
- E. In the event you are unable to fax the Pilot Request Form or make contact by telephone, inform the train dispatcher of the pilot request. Request the he/she contact the Chicago Division Chief Train Dispatcher and inform him/her of your pilot request. Under no circumstance will a train's departure be delayed due to inability to fax a Pilot Request Form.
- F. Crews departing Chicago must inform the crew caller at the time of call if a pilot is needed. If the crew caller is not informed of the request for a pilot, the crew must contact the Chicago Pilot Coordinator or Chicago Division Chief Train Dispatcher directly at the time of call.
- G. If there are any questions regarding the train's final destination or its route, call the pilot coordinator at RNX 481-2107 or Bell 708-832-2107, or the Chicago Chief Train Dispatcher at RNX 481-2088 or Bell 708-832-2088.

CSX Trains Originating At IHB Railroad at Blue Island

The conductor for CSX trains originating at Indiana Harbor Belt Railroad at Blue Island is to comply with the following instructions:

1. Insure a crew member has an Indiana Harbor Belt Railroad (DOB) Daily Operating Bulletin.
2. When arriving at Blue Island, promptly contact IHB yardmaster at 3450 or trainmaster at 3451.
3. Contact IHB clerk at 3485 for train consist information.
4. After inspecting outbound power, advise yardmaster on IHB AAR Channel 58-58 that you are ready to start your road trip. Train crew is to remain on AAR Channel 58-58 until exiting IHB Blue Island yard.
5. Trains traveling eastbound must mark-up with IHB East dispatcher at 708-832-2087 and CSX RA dispatcher.

Taxi

Crew(s) scheduled to be transported via taxi who have not been picked up within 30 minutes of scheduled pick up time must:

If on line of road – call the train dispatcher or the chief train dispatcher.

If in terminal – call the yardmaster and/or trainmaster.

If additional, crew(s) should continue to call at 30 minute intervals if still awaiting taxi.

Crossing International Border

Employees who work in a capacity that require them to travel across the international border between Canada and the United States are required to have in their possession the following documents as mandated by United States Immigration and Naturalization Service:

- 1) Government produced photo identification. Examples of this are a driver's license or state I.D. card.
- 2) Proof of Citizenship. An example of this is a certified copy of a birth record (certificate). This can be obtained from the county in which you were born.

Both documents, photo identification and proof of citizenship, are required to gain access back to the United States. A passport is not mandatory, but meets both of the above requirements.

Employees who do not have the required documentation will be considered as not qualified and will not be allowed to hold an assignment that works across the international border into Canada.

Locomotive Mobile Radio Access to Mechanical Desk

1. Air Brake and Train Handling Rules Requirement
 - a. Air Brake and Train Handling Rule 2.1.10 requires the locomotive engineer to advise the train dispatcher when a locomotive develops problems that could affect the efficient operation of the train.
 - b. Details of the malfunction or failure must be properly reported on the locomotive work report.
2. Enhanced Locomotive/Train Safety and Efficiency
 - a. To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication
 - a. A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
 - b. This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.
 - c. If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to

connect the engineer with the mechanical department personnel via the radio channel.

- d. If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At this time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

SPEED TABLE

Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour
Min.	Sec.		Sec.	Min.		Min.	Sec.	
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.85
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12.	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			

