



**GREAT LAKES DIVISION  
TIMETABLE NO. 4**

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

**G. L. Bethel  
Division Manager**

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# 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

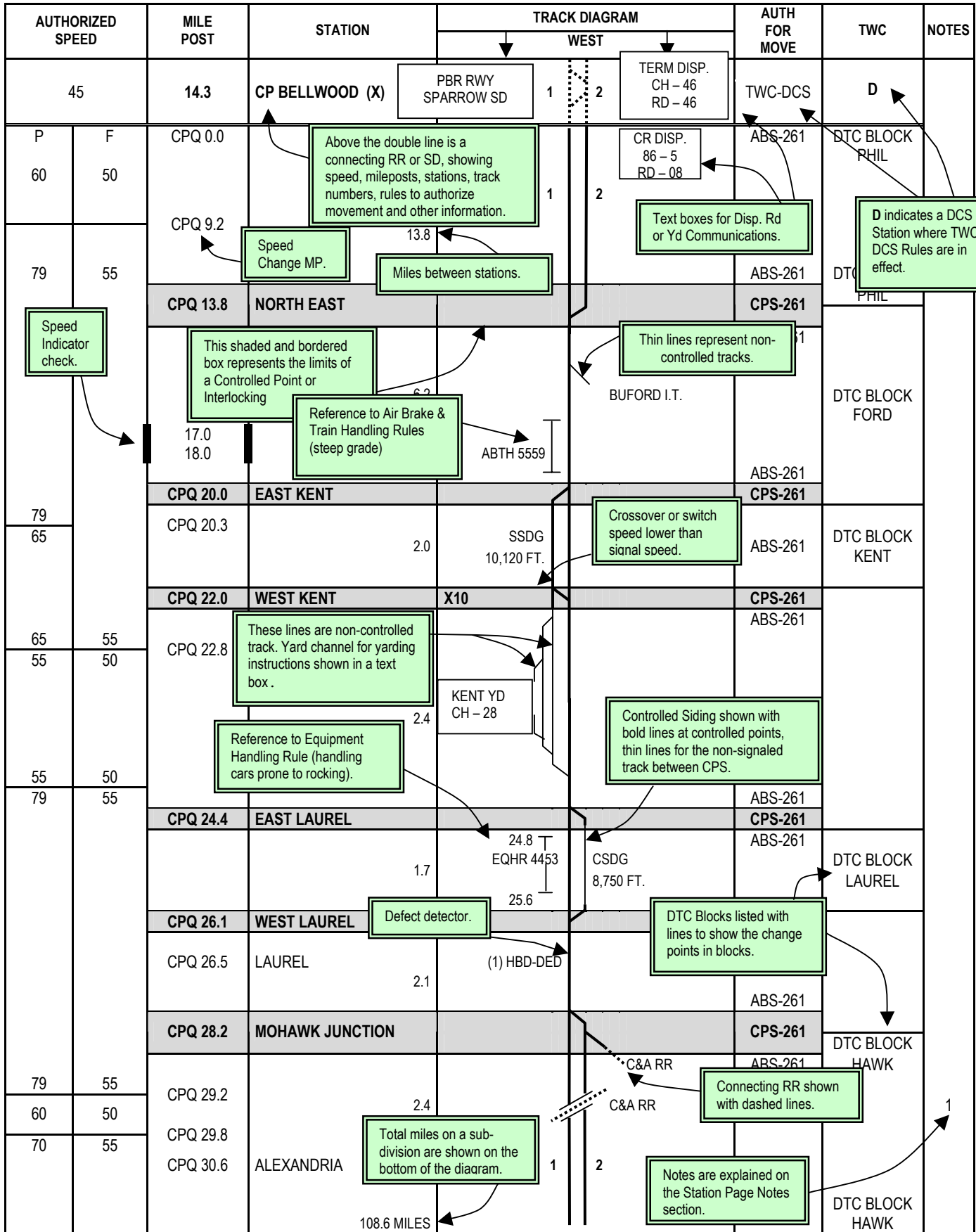
CM DISP.
94 – 7
RD - 08

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



**GREAT LAKES DIVISION  
31 EAST GEORGIA STREET  
INDIANAPOLIS, IN 46204**

**GREAT LAKES DIVISION OFFICERS**

**G. L. BETHEL  
DIVISION MANAGER**

**W. C. ALBRIGHT  
CHIEF TRAIN DISPATCHER**

**T. L. WOLFE  
ASSISTANT DIVISION MANAGER**

**S. SKARUPPA  
DIVISION ROAD FOREMAN**

**S. A. STAWICKI  
DIVISION SUPERINTENDENT  
LINE OF ROAD**

**C. M. WILLIAMSON  
CHIEF TRAIN DISPATCHER**

**M. A. BENHAM  
MGR SAFETY & OPERATING  
RULES COMPLIANCE**

<b>LOCATION AND NAMES</b>	<b>TITLE</b>	<b>LOCATION AND NAMES</b>	<b>TITLE</b>
<b>Akron, OH</b>		<b>Cleveland, OH</b>	
A. J. Lepore	Trainmaster	D. S. Kuhner	Terminal Manager
<b>Ashtabula, OH</b>		E. D. Howze	Trainmaster
S. M. Livingston	Trainmaster	R. H. Hinds	Trainmaster
T. W. Vitale	Roadmaster	D. J. Gilkey	Trainmaster
<b>Avon, IN</b>		D. Minniear	Trainmaster
J. A. Bradley	Terminal Superintendent	R. C. Phelps	Engineer Track
D. W. Dech	Asst. Term. Supt	W. C. Klancher	Senior General Foreman
B. Barr	Trainmaster	M. A. Hren	Manager Signals
R. P. Lee	Trainmaster	R. T. King	Road Foreman
R. R. Reed	Trainmaster		
N. C. Tharp	Trainmaster		
J. T. Bradt	Trainmaster		
W. J. Egan, III	Road Foreman		
W. S. Mitchell	Road Foreman		
C. T. Berry	Road Foreman		
R. Whitaker	Roadmaster		
R. K. Melnyk	Signal Supervisor		
D. E. Ferguson	Sr. Gen. Car Foreman		
C. T. Summers	Asst. Roadmaster		

**LOCATION AND NAMES                      TITLE****Defiance, OH**

M. D. Schaefer                      Trainmaster  
D. L. Walton                              Roadmaster

**E. St. Louis, IL**

R. D. Hagerman                      Trainmaster  
J. J. Koehler                      Trainmaster/Road Foreman

**Hawthorne Yard**

T. H. Cook                              Trainmaster  
P. R. Rutledge                      Trainmaster  
D. C. Justus                              Roadmaster

**Indianapolis, IN**

G. L. Jones                      Supervisor Train Operations  
T. G. Norris                      Mechanical Superintendent  
C. R. Locke                      Manager Facilities  
J. P. Hoppingarner                      Bridge Supervisor  
J. W. Lasiter                      Supervisor Signals  
C. J. Cameron                      Trainmaster  
J. O. Blaydes                      Trainmaster  
K. D. Zorger                      Engineer Track

**Lafayette, IN**

D. W. Spencer                      Trainmaster  
R. W. Fech                              Asst. Roadmaster  
R. L. Rickets                      Supervisor Signals

**Lester, OH**

J. P. Whittenberger                      Trainmaster

**Lodi, OH**

D. R. Kinner                              Roadmaster

**LOCATION AND NAMES                      TITLE****Lordstown, OH**

H. R. Dykes                              Roadmaster

**Marion, OH**

B. M. Kesler                              Asst. Trainmaster  
M. Summey                              Roadmaster  
J. C. Bondzeleske                      Road Foreman

**Newcastle, PA**

T. A. Palumbo                              Road Foreman

**Strongsville, OH**

T. S. Thoburn                              Regional Engineer  
T. E. Shephard                              Engineer Signals

**Terre Haute, IN**

R. L. Moreland                              Roadmaster  
R. R. Mathews                              Signal Supervisor

**Willard, OH**

C. G. Worth                              Terminal Superintendent  
N. N. Henderson                              Asst. Terminal Supt.  
R. H. Capelle                              Trainmaster  
J. Sanderson                              Trainmaster  
S. E. Radjunas                              Trainmaster  
T. C. Schultz                              Trainmaster  
C. R. Barrison                              Trainmaster  
T. L. Veleatean                              Road Foreman  
M. W. Sowers                              Road Foreman  
D. L. Hinton                              Engineer Track  
R. L. Cooper                              Roadmaster  
W. R. Loar                              Eng. Struct. Maint.  
T. Jones                              Sr. Gen. Car Foreman

**Winchester, IN**

B. J. Thiebeau                              Roadmaster

**Sidney, OH**

R. L. Havenar                              Asst. Roadmaster

# Emergency Assistance

	<b><u>Emergency Only</u></b>
<b>CSX Railroad Police</b>	<b>800-232-0144</b>
<b>Employee Assistance Group</b>	
<b>24-hour Assistance</b>	<b>800-657-3366</b>

**TRAIN DISPATCHERS OFFICE  
GREAT LAKES DIVISION - MOVEMENT OFFICE  
31 EAST GEORGIA ST.  
INDIANAPOLIS, INDIANA 46204**

	<b>RNX</b>	<b>BELL</b>
<b>Chief Train Dispatcher/Director Train Operations</b>	<b>531-4850</b>	<b>317-267-4850</b>
<b>Assistant Chief Dispatcher, Cleveland</b>	<b>531-4308</b>	<b>317-267-4308</b>
<b>IG Dispatcher</b> Cleveland Terminal Subdivision (CZ) Cleveland Short Line Subdivision (SH)	<b>531-4262</b>	<b>317-267-4262</b>
<b>IH Dispatcher</b> Erie West Subdivision (EW) Carrothers Secondary Subdivision (UC)	<b>531-4387</b>	<b>317-267-4387</b>
<b>Assistant Chief Dispatcher, Columbus</b>	<b>531-4367</b>	<b>317-267-4367</b>
<b>IE Dispatcher</b> Mount Victory Subdivision (MY) Toledo Branch Subdivision (TB) Scottslawn Secondary Subdivision (SB)	<b>531-4264</b>	<b>317-267-4264</b>
<b>IF Dispatcher</b> Greenwich Subdivision (GH) Columbus Line Subdivision (CY)	<b>531-4265</b>	<b>317-267-4265</b>
<b>Assistant Chief Dispatcher, Indianapolis</b>	<b>531-4023</b>	<b>317-267-4023</b>
<b>IB Dispatcher</b> St. Louis Line Subdivision (ST) Danville Secondary Subdivision (DA)	<b>531-4611</b>	<b>317-267-4611</b>
<b>IC Dispatcher</b> Indianapolis Terminal Subdivision (IT) Crawfordsville Branch Subdivision (XC) Frankfort Secondary Subdivision (FF) Louisville Secondary Subdivision (LV) Shelbyville Secondary Subdivision (S4) Indianapolis Belt Subdivision (IB)	<b>531-4979</b>	<b>317-267-4979</b>
<b>ID Dispatcher</b> Indianapolis Line Subdivision (IP)	<b>531-4964</b>	<b>317-267-4964</b>



**JACKSONVILLE OPERATIONS CENTER  
3019 WARRINGTON ST.  
JACKSONVILLE, FL 32254**

	<b>RNX</b>	<b>BELL</b>
<b>Great Lakes Chief Dispatcher</b>	<b>388-4052</b>	<b>904-387-4052</b>
<b>AT Dispatcher</b> CL&W Subdivision (CL) Cleveland Subdivision (CD) Newcastle Subdivision (AK) Newton Falls Subdivision (NF) Willard Terminal (WT)	<b>388-2599</b>	<b>904-381-2599</b>
<b>CF Dispatcher</b> Indianapolis Subdivision (HL)	<b>388-2114</b>	<b>904-381-2114</b>
<b>SA Dispatcher</b> Lafayette Subdivision (LQ)	<b>388-2112</b>	<b>904-381-2112</b>
<b>SC Dispatcher</b> Fostoria Subdivision (FS) Garrett Subdivision (CQ) Willard Subdivision (CE)	<b>388-2642</b>	<b>904-381-2642</b>

## CL&W SUBDIVISION - CL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
10	BJ 120.2	DTC BLOCK SIGN STERLING EEDT	NEW CASTLE SD		ABS-261	STER 1 STER 2	
25			<div style="border: 1px solid black; padding: 2px; display: inline-block;">AT DISP CH 14 7#</div>		TWC-DTC		
	BJ 122.8		2.8				
10	BJ 122.9	DTC BLOCK SIGN					
	BJ 123.0	SEVILLE WEDT		No. 1      No. 2			
25	124.0 125.0		4.6			DTC BLOCK CHIP	
	BJ 127.6	DTC BLOCK SIGN LAKE JUNCTION					
	BJ 132.6	SMITH RD	5.0			DTC BLOCK SMITH	
25	BJ 134.0	DTC BLOCK SIGN	2.9		TWC-DTC		
10 25	BJ 135.5	LESTER	3.9	CLEVELAND SD	193 YARD LIMITS		
25	BJ 139.4	DTC BLOCK SIGN ERHART	7.0		TWC-DTC	DTC BLOCK BELDON	
20 15	BJ 144.5 BJ 146.4	GRAFTON	3.0	GREENWICH SUB			
25	BJ 147.7	DTC BLOCK SIGN		6,184 FT.			
20 25	BJ 147.8 BJ 149.4	PATTERSON	4.7			DTC BLOCK ELYRIA	
20 25 20 25	BJ 152.3 BJ 154.1 BJ 155.6 BJ 156.2	ELYRIA	2.2	NS	TWC-DTC		
10	BJ 156.3 BJ 159.6	BENTON			96,49		
	BJ 160.8	LORAIN END OF TRACK			96,49		
<b>39.4 MILES STERLING TO LORAIN</b>							

# CL&W SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile & Telefax) machines are located at:

**Lester, Ohio** – Yard Office

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Grafton BJ 146.4	CSX	Remote	Note 1
Elyria BJ 154.1	NS		Note 2

**Note:**

**Grafton** – Remote Indianapolis line crossing at Grafton, Ohio displays a STOP aspect. The conductor or engineer will be governed as follows:

- a) Contact the CSX Indy dispatcher (IF) for permission to cross the diamond. The CSX IF dispatcher can be reached on Channel 46 call in number 6# or three clicks on the microphone. The Bell phone number is 317-267-4265.
- b) If the RED light is on, push the button and hold it in for 5 seconds. A WHITE light should come on. The train may proceed after securing permission from the train dispatcher. If the WHITE light does not come on, pull at least 30 feet by the signal but do not foul the crossing. Wait six minutes for signal protection and secure permission from the dispatcher to proceed.
- c) If RED light is not on, wait six minutes then press the button and hold it in for 5 seconds. Pull by the signal at least 30 feet but DO NOT FOUL the crossing. Wait six minutes and secure the permission of the dispatcher to proceed.

**Elyria** – When the absolute signal governing movement over the remote controlled NS crossing displays a STOP aspect, the conductor or engineer will be governed as follows:

- a) Contact the NS Toledo East dispatcher for permission to pass the STOP indication. AAR Channel 58 tone \* the telephone number 313-323-5860 Dearborn, Mich.

**Note:** This permission also applies to OTE (704) movements.

## SWITCHES

### Hand Operated Switches

**Lester** – The crossover switch between the Cleveland Subdivision and the CL&W subdivision may be left lined as last used.

**Seville** – The hand-throw switch at the west end of double track may be left lined as last used.

### USE OF SPECIFIED TRACKS

Trains will operate between BJ 156.2 and BJ 160.8 in accordance with Operating Rule 96 not exceeding 10 MPH.

**Lester** – Wye tracks must not be blocked with equipment unless permitted by the train dispatcher.

## RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 08.

### Railroad Crossings at Grade

Location	Hours of Operation	Channel Monitored	Type Station
Seville	Continuous	14	Wayside
Dispatcher (AT)			

**Note:** AT train dispatcher call-in No. is 7.  
 AT train dispatcher telephone No. is 904-381-2599, RNX 388-2599.  
 AT train dispatcher toll free telephone No. is 1-800-854-5698, Bell 904-381-5560, RNX 388-5560.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Location	Equipment	Restriction
Enter Sub	Cars over 18'6"	Must not operate

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

<b>Location</b>	<b>Equipment</b>	<b>Restriction</b>
Entire Sub	Cars over 18'6" high	Must not operate
All Industry Tracks	Six axle locomotives	Must not operate
Lester Wye Track	Wreck cranes	10 MPH

**7. MISCELLANEOUS**

NONE

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**NOTES**

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**NOTES**

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## CLEVELAND SUBDIVISION - CD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
25			SOUTH				
10	BJA 137.0	LESTER	4.7	CL&W SD TO STERLING	193 YARD LIMITS		
	BJA 138.5	<b>DTC BLOCK SIGN</b>		CL&W SD TO LORAIN	TWC-DTC	DTC BLOCK VALLEY	
	BJA 141.7	VALLEY CITY		AT DISP CH 14 7#			
	BJA 146.0	<b>DTC BLOCK SIGN</b>	6.2			DTC BLOCK STRONG	
	BJA 147.9	STRONGSVILLE	8.0	PARMA YARD	TWC-DTC		
	BJA 154.8	<b>DTC BLOCK SIGN</b>			193 YARD LIMITS		
	BJA 155.9	PARMA		SHORT LINE	ABS-261	DTC BLOCK SOUTH	
	BJA 156.2	<b>DTC BLOCK SIGN</b>	5.4		TWC-DTC		
	BJA 156.3						
	BJA 161.0	<b>DTC BLOCK SIGN</b>					
25	BJA 161.3	SOUTH BROOKLYN		WILLOW INDUSTRIAL TRACK	193 YARD LIMITS		
10	BJA 162.4	RD TOWER	1.1	NS			
				CV			
<b>25.4 MILES LESTER TO RD TOWER</b>							

# CLEVELAND SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

Thru Truss Bridge		
Bridge Number	Location	Road
460	Cleveland	W.E. Clark Ave.

### A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

**Cleveland, OH** – Clark Avenue Yard Office  
**Parma, OH** – Crew Room  
**Lester, OH** – Yard Office

### YARD LIMITS

**RD Tower** – Unless otherwise instructed, a crewmember of westbound trains will call the Clark Avenue yardmaster for instructions.

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Parma BJA 156.2	CSX	Remote	Note 1
RD Tower BJB 162.4	NS	STOP Signs	Note 2
East End Clark Ave	CV	Tilting Target	
West End Clark Ave.	NS	Automatic	Note 4

#### Parma –

- a) When an absolute signal governing movement over a crossing displays a STOP aspect the conductor or engineer will be governed as follows:
  - 1) Contact the CSXT Cleveland Terminal dispatcher for permission to pass the STOP indication. The Cleveland Terminal dispatcher (IG) monitors are Channel 59 tone 5. telephone No. 317-267-4262. For radios not equipped with tone pads, use 4 clicks of the transmitter button.

**Note:** The permission also applies to OTE movement over the crossing.

**RD Tower** – Trains must STOP at STOP signs and proceed only after the conductor or engineer have determined that the indicator light will show a green aspect for their movement. These indicators indicate authority to use the crossing only, all other non-interlocking rules apply.

When the indicator light displays a red light:

- a) The conductor or engineer must determine that no train or engine is fouling or approaching the crossing.
- b) Operate the push-button in the control boxes stenciled "B&O push-button". Push the button and hold it in for 2 seconds, then release it. Wait the 3 minute time delay. The indicator light should then display a green aspect for your movement. (Boxes are located on the signal case beside the high mast on the east side of West 14<sup>th</sup> Street).
- c) Should the indicator light fail to display a green aspect, after observing no conflicting movements your train may proceed, reporting the malfunction of the indicator lights to the dispatcher.

**East end Clark Avenue** – Equipment will approach CV crossing prepared to stop if the crossing is clear and the target lined horizontal for a CSX movement, such equipment may proceed over the crossing without stopping, not exceeding 10 MPH. The target will be left positioned for a CSX movement.

**West end Clark Avenue** – Color light signals located in the southwest quadrant of the crossing govern movements on the yard track and normally display a GREEN "Proceed" aspect for CSX movements. When a RED STOP aspect is displayed, the crew will be governed as follows:

- a) Determine a NS train or engine is not fouling or approaching the crossing;
- b) If a WHITE indicator light on the appropriate emergency key controller, located at the signal is illuminated, depress the "EMERGENCY" pushbutton for 1 second;
- c) The signal should display GREEN, and the WHITE indicator light should extinguish;
- d) If the WHITE indicator light is not extinguished or was not illuminated upon arrival, insert a switch key in the appropriate "EMERGENCY" keyhole, turn it to the right and leave it there until your movement is completed.
- e) The indicator light on the control box in the southwest quadrant of the NS crossing governs movements on the Wheeling interchange track. After stopping at the STOP sign and determining no NS train or engine is fouling or approaching the crossing, a member of the crew will insert a switch key into the control box and turn it to the right. A WHITE indicator light, if illuminated, will be extinguished, and a GREEN indicator light will be illuminated; the movement may then proceed over crossing. If GREEN indicator light does not illuminate, comply with the instructions above for yard track movements.

**ROAD CROSSINGS AT GRADE**

**Providing Crossing Protection**

**West 14<sup>th</sup> St., Jennings St., Dennison Ave.** - Trains or engines must approach these crossings prepared to STOP and must not foul the crossing unless the automatic grade crossing warning devices are operating properly or the crossing is protected by a crew member on the ground at the crossing

Reference to Interlocking Rules 255-250 in south block for railroad crossing at grade MP BJA 156.2 Param are deleted rule 226-B, Part 1, 2 and 3 apply.

**SWITCHES**

**Lester** – The switch between the Cleveland Subdivision and the CL&W Subdivision may be left lined as last used.

**Parma** – Warehouse lead switch must be left lined for GM lead.

**USE OF SPECIFIED TRACKS**

**Lester** – Wye tacks must not be blocked with equipment unless permitted by the train dispatcher.

**Willow Industrial track from the RD Tower to the end of track at Willow** – Train and engine movements will be made in accordance with Operating Rule 96. Permission of the yardmaster at Clark Avenue when on duty must also be secured to occupy this track.

**RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor Channel 08.

**Radio Stations and Instructions for Contacting the Train Dispatcher**

Location	Hours of Operation	Channel Monitored	Type Station
Clark Avenue	0700 – 1500 1600 – 2359 Mon - Fri	70	Terminal
Dispatcher (AT)	Continuous	14	Wayside

**Note:** AT train dispatcher call-in No. is 7.  
AT train dispatcher toll free telephone No. is 1-800-854-5698, Bell N. is 904-381-5560 or RNX 388-5560.

CSX IG Terminal Dispatcher radio frequency is Road Channel 3 AAR Channel 59.

Procedure for contacting CSX IG Terminal Dispatcher.

1. Access AAR Channel 59.
2. Radios equipped with DTMF tone pad use 5#,
3. Radios not equipped with DTMF tone pad use 4 clicks on the transmitter button.

**ON-TRACK EQUIPMENT AUTHORITIES**

Between RD tower and the end of track at Willow – Movements of on track equipment may be made on verbal permission of the yardmaster at Clark Avenue when on duty.

**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
<b>Lester:</b> Wye track bridge76	Wreck cranes	Must not exceed 10 MPH
		Over bridge 107
<b>Willow:</b> Whitestone Inc. Dundee Cement Co. bridge 849-A1	Cars with gross weight exceeding 240,000 lbs.	Must not operate on
Willow to General Chemical	Six-axle units	
Willow to General Chemical	Cars with gross weight exceeding 240,000 lbs. less than 44 ft. length	Must be preceded and followed by one 50 ton or 70 ton capacity car, loaded or empty
Sewage Works industrial track	Six-axle units	Must not operate on
<b>Cleveland Yard:</b> Under CR over-head bridge 462-A	Wreck cranes	Must not exceed 5 MPH
<b>Cleveland Terminal:</b> Cantilevered track bridge 462-G/1	Engines & cars with gross weight exceeding 210,000 lbs.	Must not operate on.
<b>Industry Tracks:</b> Entire Subdivision	Six-axle locomotives	Must not operate on.



**7. MISCELLANEOUS**

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**NOTES**

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**EXCEPTED TRACK**

Cleveland Yard  
Industrial track Willow to RD tower  
Newburg industrial spur

**Emergency phone instructions**

Cleveland yard office 1-216-566-9362

Parma yard office 1-216-433-9238, RNX 8-479-9238

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**NOTES**

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## CLEVELAND SHORT LINE SUBDIVISION - SH

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 1			NO. 2					WEST					
P	T	F	P	T	F	P	T	F	QDS 0.0	END CLEVELAND TERM SD BEGIN CLEVELAND SHORT LINE SD	IG DISP CH 59 5#			ABS-261	D	
														CP 175 -0.6		
			25	25	25											
						30	30	30								
			25	25	25				QDS 0.6		NO. 1	NO. 2				
			30	30	30									ABS-261		
									QDS 3.5							
									QDS 3.9	CP-3	(X)		MAYFIELD NS CONNECTION	CPS-261	D	
													TRACK			
									QDS 5.2				JUNK YARD			
									QDS 5.6				WATER WORKS		ABS-261	
									QDS 6.3				KINSMAN CON.			
			30	30	30	30	30	30	QDS 8.0	CP-8	(X)			CPS-261	D	
40	40	40											5 TUNNELS		ABS-261	
													HARVARD CON. T.F.			
40	40	40							QDS 8.9	CP-9	(X)			CPS-261	D	
													NO. 1		ABS-261	
													NO. 2			
			50	50	50	50	50	50								

## CLEVELAND SHORT LINE SUBDIVISION - SH

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
MAIN			NO. 1			NO. 2					WEST	WEST					
P	T	F	P	T	F	P	T	F			NO. 1	NO. 2					
			50	50	50	50	50	50	50	QDS 9.6	MARCY		ABS-261		3		
									QDS 10.0								
									QDS 10.2								
									QDS 13.4								
									<b>QDS 14.0</b>	<b>CP-14</b>	<b>(X)</b>		<b>CPS-261</b>	<b>D</b>			
			50	50	50	50	50	50	50				ABS-261				
			40	40	40	40	40	40	40	<b>QDS 16.8</b>	<b>CP-16</b>	<b>(X)</b>		<b>CPS-261</b>	<b>D</b>	1,4	
			50	50	50	50	50	50	50				ABS-261				
										<b>QDS 17.5</b>	<b>CP-17</b>	<b>(X)</b>		<b>CPS-261</b>	<b>D</b>		
			50	50	50	50	50	50	50				CPS-261				

## CLEVELAND SHORT LINE SUBDIVISION - SH

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 1			NO. 2					WEST					
P	T	F	P	T	F	P	T	F								
			50	50	50	50	50	50	QDS 18		NO. 1	NO. 2	ABS-261			
			50	50	50	50	50	50								
			70	60	50	70	60	50								
			70	60	50	70	60	50	QDS 19.3	BROOK PARK						
			70	60	50	70	60	50					ABS-261			
			40	40	40	70	60	50	<b>QDS 21.9</b>	<b>CP 194 BERA (X)</b>			<b>CPS-261</b>	D	2	
			40	40	40	70	60	50	QDS 22.3				ABS-261	D		
			70	60	50	70	60	50								
									<b>QI 14.5</b>	<b>CP 13 (X)</b>		NO. 2	NO. 1	<b>CPS-261</b>		
			70	60	50	70	60	50				GREENWICH SD		ABS-261		

### STATION PAGE NOTES

- NOTE 1:** Parma, CP 16 – All trains must insure that the diamond is cleared. In addition, trains making a setoff/pickup in an eastbound direction at CP 14 must insure that the diamond at CP 16 is cleared.
- NOTE 2:** Interlocking in service for No. 1 track only. Controlled by NS.
- NOTE 3:** Authorization for movement at Marcy obtained from the Collinwood Yardmaster, CSX Yard Channel AAR46, bell number 216-265-7120, RNX 8-525-7120.
- NOTE 4:** Connecting Track at CP 16 from the Cleveland Short Line to Parma should be operated on at 10 MPH.

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## CLEVELAND SHORTLINE SUBDIVISION SPECIAL INSTRUCTIONS

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### 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

Weight restriction on the shortline is 315,000 lbs.

Loaded Unit Trains: Maximum Authorized Speed over entire Subdivision is 40 mph.

### 7. MISCELLANEOUS

**QDS 11.1-11.5, No. 1 Track** – All walkways and handrails on north side of No. 1 track are out of service.

Tracks are numbered north to south.

Non-Clearing Switches

QDS 5.2 - #2 track to the Waterworks

QDS 5.6 - #1 track to the junkyard

QDS 15.0 – CEI stub

QDS 19.35 - #1 track to the industrial track

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NOTES

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## CLEVELAND TERMINAL SUBDIVISION - CZ

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM				AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 1			NO. 2					WEST						
P	T	F	P	T	F	P	T	F					ABS-261				
			50	40	40	50	40	40	QD 171.3	CP 171	NORTH C.S. IG DISP 59-59 5#	NO. 1	NO. 2	TO LOYD RD. IND.	CPS-261	D	
														CPS-261			
									QD 171.5	STATION "E"		NO. 1 FAST			ABS-261		
									QD 173			NO. 2 FAST					
									QD 173.6	STATION "W"				EAGLEBROOK			
			50	40	40	50	40	40							ABS-261		

## CLEVELAND TERMINAL SUBDIVISION - CZ

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 1			NO. 2					WEST					
P	T	F	P	T	F	P	T	F								
			50	40	40	50	40	40	QD 174	CP 174	NO. 1	NO. 2	CPS-261	D		
			50	40	40	50	40	40	QD 174.7	CP 175	NO. 1 FAST	S. YD. LEAD	CPS-261	D		
			70	60	50	20	20	20	QD 174.7	CP 175		SHORTLINE #2	CPS-261	D		
			70	60	50	20	20	20	QD 175.5		45 INDUSTRIAL TRACK	SHORT LINE #1	ABS-261		2	
			70	60	50	20	20	20			COIT ROAD HAND THROW	OLD LINE END	ABS-261			
			70	60	50	20	20	20			SOUTHWEST PACKAGING		ABS-261			

## CLEVELAND TERMINAL SUBDIVISION - CZ

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM						AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 1			NO. 2					WEST								
P	T	F	P	T	F	P	T	F											
			70	60	50	20	20	20				NO. 1		NO. 2		ABS-261			
									QD 175.8	CP 176				OLD LINE END		CPS-261	D		
										CLEVELAND ELECTRIC						ABS-261			
									QD 177.9		NO. 45 INDUSTRIAL TRACK	NO. 1	NO. 2						
												HBD- DED	HBD- DED						
															BEV. DIST.				
									QD 178.7										
									20	20	20								
									QD 178.8	H/E ONLY									
									20	20	20								
											45								
											45								
									QD 179	CLEVELAND									
												45 P O C K E T							
															ABS-261				
										CP 181 X					CPS-261	D	1		
															ABS-261				
									70	60	50	20	20	20					

### STATION PAGE NOTES

- NOTE 1:** CP 181 Controlled by the NS Drawbridge.  
**NOTE 2:** QD 175.5 - Eastward trains held out of Collinwood Yard are to keep from activating Coit Road warning devices.



# CLEVELAND TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

1. **RCL Loco Ops and Instructions at Collinwood Yard, Cleveland, Ohio**
  - A. Remote Control Locomotive (RCL) Operation is established at Collinwood Yard, Cleveland, Ohio. RCL Operation and special instructions are stated in General Bulletin No. 401. Remote control zones, when activated, may be utilized in conjunction with RCL Operations.
  - B. Remote Control Zone (RCZ) is established at Collinwood Yard, Cleveland, Ohio and RCZ signs are placed as follows:
    1. No. 8 Receiving Track from the clearance point of the No. 8 receiving to No. 12 Receiving Crossover to 100 FT. east of the First Road Crossing east of the car shop. All road crossing within the limits of the remote control zone will be made inaccessible to vehicular traffic during the time the RCZ is activated.
2. **Instructions for Train, Engine or On-track Equipment Movement Arriving Collinwood Yard, Cleveland, Ohio**

Trains or on-track equipment must contact the westbound yardmaster at Collinwood prior to entering the remote control zone area.

## 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

Weight restrictions CP 171 through CP 181 – 315,000 lbs.

## 7. MISCELLANEOUS

### WARNING TO EMPLOYEES WORKING AROUND THE COLLINWOOD FUEL FACILITIES

All trains operating on any Main line or fast freight track and approaching or passing a fueling facility between CP 175 and CP 171 must provide warning to employees in the vicinity by:

1. Displaying the headlight brightly
2. Sounding the whistle
3. Ringing the bell continuously
4. Display auxiliary lights, if equipped

### RADIO CHANNELS - COLLINWOOD

Road trains working Collinwood will contact the yardmaster Collinwood on AAR 46, 160.800 Channel #1.

**CP 97 to CP 13** on the Indianapolis line via the Short Line. Road Channel No. 3 160.860 AAR 50 is in effect.

**MP 176.35** - An electric lock switch has been installed just west of the interlocking from No. 1 track to No. 2 track

**CP 175 and MP 175.0** – The Main track is permanently removed from service.

**MP 175.3** – Eastbound trains held out of Collinwood yard are to keep from activating Coit Road warning devices.

**MP 175.5, No. 1 track** - An electric lock switch has been installed.

### LOCATIONS OF RAILROAD CROSSINGS AT GRADE

Movement of trains or engines at the following locations must receive authority as outline below:

Railroad	Location	Authority
RTA	Port of Cleveland 44 Industrial	All movements must receive permission of RTA Dispatcher.

### SWITCHES – COLLINWOOD DIESEL TERMINAL

1. The Engine House Lead and the South Yard Runner are under the control of the Cleveland Terminal Dispatcher. Permission from the Cleveland Terminal Dispatcher must be received before fouling either of these tracks.

2. When using the switch at the east end of P1A, permission and signal must be received from the Cleveland Terminal Dispatcher before occupying any part of the Engine House Lead or the South Yard Lead.

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**CONTROL OF RAIL TRAFFIC COLLINWOOD**

The Cleveland Terminal Dispatcher will notify the Yardmaster Collinwood prior to granting permission for train movements east of CP-175 and west of CP-171. Yardmaster will advise which main line or fast freight to operate train on based on scheduled work or fueling.

Signal system on No. 2 main track from CP 175 to CP 181 has been eliminated. This track is now designated as No. 2 Industrial Track and is under the jurisdiction of the Collinwood Yardmaster. Permanent change.

**NON-CLEARING SWITCHES**

- QD 173.25 – Eaglebrook
- QD 175.7 – South Corp Packaging #2 track
- QD 178.0 – Industrial Lead #2 track

**LOCATIONS OF BULLETIN BOARDS AND STANDARD CLOCKS**

Bulletin Board	Standard Clock	Locations	Other Divisions and Railroads
X		Collinwood Yard Office West End	-
X	X	Collinwood Dormitory	Dearborn NS Albany Div.

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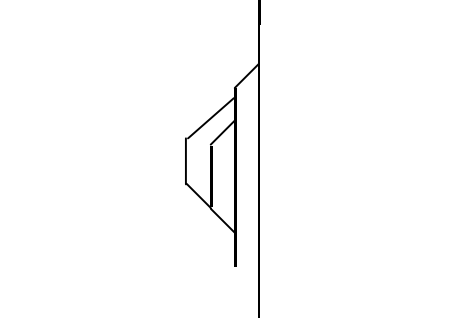
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# CRAWFORDSVILLE BRANCH - XC

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					↓	↓			
MAIN							ABS-261		
P	I	F							
30			<b>QSC 12.6</b>	<b>CP CLERMONT (X)</b>		IC DISP 46-46 5#	<b>CPS-261</b>	<b>D</b>	
30		30			FRANKFORT SECONDARY		TWC-DCS		
40		40	QSC 13.1						
60		50	QSC 13.1						
70			QSC 13.4						
60			QSC 15.4						
70			QSC 16.2						
60			QSC 18.7			BROWNSBURG LUMBAR			
70			QSC 20.5						
60			QSC 21.6						
70			QSC 24.7			IC DISP 46 5#			
60			QSC 25.3			SDI			
60			QSC 25.8						
70		50	QSC 30.0						
35		35	QSC 31.0						
70		50	<b>QSC 32.7</b>	<b>ROSS</b>				<b>D</b>	
70			QSC 35.3						
60			QSC 37.2						
70			QSC 42.2						
60			QSC 43.2			NUCOR STEEL			
70			<b>QSC 43.6</b>	<b>COR</b>				<b>D</b>	
70		50	QSC 45.2						
40		40				6,100 FT			
						IC DISP 46 6#			
40		10							
10		10	<b>QSC 46.2</b>	<b>AMES (A)</b>		LAFAYETTE SD	TWC-DCS 46	<b>D</b>	1

## CRAWFORDSVILLE BRANCH - XC

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
MAIN						WEST			
P	I	F		QSC 46.8  END OF TRACK			46		
10		10					INDUSTRIAL TRACK		
10		10					46		

### STATION PAGE NOTES

**NOTE 1:** The normal position for the Ames Connection switch is lined from the Crawfordsville Branch to the Lafayette Subdivision. Connection track at Ames is restricted to 10 MPH.

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# CRAWFORDSVILLE BRANCH SUBDIVISION SPECIAL INSTRUCTIONS

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## 1. INSTRUCTIONS RELATING TO OPERATING RULES

Loaded grain and mineral trains must not exceed 40 MPH unless otherwise restricted.

## 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

Weight restrictions: 286,000 lbs. Authorized 6 axle engines restricted Crawfordsville Industrial Tracks.

## 7. MISCELLANEOUS

### On all Auxiliary Tracks:

Due to rusty rail conditions trains and engines must not foul highway crossings protected by flasher and/or gates until it is known the flashers have been working 20 seconds or gates have lowered.

### NEW SWITCH AND DERAIL AT AMES

1. Normal position for the switch at MP Q148.2 is reversed and lined for the connection track. Normal position for the derail is in the "OFF" position.
2. Southbound and Northbound trains for the Lafayette Subdivision movement will have to line the switch for own movement on Lafayette Subdivision Main and throw the derail to the "ON" position to be able to get a signal to proceed.

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**NOTES**

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**NOTES**

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## ERIE WEST SUBDIVISION - EW

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1			NO. 2					WEST				
P	T	F	P	T	F							
						QD 97.2	END ALBANY DIV. BEGIN ERIE WEST SD				ABS-261	
70	60	50	70	60	50	<b>QD 97.5</b>	<b>CP 97</b> (X)			IH DISP. 50-50 3#	<b>CPS-261</b>	D
						QD 97.8	FAIRVIEW				ABS-261	
						QD 101.2	LAKE CITY (TOWN)				ABS-261	
						QD 102.0						
						108.0						
						108.6	SPRINGFIELD (TOWN)	(1)HBD-DED- WID				5
						108.9						
						109.0						
						<b>QD 111.0</b>	<b>CP 110</b> (X)				<b>CPS-261</b>	D
						QD 112.4	PA-OH STATE LINE		NO. 1	NO. 2	ABS-261	
						<b>QD 113.1</b>	<b>CP 113</b> (X)				<b>CPS-261</b>	D
70	60	50	70	60	50	QD114.0						
60	60	50	60	60	50	QD114.5	CONNEAUT ( TOWN)				ABS-261	
70	60	50	70	60	50	QD 115.0						
						QD 117.0				NS		
						<b>QD 124.6</b>	<b>CP 124</b> (X) <b>(BUFFALO CONNECTING)</b>				<b>CPS-261</b>	D
						QD 126.4	ASHTABULA	HBD-DED		BUFFALO CONNECTING	ABS-261	
70	60	50	70	60	50	QD 127.9						
40	40	40	40	40	40	<b>QD128.2</b>	<b>CP 128</b> (X) (YOUNGSTOWN LINE-NS) (CLEVELAND CONN.) (HARBOR CONN.-NS)				<b>CPS-261</b>	D
79	60	50	79	60	50							9
										#4 MAIN 20 MPH 261		
						<b>QD130.3</b>	<b>CP 130</b> (X)				<b>CPS-261</b>	D
						QD 132.6	SAYBROOK	DED	NO. 1	NO. 2	ABS-261	
						<b>QD 134.8</b>	<b>CP134</b> (X)				<b>CPS-261</b>	D
						QD 137.1	GENEVA (TOWN)				ABS-261	
79	60	50	79	60	50							



## ERIE WEST SUBDIVISION - EW

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1			NO. 2					WEST	WEST			
P	T	F	P	T	F							
79	60	50	79	60	50	139.0 140.0	MADISON (TOWN) MADISON	HBD-DED	NS CONN.	ABS-261		
79	60	50	79	60	50	QD 142.5 QD 145.2						
70	60	50	70	60	50	QD 145.9 QD 147.5	PERRY (TOWN)					
						<b>QD 148.7</b>	<b>CP 148 (X)</b>			<b>CPS-261</b>	<b>D</b>	
						QD 150.6 QD153.2	PAINESVILLE PAINESVILLE (TOWN)	DED	NO. 1	NO. 2	ABS-261	
						<b>QD154.0</b>	<b>CP 154 (X)</b>			SOUTH CSDG	<b>CPS-261</b>	<b>D</b>
										CSDG 8,650 FT.	ABS-261	
						<b>QD 155.8</b>	<b>CP 155 (X)</b>	NORTH CS			<b>CPS-261</b>	<b>D</b>
						159.0 159.4 160.0	MENTOR (TOWN)			ABS-261		
						<b>QD 162.1</b>	<b>CP 162 (X)</b>	NORTH CS			<b>CPS-261</b>	<b>D</b>
						QD 163.7 QD 164.0 QD 165.0	WILLOUGHBY (TOWN) EASTLAKE	CSDG 24,000 FT.		NS	ABS-261	1
70	60	50	70	60	50	<b>QD 166.8</b>	<b>CP 167 (X)</b>	HBD-HWD- DED			<b>CPS-261</b>	<b>D</b>
79	60	50	79	60	50	QD 168.3	WICKLIFFE (TOWN)			LLOYD RD. IND.		1
79	60	50	79	60	50	QD 171.1	END ERIE WEST SD BEGIN CLEVELAND TERMINAL SD	CSDG. 21,700 FT			ABS-261	
50	40	40	50	40	40	QD 171.2						

### STATION PAGE NOTES

- NOTE 1:** Controlled siding adjacent to No. 1 track.
- NOTE 2:** Controlled siding adjacent to No. 2 track.
- NOTE 3:** Interlocking in service for No. 1 track only.
- NOTE 4:** Interlocking in service for No. 2 track only.
- NOTE 5:** Device installed which detects high wheel load impacting on the track structure attributed to flat spots, shelled wheels, built up tread, etc. Wheel impact detector installed on No. 1 and No. 2 tracks at MP QD108.9, Springfield, PA with read out in train dispatcher office. Trains will be notified by detector radio message of an actuation of the wheel impact detector. When notified of an actuation, train speed must be reduced to not exceeding 30 MPH, unless instructed by train dispatcher to STOP and inspect the subject wheel(s). Wheels will be inspected for flat spots, built up tread, broken wheel or any other obvious defect. After inspection the car(s) may be moved to the location specified by the train dispatcher at a speed not exceeding 30 mph discretionary judgment.
- NOTE 6:** Trains must contact the Conneaut Yardmaster before entering Yard. After departing Yard, the derail must be placed in the normal position and the switch lined for normal movement on the upper runner. Phone # for YDM is 440-599-0219.
- NOTE 7:** On other than main tracks, rusty rail conditions in effect (Rule 223).
- NOTE 8:** Max speed on the Buffalo Connecting Track (NS) from CP 1 to CP 124 is 25 mph.

# ERIE WEST SUBDIVISION SPECIAL INSTRUCTIONS

**1. INSTRUCTIONS RELATING TO OPERATING RULES**

NONE

get the crossing gates back up. Make sure you get permission from the train dispatcher.

**2. INSTRUCTIONS RELATING TO SAFETY RULES**

NONE

**LOCATIONS OF BULLETIN BOARDS AND STANDARD CLOCKS**

Bulletin Board	Standard Clock	Locations	Other Divisions and Railroads
X	X	Ashtabula West Yard	Pittsburgh NS
X	X	Collinwood Yard Office	Dearborn NS

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

NONE

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

NONE

**NOTES**

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

Weight restriction: CP 171 to CP 97 – 315,000 lbs.

**7. MISCELLANEOUS**

**Controlled sidings –**  
CP 154-CP 155, CP 162-CP 171 – 10 MPH. All others 20 MPH

**MP QD 146.6-QD147.0 siding track –** Trains must stop at the edge of the crossing until the gates are horizontal.

**CP – 97 TO CP 171**

Unit trains must not exceed 50 MPH unless otherwise restricted.

**NON-CLEARING SWITCHES**

QD 167.10 – Lubrizol  
QD 157.10 – Eolychem # 1 track  
QD 142.30 – NS Connection Madison, OH

All westbound trains destined to New Castle, PA via the NS Youngstown Line changing crews at Ashtabula, OH

When stopping in the clear of State Road MP QD 126.5, if crossing gates do not go back up, cut your power off your train and proceed west to the Route 11 overhead bridge. Then back up east to your train and tie your power back on your train. This should adjust the circuit to

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## FORT WAYNE LINE SUBDIVISION - FW

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					WEST				
MAIN									
P	T	F				NS PITTSBURGH WEST DISP RD 64-64 #2	ABS-261		1,2
30	30	30	QSF 188.6	CRESTLINE				D	
			QSF 188.7	CP CREST	GREENWICH SUB		CPS-261		
			QSF 189.5				ABS-261		
30	30	30	QSF 190.5		CSDG 11,610 FT.				
40	40	40	QSF 191.2	CP WEST YARD			CPS-261	D	
50	50	50	194.0		CEFW RAILROAD				

### STATION PAGE NOTES

- NOTE 1:** Permission to foul or occupy Crestline siding must be secured from NS Pittsburgh West Dispatcher.
- NOTE 2:** Control will remain with the NS Pittsburgh West Dispatcher from Crestline to West Yard. Control of CP Crest (including New N.S. connection at Crestline) under the jurisdiction of CSX Columbus Line Dispatcher (IF). Radio Channel #1, AAR46. Ft. Wayne Line radio channel #2 AAR64.

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## FORT WAYNE LINE SUBDIVISION SPECIAL INSTRUCTIONS

**1. INSTRUCTIONS RELATING TO OPERATING RULES**

A. CSXT Operating Rules

**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**

Weight restriction 286,000 lbs is authorized.

**7. MISCELLANEOUS**

NONE

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**NOTES**

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## FOSTORIA SUBDIVISION - FS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTHORITY FOR MOVE	TWC	NOTES
				WEST				
NO. 1 40	NO. 2 40					ABS-261		3
		BI 36.1				CPS-261		
		BI 36.2	B&O YARD					
		BI 36.4	F TOWER					
40	40	BI 36.5	COLUMBUS SUBDIVISION			CPS-261	C&O CROSSING	1, 2 3, 4
		BI 36.8	FOSTORIA					
40	40	BI 37.0				CPS-261		

### STATION PAGE NOTES

- NOTE 1:** The Fostoria Subdivision is controlled by the operator at F Tower under the direction of the BD Dispatcher in Jacksonville, FL, Mon – Fri 0700 to 1500 hrs. All other times by the SC Dispatcher.
- NOTE 2:** All 704 and 707 authorities for the Fostoria Subdivision will be issued by the BD train dispatcher Mon – Fri, 0700-1500 hrs in Jacksonville, FL. All other times by the SC Dispatcher.
- NOTE 3:** Speeds on all connection tracks is 10 MPH.
- NOTE 4:** Authorized speeds for the Fostoria Subdivision, Columbus Sub Mains, from CD 88.1 to CD 87.4, are found in the Huntington East Division (former C&O) timetable.

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## FOSTORIA SUBDIVISION SPECIAL INSTRUCTIONS

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**1. INSTRUCTIONS RELATING TO OPERATING RULES**

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**NOTES**

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**Signal Rules**

1280 – 1298 in effect for BI milepost prefix.

C1280 – C1298 in effect for CD milepost prefix.

**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

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**NOTES**

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## FRANKFORT SECONDARY SUBDIVISION - FF

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH	SOUTH			
25	QSF 0.0	CP CLERMONT (X)			TWC-DCS	D	1
20 MPH H/E ONLY SOUTHBOUND CP CLERMONT							
25							
25	QSF 7.0	BURR				D	
25	QSF 18.6	BOONE				D	
25	QSF 35.1						
15	QSF 35.3	FRANKFORT			TWC-DCS	D	
10	QSF 35.4				46		2
10	QSF 37.0	END OF TRACK			46		1

### STATION PAGE NOTES

**NOTE 1:** Rusty Rail: QSF 0.0 to QSF 37.0.

**NOTE 2:** Protect the 3 following crossings on the Frankfort Industrial Track, on Runaround to Norfolk Southern Connection; Barner St – MP QSF 35.7, Jefferson St – MP QSF 35.5, and Morrison St – MP QSF 35.4.



# FRANKFORT SECONDARY SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

## NOTES

NON-INTERLOCKED RAILROAD CROSSING AT GRADE					
Location Crossing With	Track	Signals, etc. governing Movements over crossings		Requirements	Note
		Type	Proceed Indication or Position		
Frankfort NS	Frankfort Secondary	Color Light	Green	Approach crossing prepared to STOP. Proceed not to exceed 15 MPH	1
			Red	STOP	

**NOTE 1:** Instructions posted at the location.

## 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

273,000 lbs authorized

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

End of track is 6,900 ft. past last switch.

Due to rusty rail conditions trains and engines must not foul highway crossings between QSF 0.0 to QSF 37.0 protected by flasher and/or gates until it is known the flashers have been working 20 seconds or gates have lowered.

## GARRETT SUBDIVISION - CQ

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	WEST			
P	F			WILLARD SD		ABS-261		
79	60	BI 62.1	EAST DESHLER	SC DISP 84-7 RD-08	No. 1	No. 2	DTC BLOCK DESHLER	1
		BI 62.2						
40	40	BI 62.5	DESHLER			TOLEDO SUB	CPS-261	
							ABS-261	
40	40	BI 62.7	WEST DESHLER			NO. 4 TRK 3,700 FT.	CPS-261	
79	60						ABS-261	
79	60	BI 67.3	EAST HAMLER				CPS-261	
		BI 69.3				ES 5,800 FT.	ABS-261	
40	40	BI 69.4	HAMLER	-----		I & O	CPS-261	1
		BI 69.5				WS 8,100 FT.	ABS-261	
79	60	BI 73.3	HOLGATE	(1)HBD-DEDAC			DTC BLOCK HOLGATE	
		BI 74.5	HOLGATE				CPS-261	
		77.0 78.0					ABS-261	
		BI 82.2	WEST STANLEY				CPS-261	
							ABS-261	
		BI 83.5	EAST DEFIANCE				CPS-261	2
		BI 84.5	DEFIANCE YARD				ABS-261	DTC BLOCK DEFINANCE
		BI 85.2	WEST DEFIANCE				CPS-261	
79	60	BI 85.3					ABS-261	
60	60	BI 87.9	FC TOWER				CPS-261	
		BI 88.1						DTC BLOCK BEND
60	60	BI 89.7						
79	60	BI 93.0	BEND, OH	(1)HBD-DEDAC			ABS-261	
		BI 97.3	SHERWOOD				CPS-261	
							ABS-261	DTC BLOCK ROSE
		BI 105.3	ROSEDALE				CPS-261	
		BI 107.9	HICKSVILLE, OH	(1)HBD-DEDAC			ABS-261	DTC BLOCK INDY
		BI 113.8	INDO				CPS-261	
79	60						ABS-261	DTC BLOCK JOE

## GARRETT SUBDIVISION – CQ

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	WEST			
P	F			No. 1	No. 2	ABS-261	DTC BLOCK JOE	1
40	40	BI 116.6	ST. JOE	NS		CPS-261		
79	60					ABS-261	DTC BLOCK CORD	2
		BI 117.8	WEST END SDI	WS 4,500 FT.		CPS-261		
		119.0 120.0				ABS-261		
		BI 121.0	CONCORD	(1)HBD-DEDAC		CPS-261		
		BI 124.7	AUBURN			CPS-261		
79	60	BI 125.0			CONTINUE GARRETT SUBDIVISION	ABS-261		

### STATION PAGE NOTES

- NOTE 1:** Remotely controlled railroad crossing at grade, be governed by Rule 226-B.  
**NOTE 2:** Control Point in service on #1 Main Only.

# GARRETT SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### Signal Rules

1280 – 1298 in effect for entire Garrett Subdivision

### TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

**Defiance, OH** – Crew room

### JUNCTIONS DRAWBRIDGES AND RAILROAD CROSSING AT GRADE

**Deshler, OH** – Eastbound trains working Deshler that will not fit between County Road 3 and Keyser Street will leave the rear of the train west of SR 65 with enough room to accommodate a pick up if necessary.

Westbound trains picking up from No. 4 track or the West siding should, if space permits, STOP to clear Keyser Street and after the pick up is coupled to the train, pump air with the engine east of County Road No. 3. If space does not permit this, the pickup should be completed with a minimum delay to vehicular traffic on either County Road No. 3 or D.

Conductors on all trains blocking these crossings, except for through movements, should send a detailed report of all blockages to the trainmaster at Garrett or Willard for further handling.

**Defiance, SR 18** – On other than main track, trains and engines will STOP and not foul the crossing until a crew member provides crossing protection on the ground at the crossing.

**Auburn, 11<sup>th</sup> Street** – On the Auburn spur, trains and engines will STOP and not foul the crossing until a crew member provides crossing protection on the ground at the crossing.

**Auburn, 7<sup>th</sup> Street** – Trains or engines must approach the crossing on the run-around track prepared to STOP, and must STOP within 70 feet, without fouling the crossing. The movement may proceed when the automatic traffic control devices have operated for 20 seconds or the crossing is protected by a crew member on the ground at the crossing.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

**Entire Subdivision** – Maximum authorized speed for loaded unit trains is 50 mph, all other authorized speeds below 50 mph for F (Freight) trains apply to unit trains as well.

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
Between Willard and Auburn Jct.	Cars with gross weight exceeding 315,000 lbs.	Must not operate, unless cleared by clearance bureau or as per Note #1, below.

**NOTE 1:** Shipments of 6-axle tank cars, DUPX 29600 series, exceeding 315,000 lbs. are cleared for movement without restrictions between Fostoria and Deshler.

**NOTE 2:** Cars with rotating couplers moving in service between Curtis yard, Indiana and Pittsburgh, Pennsylvania are exempt from complying with Restricted Equipment Rule 4467 on the Garrett and Willard Subdivisions.

## 7. MISCELLANEOUS

Six-axle locomotives are permitted in the Elevator track at Hicksville, MP BI 107.5

## NOTES

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**NOTES**

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**NOTES**

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## GREENWICH SUBDIVISION - GH

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
					WEST	EAST				
P	TV	F	QI 13.57	BEGIN SHORT LINE END OF GREENWICH			ABS-261			
70	60	50	QI 14.5	CP 13 (X)		IG DISP. 59-59 TONE 5	CPS-261	D	3	
			19.0 20.0 QI 24.7	COLUMBIA, OH GRAFTON, OH	(2) HBD-DED-HCD  (2) WID		ABS-261		4	
70	60	50				IF DISP 46-46 TONE 6	CPS-261	D	5	
50	40	40	QI 25.4	CP 25 (X)			ABS-261			
70	60	50	QI 32.3	LAGRANGE, OH	HBD-DED		ABS-261			
50	40	40	QI 37.0	CP 37 (X)		W&LE	CPS-261	D	5	
70	60	50			FAIRGROUNDS TRACK WELLINGTON SDG 4,800 FT.		ABS-261			
			QI 47.0	CP 47 (X)		W&LE	CPS-261	D		
70	60	50	QI 50.5	NEW LONDON, OH	HBD-DED		ABS-261			
	40	40	QI 54.5	CP 54 (X)	CSX WILLARD TERMINAL SUB	CSX NEW CASTLE SUB	IF DISP. 46-46 TONE 5	CPS-261	D	1 2 5
	40	40					← 25 MPH			
60	60	50	QI 67.0	SHELBY, OH	(2) HBD-DED		ABS-261			
40		40	QI 67.2	SHELBY CP 67 (X)		ASRY	CPS-261	A	6	
60	50	50					IF DISP 46-46 TONE 4	ABS-261		
			QI 70.4	CP 71 (X)			CPS-261	D		
60	50	50					ABS-261			
			QI 75.7	CP 75		FORT WAYNE LINE	CPS-261	D	5	
	60	50	QI 79.0	GALION	GALION SIDING 5,510 FT.		ABS-261			
	60	50	QI 79.6							
	30	30	QI 80.3	CP 80 (X)		HUNTINGTON DIV COLUMBUS	CPS-261	D		
			QI 80.6			LINE SUB				
	30	30	QI 80.9				IF DISP 46-46 TONE 3	ABS-261		
	60	50	QI 83.9	CP 83 (X)			CPS-261	D		
	60	50			BEGIN MT. VICTORY SD (MY)		ABS-261	261	3	

**STATION PAGE NOTES**

**NOTE 1:** Effective immediately eastbound trains on the Greenwich Subdivision that are to enter the New Castle Subdivision must not pass MP 57 until they have contacted the AT Train Dispatcher at Jacksonville, FL to assure that they are prepared for the movement to avoid blocking US Route 224, Greenwich, OH.

**NOTE 2:** The following crossings are designated as "No Parking Zones"

- Twinsburg/Elyria Rd., North Eaton, OH MP 20.69
- SR 57, Main Street, Grafton, OH MP 25.40
- SR 83, Avon Beldon Rd., Grafton, OH MP 23.06
- SR 303, E. Main St., Lagrange, OH MP 29.37
- SR 301, Center St., Lagrange, OH MP 29.65
- SR 58, N. Main St., Wellington, OH MP 36.41
- SR 18, Herrick Ave. Wellington, OH MP 36.57
- SR 60, N. Main St., New London, OH MP 47.52
- SR 162, W. Main St., New London, OH MP 47.62
- US 250, Greenwich, OH MP 50.71
- SR 13, Greenwich, OH MP 52.70

A "No Parking Zone" is defined as a crossing that is not to be blocked for any reason, other than an emergency. In the event one (or more) of the crossings designated as "No Parking Zone" is blocked by a train, it must be immediately cut in accordance with the Operating Rules. (Reference CSXT Operating Rules 100-D and 100-G.

As a visual reminder to crews, special "No Parking Zone" signs will be installed at the designated crossings. The sign will be located within 50 feet of such crossings on the field side of the track(s). The absence of a sign will not relieve the crew from responsibility to cut the crossing. The sign will be 24 inches high and 18 inches wide. It will have a black "P" with a red circle with a line through it (the universal sign for "NO") and will have a picture of a locomotive across the bottom. The background of the sign will be white.

**NOTE 3:** ENTIRE SUBDIVISION: Loaded unit trains will not exceed 40 MPH unless otherwise restricted. Empty unit trains must not exceed 50 MPH unless otherwise restricted.

**NOTE 4:** Device installed which detects high wheel load impacting on the track structure attributed to flat spots, shelled wheels, built up tread, etc. Wheel impact detector installed on No. 1 and No. 2 tracks at MP Q 124.7, Grafton, Ohio with read out in train dispatcher office. Trains will be notified by train dispatcher of an actuation of the wheel impact detector. When notified of an actuation, train speed must be reduced to not exceeding 30 MPH, unless instructed by "Defect Detector Radio Message" to STOP and inspect the subject wheel(s). Wheels will be inspected for flat spots, built up tread, broken wheel or any other obvious defect. After inspection the car(s) may be moved to the location specified by the train dispatcher at a speed not exceeding 30 MPH using discretionary judgment.

**NOTE 5:** Remotely controlled railroad crossing at grade, be governed by Rule 226-B.

**NOTE 6:** Automatic railroad crossing at grade, be governed by Rule 226-B(c)(4).

# GREENWICH 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 AND TRAIN HANDLING RULES**

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

Cars weighing over 315,000 pounds must be authorized by the clearance bureau.

**7. MISCELLANEOUS**

All trains approaching CP 13 who receive and approach aspect will stop clear of Columbia Road, stop back of Columbia Road if possible. Then notify the IF train dispatcher.

<b>Non-Clearing Switches</b>		
<b>Milepost/Location</b>		<b>Track</b>
MP QI 15.76	Westview Lumber	1
MP QI 20.85	84 Lumber	2
MP QI 29.35	PDV Industries	1
MP QI 36.40	Wellington Bird Seed	
MP QI 54.90	Greenwich Back Track	Main
MP QI 61.12	Shiloh Elevator	

**At All Crew Change Locations:**

Please dispose of trash in proper receptacles.



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**NOTES**

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**NOTES**

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# INDIANAPOLIS SUBDIVISION - HL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
MAIN				WEST				
P	F			LOUISVILLE DIVISION				
60	40	BD113.5	DTC BLOCK SIGN JULIETTA	CF DISP 14-3 RD-08		TWC-DTC (ABS)		
30	30	BD119.4			INDIANAPOLIS BELT			DTC BLOCK STATE
	10	BD 122.0	DTC BLOCK SIGN	PINE SIDING				DTC BLOCK BRICK
30	30	BD 123.0	DTC BLOCK SIGN		STATE STREET YARD			
15	15	BD 123.7			SHELBYVILLE SEC	TWC-DTC (ABS)		DTC BLOCK INDY
	10	BD 126.5			IC DISP 64-2 RD 64	CPS-261		
		QI 283.2		INDIANAPOLIS LINE NO. 1 NO. 2				
		QI 283.7	CP IU			CPS-261		
15	15	QI 283.8	AMTRAK DEPOT			ABS-261		

# INDIANAPOLIS SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

Exception I.U. Running tracks #1 and #2 – 15 MPH.

## 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

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

Equipment Restrictions		
Location	Equipment	Restriction
All industrial house and team tracks except Wye tracks Morristown and Central Soya Yard	Six-axle Engines	Must not operate on.

## 7. MISCELLANEOUS

### CLOSE CLEARANCE

BD 117 – Fisher Building Supply – both sides of track inside building

BD 122.5 – Between main track and Pine Siding

### CLOSE CLEARANCE

BD 117 – Fisher Building Supply – Both sides of track inside building.

BD 122.5 – Between Conrail main and B&O main.

## HIGHWAY AND STREET CROSSINGS

1. Due to rusty rail conditions, train and engines must not foul highway grade crossings between BD 126.6 and BD 130.3 protected by flasher lights and/or gates until it is known that flashers have been operating for at least 20 seconds or gates have lowered.

If traffic control devised fail to operate, movements over crossing must be protected by a member of the crew involved.

2. All trains using sidings must not exceed two (2) miles per hour when approaching highway crossings equipped with automatic grade crossing warning devices, this to allow for the warning devices to operate for 20 seconds prior to train entering the crossings.

### Diagram Cross-Reference

Subdivision	Division	Page
Indianapolis	Louisville	Louisville TT

### Authority for Movement

Between Location/Mile Post	Authority for Movement	Signal Aspect Rules
BD 113.5 and BD 123.7	TWC-DTC	C1281-C1298
BD 123.7 and BD 126.5	CPS-261	CR1280- CR1294
AMTRAK Station Tracks	193	CR1280- CR1294

### Train Bulletin and Release Form

Station	Location	Trains
Indianapolis (Amtrak)	Crew Room	Originating

## NOTES

## INDIANAPOLIS BELT SUBDIVISION - IB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
10	QIB 0.0	NORTH INDIANAPOLIS	NORTH STE I. T		(193)	A	1
	QIB 1.35		IC DISP 64-2				
	QIB 2.5	KD	ZIONSVILLE I.T.				
	QIB 2.9	CP 1 (X)	ST. LOUIS LINE				
	QIB 3.2	CP WOODS (X)	CRAWFORDSVILLE				
	QIB 3.3	VAN JUNCTION	BRANCH				
	QIB 4.3		TO CAVEN				
	QIB 5.3		WEST MAIN				
	QIB 5.9	DALE (X)	TO INRD LOUISVILLE SECONDARY				
	QIB 7.9		TO HILL YARD				
	QIB 8.2	BELT CROSSING	SHELBYVILLE SECONDARY				
	QIB 11.3	EAST SIDE JUNCTION	HAWTHORNE YARD				
	QIB 12.1	BELT JUNCTION	ARLINGTON AVE I.T.				
	QIB 12.1	CP 280 (X)	HUNTER I.T.				
QIB 13.5	21 <sup>ST</sup> STREET	INDIANAPOLIS LINE					
		EAST SIDE I.T.					
		PORT AUTHORITY OF HAMILTON COUNTY					

### STATION PAGE NOTES

**NOTE 1:** Excepted track – QIB 0.0 to QIB 3.2, North Street I.T. QIY 2.2 to QIY 3.6, Arlington Ave. I.T. – All trains between Kitley Ave and English Ave.  
**NOTE 2:** See Indianapolis Belt Subdivision Special Instruction #1.

# INDIANAPOLIS BELT SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

1. **Remote Control Locomotive Operations at Hawthorne Yard, Indianapolis, IN**
  - A. Remote Control Locomotive (RCL) Operation is established at Hawthorne Yard, Indianapolis, IN. RCL operation and special instructions are stated in General Bulletin No. 400. Remote control zones, when activated, may be utilized in conjunction with RCL operations.
  - B. Remote Control Zone (RCZ) is established at Hawthorne Yard, Indianapolis, IN and RCZ signs are placed as follows:
    1. Remote control zone includes portions of the westbound lead, limits of 'Westbound Lead' track include the clearance point at the 'Eastbound' track to a point 0.8 of a mile west, short of the private road crossing on the westbound lead tracks. Remote control zone signs will be placed at designated limits.
2. **Instructions for Train, Engine or On-track Equipment Movements Arriving Hawthorne Yard, Indianapolis, IN**
  - A. Trains or on-track equipment must contact the yardmaster at Hawthorne Yard, Indianapolis, IN prior to entering the remote control zone area.

Verbal permission of the Train Dispatcher is required to occupy all Indianapolis Belt Subdivision Tracks.

<b>Non Interlocked Railroad Crossing at Grade</b>			
<b>Location</b>	<b>Track</b>	<b>Type</b>	<b>Requirements</b>
KD (All Directions)	Indianapolis Belt and Zionsville I.T.	STOP Signs	STOP. If no conflicting movements proceed.

## 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

### 1. **Restricted equipment over White River bridge at MP QIB 1.35**

Only rail cars with a maximum weight of 220,000 lbs. and locomotives weighing no more than 294,000 lbs. may be operated over this bridge.

2. 273,000 lbs. Authorized in Hawthorne Yards.

3. Six axle locomotives are prohibited on the Zionsville IT.

## 7. MISCELLANEOUS

**Hunter Industrial** – Flashers have been installed at QIH 130.9 Post Rd. Trains must STOP within 100 feet of the crossing and ascertain that the flashers are working before proceeding.

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## NOTES

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# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
									WEST	EAST				
NO. 2			NO. 1						IE DISP. 46-46 4#					
I	F	UT	I	F	UT		QI 134.8	HARPER, OH	HBD-DED		MT. VICTORY SUBDIVISION	ABS-261		
60	50	40	60	50	40		<b>QI 138.9</b>	<b>CP 138 (X)</b>				<b>CPS-261</b>	<b>D</b>	
60	50	40	60	50	40		QI 139.0					ABS-261		
40	40	40	40	40	40		QI 139.3				BEAVER TRACK			
							QI 139.4				NO. 1			
40	40	40	40	40	40		QI 140.2			NO. 2				
30	30	30	30	30	30		QI 140.8	BELLEFONTAINE, OH		ID DISP. 46-46 4#	INDIANAPOLIS LINE SD			14
30	30	30	30	30	30		QI 141.0							
60	50	40	60	50	40		149.0		HBD INDUSTRIES					
							149.8	DEGRAFF, OH	HBD-DED					
							149.9	DEGRAFF, OH		CHAMPAIGN LANDMARK				9 11
							150.0			MID STATES CONTAINER TRACK				
										TEAM TRACK				
							QI 153.3	QUINCY, OH			QUINCY ELEVATOR	ABS-261		11
60	50		60	50			<b>QI 153.4</b>							
40	40		40	40			<b>QI 153.5</b>	<b>CP 153 (X)</b>				<b>CPS-261</b>	<b>D</b>	1
							<b>QI 153.6</b>			I & O RR				
40	40		40	40			QI 156.9	PEMBERTON, OH		BAMBAUER FERTILIZER & SEED		ABS-261		11
60	50		60	50			QI 159.5	PEMBERTON, OH	DED		DAYTON POWER & LIGHT			11
							<b>QI 163.6</b>	<b>CP 163 (X)</b>			AR DISP. 08 #2	<b>CPS-261</b>	<b>D</b>	
											TOLEDO SD CONNECTING TRACK			
										NO. 2				
										NO. 1		ABS-261		
60	50	40	60	50	40	30								

## INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 2			NO. 1						↓	WEST			
M	F	UT	M	F	UT	UT							
60	50	40	60	50	40	40	QI 163.7	SIDNEY, OH	QIS 163.0		ABS-261		
							QI 164.3		OLD CSX CONNECTING TRACK	NEW CC TRACK			11
10							QI 164.4			OLD CC TRACK			11
O L D							QI 165.2		NO. 2 General Films Corp ADM COUNTRY MARK	NO. 1			11
M A I N							QI 166.2	OLD SIDNEY MAIN	CARGILL INC.		ID DISP. 46 6#		
10							QI 166.3	SPAFFORD, OH	HAND THROW CROSSOVER				2
							QI 169.1	HARDIN, OH	HBD-DED				
							QI 181.2			VERSAILLES TEAM TRACK			11
							QI 181.5	VERSAILLES, OH					
							QI 184.5	DAWN, OH	HBD-DED				
							QI 188.4		TIMMERMAN CONSTRUCTION				11
							QI 189.5		NO. 2	NO. 1			
							QI 189.6	ANSONIA, OH		ANSONIA LUMBER  IMC AGRI BUSINESS	ABS-261		

## INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
									WEST				
NO. 2			NO. 1										
I	F	UT	I	F	UT								
60	50	40	60	50	40		QI 189.7	CP 189 (X)	ID DISP 46-46 5#	CORMAN I.T.	CPS-261	D	10
						10				MW TRKS	ABS-261		
						Y A R D	QI 190.0	ANSONIA YARD	SDG 7,350 FT.	1 2 3 4 5			
						10							
							QI 191.2	CP 191 (X)			ABS-261		
										HARVESTLAND/ MILLER LUMBER	ABS-261		
							QI 198.6						11
							QI 198.6 QI 198.7	UNION CITY, IN		OHIO ----- INDIANA	CPS-261		
							QI 198.8	CP 198 (X)				D	13
									NO. 2	NO. 1	ABS-251		
60	50	40	60	50	40						ABS-251		13



## INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 2			NO. 1						↓	WEST			
60	50	40	60	50	40	40	QI 202.7	HARRISVILLE, IN	HBD-DED		ABS-251		13
							QI 207.1		WINCHESTER SDG. EAST END	ANCHOR GLASS			
							QI 207.8		WINCHESTER SDG. WEST END				
							QI 207.9	WINCHESTER, IN	WINCHESTER X-OVER	HOUSE TRACK			
							QI 208.0						
							QI 208.3						
							QI 208.6		LIGHT TRACK	BROWN TRACK			
							QI 208.9			LOBDELL EMERY			
							QI 215.8	FARMLAND		TINSMAN GRAIN			
							QI 216.0	FARM					
							QI 216.0	KEM					
							218						
							219						
							QI 220.0	PARKER CITY, IN	RAN-DEL AGRI.				
							QI 220.2						
60	50	40	60	50	40	40	QI 221.7	PARKER CITY, IN	HBD-DED				
30	30	30	30	30	30	30	QI 227.4			JEFFERSON SMURFITT			
							QI 227.6		INDIANA STEEL & WIRE				
							QI 228.1			MUNCIE BELT			
							QI 228.4						
							QI 228.5	<b>CP VANCE (X)</b>	ID DISP. 46 4#	INDIANA BRIDGE	ABS-251	D	5
											ABS-251		
30	30	30	30	30	30	30	QI 228.7	VANCE CROSSOVER					
30	30	30	30	30	30	30							
30	30	30	30	30	30	30					ABS-251		20

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
NO. 2			NO. 1						WEST	↓	↓			
I	F	UT	I	F	UT	UT			ID DISP. 46 4#	ABS-251			13	
30	30	30	30	30	30	30	QI 229.5	CP 229 (X)	NS	CPS-261	D			
							QI 229.6	MUNCIE, IN	NO. 2 NO. 1	ABS-251				
							QI 230.0	CP 230 (X)	NS	CPS-261	D			
							QI 230.5		NS CONN. TRK. NEW 3 TRACK	ABS-251				
30	30	30	30	30	30	30	QI 232.6		HART CROSSOVER					
60	50	40	60	50	40	10	QI 232.7		HART WEST PASSING SIDING E. END SW.	HART YARD LEAD				
						Y A R D	QI 232.7			NO. 1 - 2,244 FT. NO. 3 - 2,112 FT.				
						10	QI 233.0	HART, IN	BORG WARNER	HART YARD	← M OFW PITT			
							QI 233.4		HART YARDS W. PASS SIDING 3,430 FT.					
							QI 233.4		HART W. PASSING SIDING W. END SW.	NO 2 NO. 1				
							QI 233.7	YORKTOWN, IN.	HBD-DED					
							QI 235.4		MARSH FOODS					
							QI 238.0	GLEN				D	4	
							QI 238.0	WHEET				D	3	
							QI 240.0	DALEVILLE, IN						
							QI 242.0	CHESTERFIELD, IN	HBD-DED					
60	50	40	60	50	40					ABS-251			13	

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 2			NO. 1						↓	WEST			
I	F	UT	I	F	UT								
60	50	40	60	50	40						ABS-251		
60	50	40	30	30	30		QI 245.5	CP 245 (X)		ID DISP 46 3#	CPS-261		13
						IT 10 M P H	QI 245.7	GRIDLEY IND. TRACK	NO. 2 SEE PG. 56 FOR NO. 2 TRACK QIG 121.1 PHILLIPS SCRAP REMY 3 PQ CORP. QIG 122.1	NO. 1		ABS-261	8
							QI 247.2	CP 247 (X)	MARION I.T. CONN. TRACK	ANDERSON EMPORIA I.T.	CPS-261	D	2
							QI 247.3 QI 247.4		ENGINE HSE. LEAD E. END YARD LEAD S. ANDERSON YARDMASTER 46 CONTROL SIDING 6,450 FT. 15 MPH RPW TRACK S. ANDERSON YD KETTERING DIST. C.T.	TRACK NO. 14 TRACK NO. 10 TRACK NO. 1 SOUTH ANDERSON MIDDLE CROSSOVER W. END DRILL TRACK		ABS-261	
10 R P W  T R K 10							QI 248.0	S. ANDERSON YARD					
							QI 248.4						
							QI 248.5						
							QI 248.6	CP 249 (X)		NO. 1	CPS-261	D	
							QI 248.9 QI 250.0				ABS-261		
60	50	40	30	30	30								
60	50	40	60	50	40								

## INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					SOUTH				
SINGLE					SINGLE INDIANAPOLIS LINE NO. 2 TRACK		ABS-261		
I	F	UT			MARION I.T.      CONN. TRACK				
10	10	10	QID 111.3	CP 246 (X)	INDIANAPOLIS LINE NO. 1 TRACK		CPS-261	D	
					INDIANAPOLIS LINE NO. 2 TRACK				
			QID 111.7	PEARL ST. SIGNAL	ID DISP. 46 3#		ABS-261		12
10	10	10	QID 112.6	CP 247 (X)	INDIANAPOLIS LINE NO. 1 TRACK		CPS-261	D	
					INDIANAPOLIS LINE NO. 2 TRACK		ABS-261		

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
NO. 2			NO. 1						WEST	WEST				
	I	F	UT	I	F	UT	QI 245.4	CP 245 (X)	NO. 2	NO. 1	CPS-261	D		
	30	30	30	30	30	30				SEE PG. 54 FOR NO. 1 TRACK	ABS-261			
										MARION I.T. TRACK				
							10	QI 247.4 QI 247.5	CP 246 (X) ANDERSON, IN			CPS-261	D	
N S 2 0									NS		ABS-261			
							QI 248.4						8	
10 C I & W 10							QI 248.8		CENTRAL INDIANA & WESTERN				11	
							QI 249.6			COAL TRACK				
							QI 249.6			GUIDETECH BUILDING 54				11
							QI 250.0			SEE PG. 54 FOR NO. 1 TRACK				
	30	30	30	30	30	30			NO. 2	NO. 1				
	60	50	40	60	50	40			ID DISP 46-46 3 #					
							QI 250.9	CP 250 (X)			ABS-261		D	
	60	50	40	60	50	40					CPS-261			

## INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								WEST				
NO. 2			NO. 1									
I	F	UT	I	F	UT							
60	50	40	60	50	40	QI 253.0 QI 257.2 QI 257.9  260.0 <b>QI 260.3</b>	PENDLETON, IN PENDLETON, IN  CP 260 (X)	PRECISION STRIP  HBD-HWD-DED WID		ABS-261  ABS-261 <b>CPS-261</b>	D	6
						260.5 261.0 QI 262.3  QI 262.8  QI 262.9 QI 263.1  QI 264.4  QI 267.1 QI 268.0 QI 269.0 QI 272.1  QI 273.4  <b>QI 273.5</b>	INGALLS, IN  FORTVILLE, IN  MCCORDSVILLE, IN MCCORDSVILLE, IN  LAWRENCE, IN LAWRENCE, IN  INDIANAPOLIS  <b>CP 275.0</b> (X)	FORTVILLE SDG. E. END SWITCH  SDG. 2,380 FT. KEMIRA INDUSTRIES FORTVILLE SDG. W. END SIDING  HAGER DISTRIBUTION DED	OLD SAWMILL  <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">                         ID DISP. 46 6#                     </div> INDIANAPOLIS POWER & LIGHT  H&H STEEL	ABS-261  ABS-261 <b>CPS-261</b>  ABS-261  ABS-261 <b>CPS-261</b>  ABS-261	D  D  D	11  11  11  11
60	50	40	60	50	40	IT SUB BEGINS						
40	40	40	40	40	40	QI 274.7 QI 274.8  QI 275.0	LAWRENCE, IN LAWRENCE, IN  INDIANAPOLIS	HBD-DED  TERMINAL	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">                         IC DISP. 64 2#                     </div> SUBDIVISION IT	ABS-261  ABS-261	D	7

**STATION PAGE NOTES**

- NOTE 1:** When the signal indicates a STOP signal, trains must receive verbal permission of the train dispatcher, and be governed by written instructions posted at CP 153.
- NOTE 2:** On the Old Sidney main and Anderson-Emporia industrial tracks; 6-axle locomotives are restricted to less than 400,000 lbs.
- NOTE 3:** For eastbound trains using No. 2 track.
- NOTE 4:** For westbound trains using No. 1 track.
- NOTE 5:** CP Vance in service for westbound trains using No. 2 track.
- NOTE 6:** Wheel Impact Detector: High levels of wheel impact require the following action be taken over 170 kips, the train must be stopped for inspection and the defective car set out at the nearest point. If no obvious defects are found during the inspection, then the car may be taken (not exceeding 30 MPH) and set out at Anderson or Fortville. From 150 to 169 Kips, train speed is to be immediately reduced to 30 MPH and the crew given instructions to set the car off at a location that will least affect train operation.
- NOTE 7:** CP 275 on No. 1 and No. 2 tracks for eastbound trains only, controlled by ID Dispatcher.
- NOTE 8:** Locomotive restriction – Six-axles.
- NOTE 9:** Locomotive and car restrictions – Six-axles and 89 foot cars.
- NOTE 10:** Rusty rail location. Due to rusty rail conditions trains and engines must not foul highway grade crossings until protected by flashers and/or gates until it is known that the flashers have been working 20 seconds or gates have lowered.
- NOTE 11:** Hand operated non-clearing switches
- NOTE 12:** Pearl Street Signal for northbound trains only
- NOTE 13:** No. 1 Track 251 East and No. 2 Track is 251 West.
- NOTE 14:** No Clearing Switch – QI 139.40 No. 1 Track Beaver Switch.

**LOCATION OF WEIGHT RESTRICTIONS**

LOCATION	WEIGHT
Indianapolis Line Subdivision	315,000 lbs.
DeGraff Industrial track	186,000 lbs.
Old Sidney Main Industrial track	186,000 lbs.
Muncie Belt Industrial track	186,000 lbs.
Gridley Industrial track	273,000 lbs.
Dow Marion Connecting track	286,000 lbs.
Anderson-Emporia Industrial track	286,000 lbs.
New Castle running track	286,000 lbs.
Anderson-Emporia certain 6 axles are restricted that weigh over.	

# INDIANAPOLIS LINE 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

CSXT Rule 4405

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

**Old Sidney Main QIS 165.5 at Cargill Inc. - No. 4 Track** is restricted to tank cars only. Engines must not pass through loader.

## 7. MISCELLANEOUS

### Location of Weight Restrictions

Indianapolis Line Subdivision	315,000 lbs.
DeGraff Ind. track	
Old Sidney Main Ind. track	186,000 lbs.
Muncie Belt Ind. track	
Gridley Ind. track	273,000 lbs.
Marion Industrial track	
Anderson-Emporia Ind. track	286,000 lbs
New Castle Running track	

Speed of any track not listed in timetable is 10 MPH per Operating Rules.

### FRA EXCEPTED TRACK

DeGraff, I.T. – Excepted Track

Gridley, I.T. – Excepted Track

### CP 189

Westbound signal has a blue reflectorized disc on left side of signal mast indicating siding is between disc and No. 1 track. No equipment is to be left on siding east of Main Street, Ansonia, Ohio.

### Marion Industrial Track

Close clearance on eastside along fence between QID112.25 and QID112.45.

### South Anderson Yards – Close Clearance

Close clearance when cars are parked on east engine lead track between turntable track switch and M of W track switch with to No. 14 track on east end.

### South Anderson Yards – Semi-Automatic Switches

Switches must be operated manually for movement in either direction.

### CLOSE CLEARANCE – SIDNEY, OH

Q165.5 – Restrictions at Cargill Inc., Sidney, OH. In addition #4 track is restricted to tank cars only.

### SPEEDS

Against the current of traffic in 251 rules, unless otherwise restricted: Intermodal – 50MPH, Freight – 50MPH

Speed of any track not listed in timetable is 10 MPH per Operating Rules.

Loaded grain and mineral trains will not exceed 40MPH. 30 or more loaded cars constitute a loaded train when in mixed freight. Empty grain and mineral trains must not exceed 50 mph unless otherwise restricted.

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## NOTES

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**NOTES**

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**NOTES**

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## INDIANAPOLIS TERMINAL SUBDIVISION - IT

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
M	NO. 2			NO. 1					WEST					
	I	F	UT	I	F	UT			NO. 2	NO. 1	ID DISP. 46-46 3#	ABS-261		5
							QI 275.0	CP 275 (X)				CPS-261	D	
	40	40	40	40	40	40	QI 277.45	BRIGHTWOOD IPL 34 <sup>TH</sup> STREET			IC DISP. 64-64 2#	ABS-261		
							QI 279.3	BELT JUNCTION			EAST SIDE I.T.			
							QI 280.1	CP 280 (X)	INDIANAPOLIS BELT			CPS-261	D	
	40	40	40	40	40	40	QI 281.9					ABS-261		
	25	25	25	25	25	25								
	25	25	25	25	25	25	QI 283.1		WASHINGTON STREET					
	15	15	15	15	15	15								
							QI 283.7	CP IU			SHELBYVILLE SUBDIVISION	CPS-261	D	
							QI 283.9		AMTRAK DEPOT		DELAWARE WYE LOUISVILLE SD			7
							QS 0.0	ST. LOUIS LINE			MERIDIAN WYE	ABS-261		8
							QS 0.2 QS 0.3	CP KENTUCKY AVE.				CPS-261	D	
	15	15	15	15	15	15						ABS-261		
	40	40	40	40	40	40								
							QS 0.9	CP IJ	NO. 2	NO. 1	CRAWFORDSVILLE BRANCH SUB.	CPS-261	D	3
							QS 1.1				GM TRUCK & BUS			
							QS 1.6	CP 1	INDIANAPOLIS BELT			CPS-261	D	
												ABS-261		
							5.0 6.0 7.0		NO. 2	NO. 1				
							QS 7.9				GATX			
	40	40	40	40	40	40						ABS-261		

## INDIANAPOLIS TERMINAL SUBDIVISION - IT

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
											WEST					
M			NO. 1			NO. 2			QS 7.8	CP MY	NO. 2	NO. 1	CPS-261	D		
I	F	UT	I	F	UT	I	F	UT								
50	40	40	40	40	40	40	40	40								
											NORTH HUNT CONN.					
									40	QS 9.4				CPS-261		
50	40	40							10	QS 10.3	BEGIN MAIN FUEL PAD	BEGIN AVON SIDING CONTROLLED BY	ABS-261			1,6
30	30	30								QS 10.4						
50	40	40								QS 11.9		AVON YARD				
										QS 12.4	HARLAN BAKERY					
										QS 12.5	CP AN		DEPARTURE YARD LEAD	ABS-261		
										QS 12.5		HUMP LEAD SANKY INBOUND	CPS-261	D		4
			40	40	40	40	40	10		QS 13.1						
50	40	40	60	50	40	60	50	40		QS 13.1	ST. LOUIS LINE SUB #2			ABS-261		
										QS 13.1						
										QS 14.8	CP GALE			CPS-261	D	2
														ABS-261		

## INDIANAPOLIS TERMINAL SUBDIVISION – IT CRAWFORDSVILLE BRANCH

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					WEST	EAST			
MAIN									
P	I	F				IC DISP 64 #2	ST. LOUIS LINE SD		
40	30	30				GM TRUCK & BUS		CPS-261	D
							INDIANAPOLIS BELT	ABS-261	
			10	QSC 0.7	CP IJ (X)			CPS-261	D
				QSC 1.6	CP WOODS (X)			CPS-261	D
40				QSC 2.3				ABS-261	3
60							KRAFT RUNNER EAST		
							PETERSBURG INDUSTRIAL		
				QSC 3.5	CP HOLT (X)			CPS-261	D
60				QSC 4.6					
40				QSC 5.3			KRAFT RUNNER WEST		
60				QSC 6.8					
40				QSC 6.9	DAVIS			ABS-261	
40				QSC 7.4					
49				QSC 7.7			HERITAGE ENVIRONMENTAL		
	30			QSC 8.1					
40				QSC 8.4			QUEMETCO		
				QSC 8.6	CP SOUTH HUNT (X)		ST. LOUIS LINE SD	TO AVON →	CPS-261
60								ABS-261	1
				QSC 9.5	CP NORTH HUNT (X)			CPS-261	D
				QSC 9.5	HCD (HUNT)			CPS-261	D
				QSC 9.9			BICC	ABS-261	
60							IC DISP 46 5#		
30				QSC 12.6	CP CLERMONT (X)		FRANFORT SECONDARY	CPS-261	D
								TWC-DTC	

### STATION PAGE NOTES

- NOTE 1:** Movements on siding controlled by yardmaster at Avon.
- NOTE 2:** Control point for trains on No. 1 track only.
- NOTE 3:** Zionsville I.T. in charge of IC dispatcher, restricted speed not exceeding 10 MPH.
- NOTE 4:** Authority for movements on Sanky inbound/South Runner must be received from IC dispatcher.
- NOTE 5:** All running tracks are Rule 46.
- NOTE 6:** At QS 10.3 siding – close clearance on the siding at the fuel pad.
- NOTE 7:** CPIU – Delaware Wye – 10MPH.
- NOTE 8:** Amtrak Depot lead and #10 track, Amtrak Depot, IU Station, and Kentucky Ave on Depot Lead do not exceed 10MPH.

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# INDIANAPOLIS TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

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## 1. INSTRUCTIONS RELATING TO OPERATING RULES

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NOTES

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### Non-Clearing Switches

QSC 1.7 Belmont Avenue  
QSC 2.3 FMC Switch  
QSC 9.9 Cable Switch

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### CLOSE CLEARANCE

**Close clearance at the transfer yards** – Employees are prohibited from riding the side of equipment in the transfer yards from the east end QSC 2.0 at Belmont Ave. to the west end of the yards at Worman Ave. QSC 3.0

## 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 axles locomotives are prohibited on Zionsville I.T.

## 7. MISCELLANEOUS

**Avon Engine House** - All movement in, out, and inside engine house ended in engine house territory will be made on verbal permission of the Service Center supervisor (Pad Foreman) unless otherwise instructed by Service Center supervisor.

### AVON YARD INSTRUCTIONS

1. Trains crews will receive permission from the terminal dispatcher to depart Avon on Channel 64.
2. Do not exceed 10 MPH on the Sanky inbound under Dan Jones Road Overpass, MP QS 11.8. Speed signs are displayed.

# LAFAYETTE SUBDIVISION - LQ

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
MAIN				MONON SD				
P	F	Q 115.5	FARMERS XING		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">SA DISP. CH-32 (4) RD-84</div>	193 (ABS-261)		1
79	50	Q 117.0						
20	20							
		<b>Q 118.8</b>	<b>LAFAYETTE YARD</b>					
20	20	Q 119.3		OLD YARD LEAD		193 (ABS-261)		
40	40		<b>Q 119.4</b>	<b>SALEM ST.</b>		<b>CPS-261</b>		
		Q 119.5 Q 120.1	LAFAYETTE PASSENGER STATION		D-YARD	193 (ABS-261)		
40	40		<b>Q 120.7</b>	<b>LAFAYETTE JUNCTION</b>	KBSR   NS	<b>CPS-261</b>		2
50	50	Q 120.9 Q 122.4	LAFAYETTE JUNCTION SIDING		5,470 FT.	TWC-DTC (ABS-261)	DTC BLOCK INDUSTRY	
		<b>Q 124.0</b>	<b>DTC BLOCK SIGN</b>					
	50	Q 124.3						
50	40	125.0						
		125.4						
40	40	126.0					DTC BLOCK LINDEN	
		126.4						
79	50	127.0 128.0						
		Q 130.6 Q 132.5	SOUTH RAUB (1)	(1) DED				
		Q 135.5		LINDEN SIDING 6,790 FT.				
		<b>Q 136.9</b>	<b>DTC BLOCK SIGN</b>					
		Q139.4 Q 142.4						
79	50	Q 144.6						
75	50	Q 145.3					DTC BLOCK AMES	
40	40	Q147.2						
25	25	Q148.2	AMES		CSX CRAWFORDSVILLE BRANCH	TWC-DTC (ABS-261)		3
		<b>Q 148.5</b>	<b>DTC BLOCK SIGN</b>		5,360 FT.	TWC-DTC	DTC BLOCK	
		Q 148.6						
25	25	Q 149.5				TWC-DTC	NUCOR	

## LAFAYETTE SUBDIVISION - LQ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN			SOUTH				
25	25	Q 150.5	DED		TWC-DTC	DTC BLOCK NUCOR	4
		Q 152.2					
		Q 154.1					
		<b>Q 155.3 DTC BLOCK SIGN</b>					
		Q 160.9	3,930 FT.		TWC-DTC	DTC BLOCK ROACHDALE	
		Q 162.2					
		<b>Q 163.0 DTC BLOCK SIGN</b>					
		Q 172.4	DED		TWC-DTC	DTC BLOCK GREEN CASTLE	
25	25	<b>Q 176.7 DTC BLOCK SIGN</b>					
10	10	Q 177.8	CSXT ST. LOUIS LINE SUBDIVISION		TWC-DTC	DTC BLOCK LIMEDALE	
		<b>Q 180.0 DTC BLOCK SIGN</b>					
		Q 180.6					
		Q 189.1	2,510 FT.		96		

### STATION PAGE NOTES

- NOTE 1:** After securing permission to occupy the main track within yard limits from the SA Dispatcher, all train crews must contact the yardmaster at Lafayette for further instructions, if a yardmaster is on-duty.
- NOTE 2:** The signal for Lafayette Junction is controlled by the NS- Decatur dispatcher. The NS dispatcher can be contacted via radio on channel 22-22 tone 941 or by telephone at 217-425-2059.
- NOTE 3:** The authority for movement on the connections track at Ames (Q 148.2) is rule 96, with a maximum speed of 10 mph. Normal position for the switch at MP Q 148.2 is reversed and lined for the connections track. Normal position for the derail is in the "off" position.
- NOTE 4:** The authority for movement on the connections track at Greencastle (Q 176.7) is Rule 96, with a maximum speed of 25 MPH.

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## LAFAYETTE SUBDIVISION SPECIAL INSTRUCTIONS

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**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**

**DIAGRAM CROSS-REFERENCE**

<b>Subdivision</b>	<b>Division</b>	<b>Page</b>
St. Louis Line	Great Lakes	1-19
Crawfordsville Branch		1-23
Monon	Chicago	Chicago TT

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**NOTES**

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**NOTES**

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**NOTES**

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## LOUISVILLE SECONDARY SUBDIVISION - LV

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 10	F 10	QSL 0.0	CP IU (X)	INDIANAPOLIS LINE		CPS-261	D	
				MERIDIAN WYE	DELAWARE WYE	ABS-261		
10	10	QSL 1.7	CP DALE (X)	INDIANAPOLIS		ABS-261	D	
20	10			QSL 3.2	BELT	TWC-DCS		
					MERCHANTISE WAREHOUSE			
					DALE SIDING 1,000 FT.			
20	10	QSL 4.0	END CSX TRACKAGE BEGIN LIRC	LIRC	LIRC	TWC-DCS	D	
						LIRC		

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## LOUISVILLE 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**

Engine restriction: 6-axle engines are restricted on the Merchandise Warehouse track

**7. MISCELLANEOUS**

NONE

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**NOTES**

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**NOTES**

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## MT. VICTORY SUBDIVISION - MY

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	EAST			
TV 60	FRT 50		BEGIN GREENWICH SD	IF DISP. 46-46 3#	2 1			
							ABS-261	
		QI 83.9	CP 83 (X)			IE DISP. 46-46 3#	CPS-261	D
		QI 85.0	MARTEL, OH	HBD-DED				
		QI 87.2		MARTEL SIDING 7,620 FT.			ABS-261	
		QI 89.0						
		QI 95.2	SLICKS, OH	HBD-HWD-DED				
		QI 95.7	CP-95 (X)				CPS-261	D
60	50	QI 99.0		CENTRAL SOYA		MED	ABS-251	1
30	30	QI 101.5	CP 101 (X)		NO. 2	NO. 1	NS	D
	C&O CONN. 10 MPH	QI 101.7	CP 102 (X)				CSX	D
		QI 101.9		MARION YARD				
		QI 101.8				IE DISP. 46-46 6#	ABS-261	
		QI 102.4						
30	30	QI 102.8						
60	50	QI 105.5	CP105 (X)				CPS-261	D
		Q 110.1	NEW BLOOM, OH	HBD-DED			ABS-261	
		QI 120.1	CP 120 (X)				CPS-261	D
60	50	QI 121.9	MT. VICTORY, OH	HBD-DED		EASTBOUND SIDING 6,040 FT.	ABS-261	
40	40	QI 124.7	CP 124 (X)	TOLEDO BRANCH SUB		SCOTTLAWN SUB	CPS-261	D
40	40							
60	50	QI 128.5			NO. 2	NO. 1		
55	50	QI 132.2						
55	50	QI 134.8	HARPER, OH	HBD-DED			IE DISP. 46-46 1#	ABS-261
		135.0						
		136.0						
55	50	QI 138.5	CP 138 (X)				CPS-261	D
			BEGIN INDIANAPOLIS LINE SUBDIVISION	ID DISP. 46-46 7#			ABS-261	

### STATION PAGE NOTES

**NOTE 1:** No. 1 Track 251 East. No. 2 Track 251 West. DCS rules apply when moving against current of traffic.

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# MT. VICTORY SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

Due to close clearance at Gaylord Container, Marion, Ohio, employees are prohibited from riding the side of moving equipment. Employees must exercise care to avoid injury.

## 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

Weight restriction – 315,000 lbs.

## 7. MISCELLANEOUS

**MP QI 101.6** – Rule 46 not to exceed 10 MPH applies on all tracks in Marion Yard.

**MP QI 123.37** – All tracks – switch must be in normal position for the flashers and gates to deactivate.

**CP124** – No freight equipment will be left within 750 feet of the home signal.

To avoid blocking road crossings in Marion, OH eastward trains will be held at Campbell Rd. QI 102.7. Westward trains will be held at Pole Lane Rd. QI 97.6

Loaded unit trains will not exceed 40MPH.

30 or more loaded cars will constitute a loaded unit train.

Trains operating against the current of traffic between CP 95 and CP 101 must not exceed 50 MPH.

## NO CLEARING SWITCH

SGL – QI 110.50 Newbloom  
SGL – QI 114.30 Larue  
001 – QI 122.10 Mt. Victory  
001 – QI 125.20 Tri-County  
001 – QI 131.70 Rushsylvania

## LOCATIONS OF ENGINE RESTRICTIONS

QI 97.80 – Six-Axle restriction MED I.T.  
QI 98.70 – Six-Axle restriction on GSA I.T.  
QI 101.20 – Six-Axle restriction on NS Conn.

## At All Crew Change Locations

Please dispose of trash in proper receptacles.

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## NOTES

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## NEW CASTLE SUBDIVISION - AK

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
40	40	BG 54.2 BG 55.6						2
40	40	BG 58.4		PITTSBURGH SD, BALTIMORE DIV		ABS-251		1
		BG 58.9					DTC BLOCK CASTLE	
55	55	BG 64.6						
		BG 67.5						
60	55	69.0 70.0						DTC BLOCK LOWELL
		BG 72.8	15.8			ABS-251		
40	40	BG 73.5 BG 73.9	HASELTON			ABS-261		
30	30	BG 74.2			NS			
		BG 76.4	YOUNGSTOWN	2.5				DTC BLOCK HASEL
		BG 77.7	YANDA	1.3				
30	30	BG 77.8		10.0		ABS-261		
60	55	BG 80.1				ABS-251		DTC BLOCK OHIO JCT.
45	40	BG 82.2			NO. 1      NO. 2			
		BG 83.2						
55	55	BG 83.9	NILES JUNCTION					DTC BLOCK DONALD
79	10 SDG	BG 87.7						
75		BG 88.2		3.5				
79	55	BG 91.2	LORDSTOWN					DTC BLOCK NILES
		BG 91.4		0.7				
79		BG 91.9	ROCK CUT		FALLS SUB.			
75		BG 93.9		4.0				DTC BLOCK NEWTON
79		BG 95.5				ABS-251		
		<b>BG 95.9</b>	<b>NEWTON FALLS</b>			<b>CPS-261</b>		
		BG 96.5		8.0		ABS-261		
79		99.0 100.0				ABS-251		DTC BLOCK APCO
		BG 103.9	FS TOWER	6.7				
		BG 104.0						
		107.0 108.0				ABS-261		DTC BLOCK RAVE
79	55	BG 110.1				ABS-251		
50	40	BG 110.6	RAVENNA	7.0				
		BG 111.0						
79	55	BG 115.6						DTC BLOCK KENT
60	55	BG 116.7			- - - - -			
30	30	BG 117.6	KENT		PORT AUTHORITY			
		BG 117.9		7.1				
30	30					ABS-251		DTC BLOCK LAWSON

## NEW CASTLE SUBDIVISION - AK

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES
				WEST					
79	55					ABS-251			
65	55	BG 122.1					DTC BLOCK LAWSON		
65	55	BG 122.2							
70	55	BG 123.4							
55	50	BG 124.6							
55	50	BG 124.9	XN TOWER						
60	50	BG 126.3		2.9			DTC BLOCK EVANS	1,3	
35	35	BG 127.1							
		BG 127.5	BD TOWER			ABS-251			
35	35	BG 128.1		0.7	INDUSTRIAL TRACK	ABS-261			
15	15	BG 128.2					DTC BLOCK HILTON		
40	35	BG 128.3	AKRON, JUNCTION	5.2					
60	55	BG 130.0	LAMBERT						
		BG 132.7					DTC BLOCK BARBER		
		BG 134.7		2.5					
60	55	BG 137.3	BARBERTON	6.5			DTC BLOCK JONES	3	
35	35	BG 143.6							
35	35	BG 143.8	WARWICK	8.2	NON-DIRECTIONAL SIDING NO. 1		NO. 1 COAL	NO. 2 WAR- WICK	
45	40	BG 144.0							
60	60	BG 145.0			8,299 FT.				
60	60	BG 145.5							
60	60	BG 146.6							
60	60	BG 147.6	RITTMAN			#1			
79	55	BG 150.9		3.5		ABS-251	DTC BLOCK RITTMAN	1	
65	60								

## NEW CASTLE SUBDIVISION - AK

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
PSN	TV	FRT	UT							
TO /FROM		CL&W SUB.								
1 60	2 79	60	60	BG 151.7 BG 155.3 BG 155.5	STERLING			ABS-251	DTC BLOCK RITTMAN	1,3
65	60	60	60	<b>BG 155.8</b>	<b>10.1</b>			<b>CPS-261</b>		
65	60	60	60	BG 158.0 BG 159.0	LODI			ABS-251	DTC BLOCK LODI	1
79	60	60	60	160.0 161.0					11.2	
65	1 60 2 50	1 60 2 50	1 60 2 50	BG 163.2 BG 165.5 BG 165.6 BG 167.0	SULLIVAN			ABS-251	DTC BLOCK SULLY	3
79	60	60	60	172.0 173.0					4.3	
65	60	60	60	BG 170.3 BG 171.2	NOVA			ABS-251	DTC BLOCK RAMEY	3
79	60	60	60	176.8 176.9					11.5	
40	40	40	40	BG 181.1 188.0 190.0 BG 192.5	BOYD					
						WILLARD TERMINAL SD				
<b>134.5 MILES NEW CASTLE TERMINAL TO BOYD</b>										

STATION PAGE NOTES	
<b>NOTE 1:</b>	Where rule or 251 is in effect, the direction of traffic is : No. 1 track – westbound, No 2 track – eastbound
<b>NOTE 2:</b>	Ask yardmaster's & dispatcher's permission to depart New Castle Yard.
<b>NOTE 3:</b>	All sidings and connections 10 MPH except Greenwich Connection – 15 MPH.
<b>NOTE 4:</b>	FS clarification No. 1 track BG 102.5 to 103.9 is ABS-251 westbound, No. 1 track 103.9 to 105.3 is 261 all ABS. No. 2 track BG 102.5 to BG 103.9 is 261 ABS, and BG 103.9 to BG 105.3 is ABS-251 eastbound.



# NEW CASTLE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

Unless otherwise restricted by an Operating Rule, special instructions or by a clearance message, the maximum authorized speed for military or circus trains will be 50 MPH.

### SPEED RESTRICTIONS

At the following locations, trains and engines operating against the current of traffic are restricted in speed:

**Niles Junction** – Between BG 87.5 and BG 88.8 on No. 2 track, 45 MPH. (All Trains)

**Ravenna** – Between BG 110.0 and BG 111.0 on No. 1 track, 35 MPH. (All Trains)

**Rittman** – Between BG 151.4 and BG 152.0 on No. 2 track, 55 MPH – Passenger trains only; others – 49 MPH.

**Sterling** – Between BG 155.1 and BG 155.5 on No. 2 track, 55 MPH – Passenger trains only; others – 49 MPH.

### Thru-Truss Bridges

Bridge Number	Location	Milepost
16	Haselton	BG 74.8

### Defect Detectors

Location	Milepost
Edinburg	PA BG 62.6
Liberty St.	OH BG 81.3
Apco, OH	BG 102.0
Munroe Falls, OH	BG 121.9
Easton, OH	BG 148.0
Pawnee, OH	BG 169.2
Ramey, OH	BG 188.5

**APCO** – Eastbound trains only, receiving an indication to stop and inspect equipment at the APCO defect detector, MP BG 102.0, will reduce speed to 10MPH, consistent with good train handling techniques, and proceed east until the rear of the train is clear of the east end of Newton Falls, MP BG 93.8. The conductor, or his designee, will then perform the inspection of equipment in accordance with existing operating rules.

**Pawnee** – Eastbound trains only, receiving an indication to STOP and inspect equipment at the Pawnee defect detector, MP BG 167.9, will reduce train speed to 10 MPH, consistent with good train handling techniques, and proceed east until the rear of their train is clear of State Route 83, MP BG 163.9. The conductor, or his designee, will then perform the inspection of the equipment in accordance with existing Operating Rules.

## TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Fascimile, & Telefax) machines are located at:

New Castle, PA – Yard office  
 Lordstown, OH – Yard office  
 Akron Junction, OH – Yard office

## JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSING AT GRADE

### Railroad Crossing at Grade

Location	Railroad	Protection	Rule
Center Street, Haselton BG 73.5	NS	Remote	226-B Sec 3 (b)(c) Note 1
Boyd BG 192.6	CSX		226-B Sec 3 (b)(c)

**Note 1:** Center Street, Haselton – Signals are not equipped with time release.

## ROAD CROSSINGS AT GRADE

### Providing Crossing Protection

**Niles Junction, Highland Avenue** – Movements on the storage track must not be made unless protected by a member of the crew on the ground at the crossing.

**Lordstown, Lyntz Townline and Salt Springs Road** – When delivering cars to General Motors support yard, Lyntz Townline Road and Salt Springs Road must not be blocked, especially during the hours of 0530 to 0730.

## HIGHWAY CROSSINGS AT GRADE

### “No Parking Zones”

The following crossings are designated as “No Parking Zones”.

- TR 143, Ninevah Rd., Greenwich, OH MP BG 189.9
- SR 13, Greenwich, OH MP BG 191.2

A “No Parking Zone” is defined as a crossing that is not to be blocked for any reason, other than an emergency. In the event one (or more) of the crossings designated as “No Parking Zones” is blocked by a train, it must be immediately cut in accordance with the Operating Rules. (Reference CSXT Operating Rules 100-D and 100 G).

As a visual reminder to crews, special “No Parking Zone” signs will be installed at the designated crossings. The sign will be located within 50 feet of such crossings on the field side of the track(s). The absence of a sign will not relieve the crew from responsibility to cut the crossing. The sign will be 24 inches high and 18 inches wide. It will have a black “P” with a red circle with a line through it (the universal sign for “NO”) and will have a picture of a locomotive across the bottom. The background of the sign will be white.

**SWITCHES**

**Hand-Operated Switches**

**Lordstown** – The lead switch at the East end on the No. 1 storage track will be left lined for straight track movement.

**Youngstown** – Tail Track inside switch on the tail track must be lined for the Mahoning Valley RR after use.

**USE OF SPECIFIED TRACKS**

**New Castle, PA** – Entering New Castle permission from the New Castle Yardmaster and the AT Train Dispatcher is required.

**Ohio Jct.** – Crew instructed to work at Ohio Junction and Yanda must obtain permission of the Lordstown Yardmaster before entering.

**Goodman** – Crews working both the east end and west end of Goodman Yard must obtain permission from the Lordstown Yardmaster before entering.

**Space Center** – Crews working the east end or west end of the Space Center must obtain permission of the Lordstown Yardmaster before entering.

**Youngstown** – Crews working the tail track must obtain permission from the Lordstown yardmaster before entering.

**Akron Jct.** – Between 0700 and 1500 permission from the yardmaster Akron must be obtained before entering the yard.

**Warwick – RJCR Connection** – Train and engine movements will be made in accordance with rule 46-96, movement may be made to Second St. only.

**RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor Channel 08.

<b>Radio Stations and Instructions</b>			
<b>Milepost Location</b>	<b>Hours of Operation</b>	<b>Channel Monitored</b>	<b>Type Station</b>
New Castle	Continuous	08	Terminal
Edinburg			Wayside
Niles Junction		28 & 08	Terminal
Lordstown			Terminal
Newton Falls		08	Wayside
FS Tower			
Munroe Falls			
Akron Junction	Mon-Fri 0700-1500	28 & 08	Terminal
Akron	Continuous	08	Wayside
Warwick		08 & 14	
Sterling		08	
Sullivan		14	
Dispatcher			

**Note:** AT train dispatcher call-in number is 8.

AT train dispatcher telephone No. is 904-381-5560.

RNX 388-5560.

1-800-854-5698

AT train dispatcher jurisdiction from P&W Jct., MP BG 52.2 to Boyd, MP BG 192.6, Cleveland and CL&W SD's.

**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**

**Securing trains at Toy-R-U's** – Whenever leaving cars or trains at the Toys R Us Spur Track, it is required to apply handbrakes on 50% of the cars.

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

<b>Location</b>	<b>Equipment</b>	<b>Restriction</b>
<b>Rock Cut:</b> Lafarge Corp Lead Track	Six-axle units	May not occupy any track other than the industrial leads, No. 1 & No. 2 tracks

**Note:** Restricted Equipment Rule 4453 will apply between the locations specified below.

BG 76.4 and BG 76.7

BG 128.1 and BG 128.2

**7. MISCELLANEOUS**

**Lordstown, OH** - Crews on Q296, Q297, L296, or L297 will not pass Goodman without ascertaining through the dispatcher or Goodman yard office if there is a pickup for their train.

**Warwick Coupled-In Motion Scale**

The scale at Warwick, OH MP BG 146.09, weighs in either direction between 3.0 and 8.5 MPH.

All train movements not weighing shall not exceed 10 MPH across the scale. Train air brakes must not be applied during the weighing except to comply with operating rules. Steady drawbar force is needed for accurate weighing and slack action must be avoided. Use of sand is prohibited.

If the consist of cars to be weighted has changed between origination terminal and scale, notify the train dispatcher of these changes prior to weighing.

Weigh mode is activated by sensors located approximately 200 FT. from the scale in either direction. Weigh status is announced by a digitized voice on radio channel 08.

When weigh mode is activated the system will announce, "CSX Warwick, scale is ready". Train speed, in tenths of a mile per hour, is announced while the scale is in weigh mode. If speed reaches or exceed 8.5 MPH, the system will announce, "Too fast, reduce speed."

If the scale is out of tolerance, or will not weigh, a message will be transmitted "Scale has failed." If this message is received, stop the train and contact the train dispatcher for instruction. The scale reverts to standby mode anytime a train stops on the scale for 2 minutes or longer. If re-weighing is necessary, secure permission from the train dispatcher to back clear of the scale and wait 2 minutes for scale reset and "Scale is ready" announcement, before beginning to reweigh.

Approximately one minute after the last car crosses the scale, the system will announce, "CSX Warwick, scale is clear, ### total cars weighted" signifying that weighing is complete. The scale then returns to standby mode.

**Emergency phone numbers:**

New Castle yard office – 1-724-656-9631  
 1-724-656-9629 Ohio only 1-800-544-4578

Lordstown yard office – 1-800-548-2156

Newton Falls tower – 1-330-872-5059

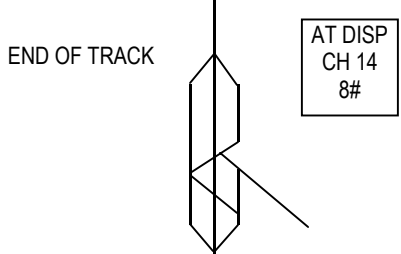
Akron Jct. yard office – 1-330-379-3245

AT dispatcher 904-381-5560  
 RNX-388-5560  
 1-800-854-5698

**Double Stack and Multilevel Movements on New Castle Subdivision**

<b>Location</b>	<b>Equipment</b>	<b>Restriction</b>
BG 58.4 to BG 155.3	Multi-levels in excess 19'1"	Must not operate
BG 58.4 to BG 155.3	Double-stacks in excess 19'0"	Must not operate
BG 155.3 to BG 192.5	Multi-levels in excess 19'2"	Must not operate
BG 155.3 to BG 192.5	Double-stacks in excess 19'2"	Must not operate

## NEWTON FALLS SUBDIVISION - NF

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			WEST	WEST				
10	BGA 86.1	2.1	END OF TRACK		46/96			
	BGA 88.2	DEFORREST JUNCTION 2.6						
	BGA 90.8	WARREN				46/96		
	<b>BGA 91.9</b>	<b>DTC BLOCK SIGN</b> 3.2				TWC-DTC	DTC BLOCK FALLS	
	BGA 94.0	LEAVISTTSBURG 6.0						
10	<b>BGA 100.0</b>	<b>DTC BLOCK SIGN</b> <b>NEWTON FALLS</b>			TWC-DTC			
			NEW CASTLE SD					
<b>13.9 MILES NEWTON FALLS TO END OF TRACK</b>								

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# NEWTON FALLS SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### TRAIN BULLETIN AND RESLEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

#### Deforest Junction – Yard Office

1. Unless otherwise instructed, westbound trains and engines starting at Warren will contact the yardmaster at Lordstown to obtain information and instructions.
2. Instructions must be obtained from the yardmaster at Lordstown before entering the yard lead from Hill yard.

### SWITCHES

**Switches and Split Switch Point Derail in Service** – A right hand turnout has been installed at BGA 92.5 to serve Warren Recycling Incorporated. A split switch point derail is also installed 200 feet East of the new main track switch.

The length of the track from the split switch point derail to the end of track is 870 feet.

### EXCEPTED TRACKS

Deforest Yard BGA 86.1 to BGA 100.0

### USE OF SPECIFIED TRACKS

1. Unless otherwise instructed, eastward trains will contact yardmaster at Lordstown from Navada Street, Warren for instructions
2. Main track between Navada Street and Deforest Jct. Now designated yard lead.

## 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

Location	Equipment	Restriction
<b>Deforest:</b> Yard lead to Shop track Pit track Roundhouse and wye tracks	6-axle units	Must not operate on

## 7. MISCELLANEOUS

### EMERGENCY NUMBERS

Newton Falls – 1-330-872-5059  
Lordstown Yard – 1-800-548-2156

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### NOTES

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## SHELBYVILLE SECONDARY SUBDIVISION – S4

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	I & O RR			
10	<b>QSS 81.0</b>	<b>MACK</b>	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">IC DISP. 46-8 5C</div>	I & O RR	TWC-DCS	D	1
	QSS 81.9	VINE YARD					
	QSS 82.8	SHELBYVILLE					
10 25	QSS 83.7			I & O RR	TWC-DCS	D	2
	<b>QSS 86.0</b>	<b>VINE</b>					
	QSS 94.2	LONDON					
25 15	<b>QSS 102.0</b>	<b>GROVE</b>	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">IC DISP 64-2</div>	I & O RR	TWC-DCS	D	3
	QSS 106.3	HILL YARD					
	QSS 106.9	BELT CROSSING (A)					
15	<b>QSS 109.3</b>	<b>CP IU</b>		I & O RR	TWC-DCS	D	3
		(X)					

### STATION PAGE NOTES

- NOTE 1:** Rusty Rail.  
**NOTE 2:** All trains including AMTRAK trains will operate at restricted speed, not exceeding 15 MPH.  
**NOTE 3:** New Wye MP 107 – Connecting Shelbyville Secondary with Belt Running. Normal position is lined for Belt Running.

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## SHELBYVILLE SECONDARY SUBDIVISION SPECIAL INSTRUCTIONS

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**1. INSTRUCTIONS RELATING TO OPERATING RULES**

Rusty Rail

**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**

**Weight restrictions:** 286,00 lbs. Authorized.

**Hill Yard:** 6 axle engines are restricted

**7. MISCELLANEOUS**

**SWITCHES**

**New wye MP 107** – Connecting Shelbyville Secondary with Belt Running. Normal position is lined for Belt Running.

Due to rusty rail conditions trains and engines must not foul highway grade crossings until protected by flashers and/or gates until it is known that the flashers have been working 20 seconds or gates have lowered.

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**NOTES**

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**NOTES**

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## ST. LOUIS LINE SUBDIVISION - ST

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 2			NO. 1					WEST	WEST	WEST			
P	I	F	P	I	F	P	I	F								
			--	60	50	--	60	50	QS 13.1	BEGIN ST. LOUIS LINE SUBDIVISION (NO. 2)				IB DISP 64 5#	BS-261	
									QS 14.7	<b>CP GALE (X)</b>					<b>CPS-261</b>	D 1
									17.0 18.0 QS 19.4 QS 23.8	DANVILLE		NO. 2	NO. 1		ABS-261	
									QS 23.9	<b>CP 24</b>					<b>CPS-261</b>	D
									QS 28.0	RENO	HBD-DED (TYPE 1)				ABS-261	
									QS 38.1	GREENCASTLE YARD						
									QS 38.9	<b>CP 39 (X)</b>	TO LAFAYETTE SD				<b>CPS-261</b>	D
									QS 39.4					IB DISP 64 1#		
									QS 40.0	GREENCASTLE						
									QS 46.5	FERN	HBD-DED (TYPE 1)	NO. 2	NO. 1		ABS-261	
									QS 55.9							
										<b>CP 56 (X)</b>					<b>CPS-261</b>	D
			--	60	50	--	60	40	QS 56.0 QS 64.0	BURNETT	HBD-DED (TYPE 1)				ABS-261	
			--	40	40	--	40	40	QS 68.5	<b>CP 68 (X)</b>					<b>CPS-261</b>	D 2
									QS 68.9							
									QS 69.2		DUANE YARD				ABS-261	
			--	40	40	--	40	40								

### STATION PAGE NOTES

- NOTE 1:** Control point for eastbound #1 Track only.  
**NOTE 2:** CP 68 Duane Runner East and lined for Conn-Mill.



## ST. LOUIS LINE SUBDIVISION - ST

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 2			NO. 1					WEST	DUANE RUNNER			
P	I	F	P	I	F	P	I	F	QS	CP					
			--	40	40	--	40	40	QS 70.4					ABS-261	
									QS 70.3	CP EAST HALEY (X)	CE&D SD			CPS-261	D
														ABS-261	
			--	40	40	--	40	40	QS 70.8	CP WEST HALEY (X)				CPS-261	D
			--	25	25	--	25	25	QS 71.8	TERRE HAUTE		NO. 2	CE&D SD NO. 1	ABS-261	
										CP 72 (X)					D
									QS 72.7		DANVILLE SECONDARY SD			CPS-261	
			--	25	25	--	25	25	QS 73.8					ABS-261	
									QS 75.5	CP 75 (X)				CPS-261	D
									QS 75.6					CPS-261	
									QS 79.0				← MAIN	ABS-261	
										CP 78 (X)				CPS-261	D
									40	40	QS 79.1			CPS-261	
											QS 80.0	IN-IL STATE LINE		ABS-261	
											QS 81.7		SSDG 13,200 FT.		
									40	40		CP 80 (X)		CPS-261	D
											QS 81.8				
											QS 83.5	DENNISON	HBD-DED (TYPE 1)	ABS-261	
											QS 89.7				
									30	30		CP 90 (X)		CPS-261	D
											QS 89.8			ABS-261	
											QS 90.9		SSDG 6,000 FT.		
												CP 92 (X)		CPS-261	D
									30	30	QS 91.0			CPS-261	
											QS 91.1	MARSHALL (TOWN)			
											QS 93.9	MARSHALL	HBD-DED (TYPE 1)	ABS-261	
											QS 97.3				
											QS 97.1	CP 97 (X)		CPS-261	D
									40	40	QS 97.4		SSDG 6,000 FT.	ABS-261	

## ST. LOUIS LINE SUBDIVISION - ST

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
MAIN			NO. 2			NO. 1					WEST	WEST				
P	T	F	P	T	F	P	T	F								
--	60	50					40	40	QS 98.4			MAIN	IB DISP 64 3#	ABS-261		
										CP 98 (X)				CPS-261	D	
									QS 98.6				SSDG 6,750 FT.	ABS-261		
							40	40	QS 99.7	CP 99 (X)				CPS-261	D	
									QS 99.9							
									QS 101.5	MARTINSVILLE						
									QS 105.7	DUPONT	(1) HBD DED					
									Q 108.6			CASEY SIDING (BOTH SIDES)	6,100 FT.	ABS-261		
							40	40	QS 114.3	CP 114 (X)				CPS-261	D	
									QS 114.4					ABS-261		
									QS 117.3			CSDG 15,750 FT.				
							40	40	QS 117.5	CP 117 (X)				CPS-261	D	
									121.0							
									122.0							
									QS 124.6	JEWITT	(1)HBD-DED HD			ABS-261		
									QS 128.9							
									QS 133.1							
			--	60	50	--	60	50	QS 133.2	CP 134 (X)				CPS-261	D	
									QS 133.3					ABS-261		
									QS 136.2	TEUTOPOLIS	(1)HBD-DED	NO. 2	NO. 1			
														ABS-261		

## ST. LOUIS LINE SUBDIVISION - ST

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
MAIN			NO. 2			NO. 1					WEST					
P	T	F	P	T	F	P	T	F	QS							
			--	40	40	--	40	40	QS 140.1					ABS-261		
			--	40	40	--	40	40		<b>CP 140</b>	(X)			<b>CPS-261</b>	D	
			--	60	50	--	60	50	QS 140.6					ABS-261		
			--	60	50	--	60	50	QS 144.4					<b>CPS-261</b>	D	
			--	60	50	--	60	50		<b>CP 144</b>	(X)			<b>CPS-261</b>		
--	60	50							QS 144.6							
									QS 148.4	ALTAMONT		HBD-DED (TYPE 1)		ABS-261		
									QS 152.3	ALTAMONT (TOWN)						
									QS 154.3			UP RR				
										<b>CP 154</b>	(X)			<b>CPS-261</b>	D	
										(CPI 224 W. ST. ELMO)						
										UP RR						
									QS 154.5			N. SIDING 12,500 FT. SSDG	MAIN	ABS-261		
									QS 157.6			S. SIDING 12,500 FT.				
										<b>CP 157</b>	(X)			<b>CPS-261</b>	D	
										(CPI 224 W. ST. ELMO)						
										UP RR		BROWNSTONE STUB				
									<b>QS 157.9</b>				UP RR			
									QS 164.0	BROWNSTOWN		HBD-DED (TYPE 1)		ABS-261		
									QS 172.3							
									QS 172.7			VANDALIA RR				
										<b>CP 172</b>	(X)			<b>CPS-261</b>	D	
									QS 172.8							
									QS 173.0	VANDALIA		SSDG 15,000 FT.		ABS-261		
									QS 175.7							
									<b>QS 175.7</b>	<b>CP 174</b>	(X)			<b>CPS-261</b>	D	
									<b>QS 175.8</b>							
									QS 182.0	MULBERRY GROVE		HBD DED (TYPE 1)	MAIN	ABS-261		
--	60	50														

## ST. LOUIS LINE SUBDIVISION - ST

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
											WEST					
MAIN			NO. 2			NO. 1										
P	T	F	P	T	F	P	T	F								
--	60	50							QS 186.0			MAIN		ABS-261		
--	50	40							<b>QS 186.3</b>	<b>CP 186 (X)</b>	BNSF RR	TEAM TRACK		<b>CPS-261</b>	D	
						40	40		QS 186.4 QS 187.0	SMITHBORO	SSDG 16,360 FT.			ABS-261		
									QS 188.9 QS 189.1							
						40	40		<b>QS 189.6</b> <b>QS 189.7</b>	<b>CP 190 (X)</b>				<b>CPS-261</b>	D	
									QS 190.6	GREENVILLE				ABS-261		
									QS 201/4 QS 204.0	POCAHAONTAS	HBD-DED (TYPE 1)					
						40	40			<b>CP 204 (X)</b>				<b>CPS-261</b>	D	
											SSDG 22,900 FT.			ABS-261		
						40	40		QS 208.6				IB DISP 64 6#	<b>CPS-261</b>	D	
									QS 208.9 QS 209.0	HIGHLAND				ABS-261		
									QS 210.4 QS 216.0	ST. JACOBS	HBD-HWD-DED (TYPE 1)					
									220.0							
--	60	50							<b>QS 220.5</b>	<b>CP 220 (X)</b>				<b>CPS-261</b>	D	
			--	60	50	--	60	50	QS 220.7 221.0					ABS-261		
											NO. 2	NO. 1				
			--	60	50	--	60	50								

## ST. LOUIS LINE SUBDIVISION - ST

AUTHORIZED SPEED									MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
											WEST					
MAIN			NO. 2			NO. 1										
P	T	F	P	T	F	P	T	F								
			--	60	50	--	60	50	QS 227.5	COLLINSVILLE				ABS-261		
			--	60	50	--	60	50	QS 228.3 QS 232.2	COLLINSVILLE	DED (TYPE 1)					
--	60	50							30	30	QS 232.5	CP EXERMONT R-HN (X)		MAIN	CPS-261	D
											QS 232.6			CSX LOUISVILLE SUB	ABS-261	
													SSDG 7,500 FT			
									15	15	QS 233.2	BLACK LANE CONN.			CPS-261	
															ABS-261	
--	60	50							30	30	QS 233.8	HN HN	HCD A&S	CSX IL SD	NO. 1 TRACK 251 EAST NO 2 TRACK 261	D (M)
											QS 234.3 QS 235.4		ROSE LAKE YARD			
											QS 237.0	WILLOWS (X)				D (M)
			--	20	20	--	20	20					TRRA	NS		
												CH 64-64 82-82				
													GW RR	CSX IL SD		

### STATION PAGE NOTES

- NOTE 1:** Control point for trains on No. 1 Track only.
- NOTE 2:** Normal Position of Switches  
Switch Located South of CP-68 connecting Con-Mil Connection with - CP Rail  
Normal Position is Lined For - Con-Mil Connection

# ST. LOUIS LINE 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

Loaded unit trains must not exceed 40 MPH unless otherwise restricted

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

### LOCATION OF ENGINE RESTRICTIONS

Six axle locomotives restricted on Terre Haute I.T.

Weight restriction – 315,000 lbs.

## 7. MISCELLANEOUS

**CP 140 CNIC Railroad** – All switches on the CNIC RR at Effingham, IL are hand operated switches

### LOCATIONS OF BULLETIN BOARDS AND STANDARD CLOCKS

Bulletin Board	Standard Clock	Location	Other Railroads
X	X	Avon Yard – B5 Crew Report Room	TRRA Dearborn
X	X	Hump Yard Office – B14	
X	X	Rose Lake	Jt. CR-SP SCL

## NON-CLEARING SWITCHES

Milepost	Location	Track
19.50	Home Lumber	2
27.9	Reno Farm Service	1
32.5	Fillmore Farm Service	
52.8	Stub	2
59.1		1
59.8		2
68.3		Tredgar
128.8	Jewett Farm Service	Main
131.1	Montrose Stub	
136.8	Seimers	2
137.1		
137.7		
139.1	Effingham Clay Service	1
152.1	Farm Service	Main
163.8		
186.1		
198.6		
203.5	Stub	

## SELF RESTORING POWER OPERATED SWITCH

Self Restoring Power Operated Switch	
Location	Mile Post
A&S Connection	BC 330.4 (Note 1)

Note 1: A&S Connection, MP BC 330.4 request permission to enter main track from operator HN Cabin. The operator at HN Cabin will work under the direction of the train dispatcher Indianapolis before granting permission by signal indication or verbal permission to enter the main track at this location.

### 1. Movement to and from GWWR East St. Louis, IL

A. The following is the process to take a train into the GWWR at:

1) East St. Louis, Illinois:

A. Call Willows Tower, Channel 82-82 for permission on K Connection. You have a 5 MPH for the entire train over K Connection at the West End of Cone Yard.

B. Call 352 (GWWR), Channel 60-60 for permission on Q Connection and for track at GWWR to yard your train. He will be responsible to get you the signal at Q connection.

C. Wait for the signal at Q Connection

Pull train into GWWR, Venice Yard, in either Track #4, Track #1, or the Main. 352 will advise you of the track for your train.

A. When your train is clear of K Connection, report clear of K Connection to Willows Tower Channel 82-82.

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**NOTES**

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- B. When your train is clear of Q Connection, and you have stopped on GWWR Yard, report clear of Q connection and that you have stopped your train to 352 on Channel 60-60.
- C. Report any problem and/or delays to CSXT Yard Office immediately.
- B. The following is the process to take a train out of GWWR at:
- 1) East St. Louis, Illinois
    - A. When you are ready to leave GWWR, call 352 on Channel 60-60 for permission to leave and from permission on Q Connection. 352 will be responsible for getting you the signal on Q Connection.
    - B. Approach the signal at Q Connection prepared to stop.
    - C. When you get signal to continue over Q Connection, call Willows Tower, Channel 82-82 for permission over K Connection. You have 5 MPH over K Connection for your entire train.
    - D. Advise HN Cabin that you have permission over K Connection and are proceeding through Cone Yard.
    - E. Call Willows Tower, Channel 82-82 for the signal at Willows.
    - F. When your train is clear of Q Connection, call 352 Channel 60-60 and report clear of Q Connection.

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**NOTES**

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## WILLARD SUBDIVISION - CE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	WEST			
P	F			WILLARD TERMINAL (WT) SD		ABS-261		
79	60	BI 4.2	DANIELS RD.	DISP 94-3 RD-08	NO. 1	NO. 2	CPS-261	1
79	60	BI 7.8					ABS-261	2
40	40	BI 8.1	ATTICA JUNCTION	----- NS -----			CPS-261	
40	40	BI 8.4					ABS-261	DTC BLOCK PUBLIC
79	60	BI 12.3 BI 14.0 BI 15.0	SCIPIO	(1) HBD-DEDAC			ABS-261	
79	60	BI 15.5	REPUBLIC				CPS-261	
79	60	BI 23.7					ABS-261	DTC BLOCK TIFFIN
50	50	BI 24.5		NOW -----			ABS-261	
79	60	BI 24.6	TIFFIN				CPS-261	
79	60	BI 25.6	KELLAR	KELLER SDG 6,092 FT.			ABS-261	DTC BLOCK KELLAR
		BI 27.0					ABS-261	DTC BLOCK FOSTER
		BI 31.1	BASCOM	(1) HBD-DEDAC			ABS-261	
		BI 34.9	EAST FOSTORIA				CPS-261	
79	60	BI 35.5					ABS-261	DTC BLOCK GOD
60	60						ABS-261	
60	60	BI 36.1		FOSTORIA SD (FS)			ABS-261	
40	40			-----			ABS-261	
40	40	BI 37.0		FOSTORIA SD (FS)			ABS-261	
60	60	BI 37.4					ABS-261	DTC BLOCK GALETA
60	60	BI 38.6		WS 6,490 FT.			ABS-261	
79	60	BI 39.2	GODSEND				CPS-261	
		BI 44.0 BI 45.0					ABS-261	DTC BLOCK HOYT
79	60						ABS-261	
40	40	BI 49.0	GALETA	----- CSX ----- TOLEDO BRANCH			CPS-261	2
		BI 52.2	N. BALTIMORE	(1) HBD-DEDAC			ABS-261	DTC BLOCK DESHLER
		BI 56.4	HOYTVILLE				CPS-261	
							ABS-261	
		BI 62.1	EAST DESHLER				CPS-261	
79	60	BI 62.3		GARRETT SD (CQ)			ABS-261	DTC BLOCK HAM
40	40						ABS-261	

57.9 MILES DANIELS ROAD TO EAST DESHLER



**STATION PAGE NOTES**

- NOTE 1:** SC Dispatcher Jacksonville, FL controls subdivision with the following day and time exception  
On Mon-Fri, 0700-1500 hrs, BD Dispatcher Jacksonville, FL controls subdivision (same channel and DTMF)  
SC Dispatcher Jacksonville, FL telephone number: RNX 388-2643 or 800-854-5708.  
BD Dispatcher Jacksonville, FL telephone number: RNX 388-4133 or 4134 or 800-233-5058
- NOTE 2:** Remotely controlled railroad crossing at grade, be governed by Rule 226-B.

# WILLARD SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimilie, & Telefax) machines are located at:

- Willard, OH** – Crew room, eastbound hump yard office and westbound hump yard office
- Fostoria, OH** – F tower

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

### LOCOMOTIVE RESTRICTIONS

Six-axle locomotives are permitted in the following industry tracks:

- North Baltimore – Elevator tracks
  - Budd Company
- Fostoria – BI 37.3 – Mennell Milling
  - 1) Six-axle units are permitted to use No. 2, No. 3 and No 4 yard tracks from the Willard Subdivision main line switch to the Vine Street grade crossing.
  - 2.) Six-axle units may use No. 1 yard track only between the point of the switch the clearance point.

### EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Between Willard and Deshler	Cars with gross weight exceeding 315,000 lbs.	Must not operate unless cleared by clearance bureau or as per Note #1, below.

#### NOTE:

1. Shipments in 6-axle tank cars, DUPX 29600 series, exceeding 315,000 lbs. Are cleared for movement without restrictions between Fostoria and Deshler.
2. Cars with rotating couplers moving in service between Curtis Yard, Indiana and Pittsburgh, Pennsylvania are exempt from complying with Restricted Equipment Rule 4467 on the Garrett and Willard Subdivisions.

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

NONE

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### NOTES

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**NOTES**

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**NOTES**

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## WILLARD TERMINAL SUBDIVISION - WT

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
NO. 1 MAIN		NO. 2 MAIN		NO. 3 MAIN		NEW CASTLE SD (AK)				
P	F	P	F	P	F					
40		40		BG 192.6	BOYD			CPS-261	DTC BLOCK WICH	1,2,3 2
								ABS-261		
79	60	79	60	BG 193.1	GREENWICH			CPS-261	DTC BLOCK BOUGHT	
				BG 198.1	BOUGHTONVILLE			CPS-261		
				BG 200.8	ROUTE 61	(1)HBD-DEDAC		ABS-261	DTC BLOCK WILL	
				BG 201.6	PERU CENTER			CPS-261		
79	60	79	60	BG 202.0		NO. 1		ABS-261	DTC BLOCK WILL	
45		45				NO. 2				
30				BG 203.4					DTC BLOCK WILL	5
				BG 203.6	EAST WILLARD			CPS-261		
				BG 203.8				ABS-261	DTC BLOCK WILL	11
				BG 204.0	RX			CPS-261 (193)		
30				BI 0.0					DTC BLOCK WILL	6
				BI 0.3				ABS-261		
45				BI 1.0	EE DEPARTURE			TRAIN DIRECTOR - 08 EB YDM - 70 WB YDM - 86 DEPT YD - 55 READY TRK & TAXIS - 28 CAR DEPT - 78		
				BI 2.9	WE DEPARTURE			CPS-261 (193)		7
				BI 3.0	J TOWER			ABS-261		8,9
								CPS-261 (193)		
					DEPARTURE YD LEAD			ABS-261		10
45		45		BI 4.2	DANIELS RD			CPS-261 (193)		11
79	60	79	60							

15.6 MILES BOYD TO DANIELS RD

#### STATION PAGE NOTES

- NOTE 1:** AT Dispatcher, (channel 14, DTMF 8) at Jacksonville, FL control subdivision, with the following day and time exception:  
On Mon-Fri 0700-1500 BD Dispatcher, (channel 94, DTMF 8) at Jacksonville, FL controls subdivision.  
AT Dispatcher Phone Numbers: RNX 388-5560 or Bell 800-854-5698  
BD Dispatcher Phone Numbers: RNX 388-4133/4134 or Bell 800-233-5058
- NOTE 2:** Maximum speed for the Long Connection is 45 MPH.
- NOTE 3:** Maximum speed for the Short Connection is 45 MPH.
- NOTE 4:** Maximum speed in the SE wye (Trains – New Castle Sub from or to Greenwich Sub) = 25 MPH.
- NOTE 5:** Westbound trains must not pass Third St., BG 203.8, without permission of the Willard Train Director on channel 08.
- NOTE 6:** EE Departure interlocking in service on No. 1 Main only.
- NOTE 7:** WE Departure interlocking in service on No. 1 Main only.
- NOTE 8:** J Tower in service for No. 2 Main only.
- NOTE 9:** Westbound Yard Lead is a signaled track from J Tower to Daniels Road under control of the train dispatcher after. Rule ABS-261 (193) applies.
- NOTE 10:** Eastbound trains must not pass the EAS at Daniels Road, BI 4.2, without permission of the Willard Train Director.
- NOTE 11:** Main track yard limits, Rule 193, (in addition to Rule 261, ABS RULES, CPS RULES) are also in effect on ONLY #2 main from "Daniels Road" BI 4.2 to "RX" BI 0.0/BG 204.0.

# WILLARD TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### Signal Rules

1280 – 1298 in effect for entire Willard Terminal Subdivision BG 192.6 to BI 4.2

### TRAIN BULLETIN AND RELEASE FORM

1. Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located:

Willard, OH – Crew Room Eastbound Hump Yard Office and Westbound Hump Yard Office and Administration Building.

### “No Parking Zones”

The following crossings are designated as “No. Parking Zones”.

- CR 45, Peru Center Rd., Willard, OH, MP BG 201.9

A “No Parking Zone” is defined as a crossing that is not to be blocked for any reason, other than an emergency. In the event one (or more) of the crossings designated as “No Parking Zones” is blocked by a train, it must be immediately cut in accordance with the Operating Rules. (Reference CSXT Operating Rules 100-D and 100-G).

As a visual reminder to crews, special “No Parking Zone” signs will be installed at the designated crossings. The sign will be located within 50 feet of such crossings on the field side of the track(s). The absence of a sign will not relieve the crew from responsibility to cut the crossing. The sign will be 24 inches high and 18 inches wide. It will have a black “P” with a red circle with a line through it (the universal sign for “No”) and will have a picture of a locomotive across the bottom. The background of the sign will be white.

### SWITCHES

1. As outlined in Operating Rule 104-A, all crossover switches will be left lined for straight away movement after use.

As outlined in Operating Rule 104-B, if the switch at one end of a crossover is changed, the switch at the other end must be lined to avoid a conflicting route.

All crossovers in Willard Terminal must be left lined for straight track movement after use. No exception.

2. The following switches must be left line for straight track movement after use:

- a) Eastbound Hump – Engine track switch off hump lead.

- b) When crews required to restore 50 switch and derail, relief track switch must also be lined away from derail.
- c) Westbound Hump – Hump lead switch.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### Crews Working Off Number Two Main Track Willard Terminal

Crews required to set out a portion of their inbound train into the eastbound receiving yard via 50 switch, will be governed by the following instructions:

- A. Trainmen will not place themselves between number 2 and number 3 main tracks while making cut on cars to be set off.
- B. The angle cock immediately ahead of the rear car being set off will be closed before separating train.
- C. After train is separated the minimum required distance, the angle cock on the extreme rear will be closed and the angle cock immediately ahead of the rear car will be restored to normal position.

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

All crews are responsible for reporting to assigned starting location at call time, prepared to start work. Away from home, crews are responsible for requesting transportation in sufficient time to allow for an on time reporting time at their assigned location. In the event that transportation is not provided at the requested time, the Willard Train Director or Trainmaster on duty must be advised immediately.

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

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

### 1. Yarding Trains

When yarding trains on other than the main track, the stop must be made using the automatic brake to help reduce buff force on the head portion of the train. This brake application will be made in compliance with ABTH Rule 5555B as appropriate for operating conditions/train profile. Locomotive brake cylinder pressure MUST be kept to a minimum or release as required. Slack action, buff and draft forces MUST BE KEPT MINIMUM.

Because of the high buff forces generated by the current locomotive fleet, use of the dynamic brake to stop (after the initial STOP in the yard) is not recommended.

## 2. Calendar Day Inspections

Locomotive calendar inspections will be made for yard crew assignments at Willard Terminal as indicated below:

All yard assignment locomotives will be calendar day inspected commencing the start of the first shift.

Locals:

D-750 will perform the daily calendar day inspection of their locomotives upon their return trip to Willard, complying with current hours of service rules.

Locomotive Operators are reminded to notify supervisors during their tour of duty of defects needing repair.

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Cars with a gross weight exceeding 315,000 pounds must not be operated on the subdivision, unless cleared by the clearance bureau.

## 7. MISCELLANEOUS

### Willard, Mandatory Hearing Protection Area –

The area surrounding car retarders in hump yards are designated a mandatory hearing protection area. The following dimensions apply to the mandatory hearing protection area:

1. Fifty feet up track of the master retarder(s) to fifty feet down track of the group retarders.
2. One hundred feet laterally on each side of the track described in Item 1.

All employees who enter the mandatory hearing protection area are required to wear CSX approved hearing protection devices and to comply with the administrative control methods described below:

Transportation Department Employees – Working in a CSXT hump yard with active retarders will be issued the Ear Model 600 Caboflex hearing protection device, and will be required to have this hearing protection on their person while on duty, and to wear such protection when in the mandatory hearing protection area.

Engineer Department – Will be required to wear hearing protection devices within the mandatory hearing protection area. Any type of CSXT approved hearing protection may be used except (repeat, except) the Ear Ultra 9000 ear muff. CSXT recommends either the Ear 2000 disposable foam plugs or the EAR Model 600 Caboflex be used.

Engineering Department employees working in hump yards with active retarders will be issued protections devices and will be required to have such protection on their person while on duty.

Employees working on the track structure within the mandatory hearing protection area will be governed by On Track Worker Safety Rules.

Signs stating “Hearing Protection Notice Sign” will be posted along the perimeter of the mandatory hearing protection area including any parking lot, walking path, road, or track within the area.

### THE DWARF SIGNALS AT THE WEST END OF THE EAST BOUND RECEIVING YARD (WILLARD)

There are two indications provided, lunar white indicates the switch is lined for that track (reverse position) and red indicates the switch is lined for the lead (normal position).

All other aspects of the operation at the west end of the eastbound receiving yard remain the same.

### WARNING SIGNS

When a work authority (Rule 93/Engr. Rule 707) conditional STOP is issued in the area of Boyd, or Greenwich, the following procedures will be in place for the engineering and dispatcher personnel. In addition to current operating rules and procedures, the engineering personnel inputting the request for a work authority will follow-up with a phone call to the IF dispatcher in Indianapolis, IN 12 or more hours prior to the effective starting time. The phone call is to relay the information regarding the work authority. The location of the work authority, the time limits of the work authority, and the person in charge are then to be described by the dispatcher, in a free-formed train message under the Greenwich Subdivision. The engineer personnel will then erect a warning board, per Rule 707, approximately 2 miles in advance of the work location. All trains and movements diverging from the Greenwich Subdivision onto the Willard Terminal Subdivision should be governed accordingly.

Example: You are operating a train from Cleveland, OH to Willard, OH. There is a work authority (Rule 89) issued at MP BG 193.4. You will notice a free-formed train message under the Greenwich Subdivision, in addition to a properly formatted Rule 89 train message under the Willard Terminal Subdivision. While approaching the area of Milepost QI 53, you will notice a warning board. Prior to diverging onto the Willard Terminal Subdivision you must contact the employee in charge.

### YARDING PROCEDURE WESTBOUND RECEIVING YARD WILLARD, OHIO

1. When yarding trains in the westbound receiving yard, it shall be the responsibility of the utility man behind the roundhouse to apply two (2) handbrakes on the east end of the receiving yard track that the train pulls in on. This will have to be accomplished prior to the train cutting away from it's rear end.

When the head end is shoved back into another track and it is less than a full track, it shall be the responsibility of the inbound conductor to apply two (2) handbrakes to the west end of the track.

If the track is full, the utility man will apply two (2) handbrakes to the east end of the track and none shall be applied at the west end. Again, if the utility man applies the brakes, it must be done prior to the train cutting off.

When the car department works the inbound tracks they are to leave five (5) cars of air in the east end of the track. It shall be the responsibility of the yardmaster to notify the car department of this and to indicate whether brakes are on the east end or the west end of the receiving tracks during turnovers.

If more than one train doubles into a track, it shall be the responsibility of the inbound conductor to release the handbrakes at the west end of the track prior to shoving it back and the utility man shall be responsible for applying brakes to the east end of the track once it is shoved in. Again, if after making their shove, the track is still less than a full track, the inbound conductor will apply the brakes to the west end as stated above. Brakes will only be applied to the east end of the tracks when they are full.

## **Yard Instructions**

### **1. Close Clearance Westbound Classification Yard**

Due to close clearance created by track curvature, crews are prohibited from riding the side of any car in the curved and trackage on tracks W11 through W20 in the westbound classification yard, Willard Terminal. Crews are prohibited from riding the sides of cars in the eastbound classification yard between tracks E9 through E11 from east clearance point to 25 car lengths west on account of close clearance.

Crews are prohibited from riding sides of cars in the rip track facility on track R3 and R4 west of concrete pad on account of close clearance.

### **2. Hand Brake Operation**

Crews setting cars into yard tracks in the eastbound receiving and classification yard are required to apply three (3) hand brakes to prevent cars from rolling out of tracks.

Crews setting cars in to the receiving yard tracks and coupling to standing cars on these tracks are required to remove hand brakes and couple air hoses, when required, before making a shoving movement on standing cars in these tracks.

Crews setting cars into the EB or WB class yard track and coupling to standing cars on these tracks, are required to remove hand brakes, couple air hoses, when required, and check for track skates before making a shoving movement on standing cars in these tracks.

Crews cutting away from their train on the main tracks in Willard Terminal must apply one (1) hand brake to the portion of the train left on the main track.

### **3. Electric Lock Switch Operation**

- a) Trains coming from the Ashland Railway (ASRY) into Willard Yard – Trains must stop to clear the hand operated derail. Remove the switch lock from the electric lock switch on No. 3 Main Track. If there is no equipment or trains setting on the Third Main between RX and the intermediate signal located at BI 2.0, the switch will unlock within 20 seconds. If the track is occupied, the switch will unlock in 10 minutes.
- b) Crossovers between No. 3 Main and No. 2 Main and crossovers between No. 2 Main and the Freight Track switch, MP BI0.2 – trains must stop within 75 feet on the electric lock switch. Remove switch lock. Switch should unlock within 20 seconds. Trains stopping further than 75 feet away from the electric switch will receive the unlock after a 10 minute time out.
- c) Crossover from R track to #2 Main at MP BI1.4 – trains must stop within 75 feet of the switch before removing the switch lock. R track switch must be lined for movement towards the 50 switch.

When restoring the electric lock switch for normal movement, R track switch must be lined back for R Track.

All of the electric lock switches located between RX BI 0.0 and Daniels Road BI 4.2 on #2 and #3 Mains, have a readout that indicates either "locked" or "unlocked". They are not equipped with a light indicator.

### **Emergency Phone Numbers**

1. Willard Eastbound Yard Office – 419-933-5020
2. Willard Train Director – 419-933-5022
3. Willard Westbound Yard Office – 419-933-5021
4. Willard Departure Yard Office – 419-933-5658
5. Trainmaster – 419-933-5047

### **Sounding Horn**

All trains passing through Willard must sound the horn when approaching the administration building and the departure yard office.

Trains trading crews or fueling on number one main track at the departure yard office must STOP back at the east end of the parking lot so as not to block crews going from the office to the departure yard.

### **Reporting for Duty**

All conductors must report to the yardmaster at call time to receive instructions. Crews not receiving a train profile or train messages when reporting for duty must contact the clerk at the administration building.

### **Operation of Dual Control Yard Power Switches**

Switches are electro/hydraulic switch machines and can be operated either electrically or manually.



## 1. Electrical Operation

Switch can be operated by push buttons located in the black colored box on top of the switch machine. When using push buttons for electric operation and switch does not operate, this indicates the switch is blocked, or the track circuit is occupied. To operate switch, circuits both east and west of switch machine must be unoccupied.

If the switch does not operate, contact the Willard Train Director for instructions:

Green Light – Switch in normal position for straight track movement

Yellow Light – Switch in reverse position for diverging movement.

Red Light – Switch out of correspondence, stop and check switch points. Contact Willard Train Director for further instructions

Flashing Green or Yellow – Indicates route is lined over switch by Willard Train Director. The lights will flash until the movement reaches the switch machine.

## 2. Manual Operation

All yard power switches are controlled by the Willard train director and must not be operated manually without permission from the control station.

## 3. Blue Flag, Lock Out Procedure

a. Normal operation – to request blue flag protection, contact the Willard Train Director to apply Blue Flag protection.

b. Manual Operation – Blue Flag protection may be provided by removing manual handle and replace the handle with the words “This side up for lockout” facing up. Then push both the normal and reverse buttons to verify the switch is locked out.

## Blue Light Indicators

The following blue light indicators are in service:

**Note:** Blue Light indicators are a set of two lights, one yellow and one blue, mounted horizontally.

A. New Blue Light Indicators on EE Departure yard tracks 1 through 7 located on right hand side, when entering yard at clearance point of switches MP BI 1.1.

B. New Blue Light indicators on WE Departure yard tracks 1 through 8 located on right hand side, when entering yard at clearance point of switches MP BI2.5.

### Indications:

Yellow – track may be occupied by Rule 96

Blue – track protected by Rule 96

No indication – same as Blue Light, track protected by Rule GR-102, and contact the Willard Train Director for assistance

## Departure Yard Shove Indicators

The following shove indicators are in service:

### Note:

- A. Shove indicators at east and west ends are two back to back vertical white lights, right hand running when entering yard.
- B. Shove indicators at crossovers are two vertical white lights, right hand running when entering yard facing the crossovers.
  1. Shove indicators located 300 feet east from clearance point of west switches on departure yard MP BI 2.4 on tracks 1 through 7, will indicate occupancy of east end of yard.
  2. Shove indicators for crossovers located east of center crossover switches departure yard MP BI 1.9 on tracks 1 through 7, will indicate occupancy of east end of yard.
  3. Shove indicators located 300 feet west from clearance point of east switches on departure yard MP BI 1.2 on tracks 1 through 7 will indicate occupancy of west end of yard.
  4. Shove indicators for crossovers located west of center crossover switches departure yard MP BI 1.7, on tracks 1 through 7, will indicate occupancy of west end of yard.

### Indications:

- A. Top light of east shove indicator and west crossover shove indicator indicates condition of track circuit extending 300 feet east from clearance point of switch at west end of departure yard.
- B. Bottom light of east shove indicator and west crossover shove indicator indicates condition of track circuit extending 1,200 feet east from shove indicator at west end of departure yard.
- C. Top light of west shove indicator and east crossover indicator indicates condition of track circuit extending 300 feet west from clearance point of switch at east end of departure yard.
- D. Bottom light of west shove indicator and east crossover shove indicator indicates condition of track circuit extending 1,200 feet west from shove indicator at east end of departure yard.

### Note:

- A. Shove indicators at east and west ends will be dark when crossovers affecting their tracks are reverse. Only center crossover shove indicators will be used for crossover.
- B. Shove indicators are continuously lit when track circuits they govern are unoccupied.
- C. Occupancy of track circuits is indicated by light going out.
- D. Shove indicators on east and west end, will have flashing indications when train director has a shoving movement lines into track and indicate the track is clear to the opposing switch, and that the opposing switch is lined against their move.
- E. Solid east or west shove indicators indicate occupancy of track, and a point man should be on lead end of shove.

### Purpose:

By using the shove indicators, the rear car of cut may be placed at shove indicators where an air hose connection may be made.

# GREAT LAKES DIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

**Rules 1292, C1292, CR1292, indications are modified as follows:**

**Stop** – 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.

**Rules 1285, C1285, CR1285, indications are modified as follows:**

**Approach** – proceed prepared to stop at next signal. Trains exceeding medium speed must immediately begin reduction to medium speed as soon as approach signal is clearly visible.

### Life Critical Trip Log

A conductor's life critical trip log has been instituted for use on the entire division. This log must be completed by the conductor as instructed below. Conductors must keep in their possession the previous five round trips for inspection.

- A. **Great Lakes Division Trip Form/Log** – The indication of all signals passed during a trip or tour of duty must be recorded on the "Great Lakes Division" trip form. On this form, denote absolute signals by placing brackets around the signal name, as in <BOYD>. Intermediate signals are to be represented by the nearest milepost including the prefix, as in BG 110.5. Blank copies of all forms are in the Division General Notice File.
- B. **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.
- C. **Foreign Line Form** – Foreign line form is to be used to record all signals on foreign lines and other subdivisions. Required limits for using the form
- D. The form is to be used on the entire Great Lakes Division.
- E. **Track Type Abbreviations:**  
 1 = Track number for multiple main  
 S = Siding  
 M = Single main  
 Y = Yard track  
 C = Foreign connection track

**CSXT Operating Rule 100 Has the Following Added to its Content:**

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 alerted 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.

## TRAIN SPEEDS

Condition	MPH
When moving over industrial bridges and trestles	10

## RADIO PROCEDURES

### Selecting Channel Numbers

1. The designated radio channel to be monitored will be listed in the timetable for each subdivision in table form. The dispatcher radio channel and the call-in for that subdivision will be listed under the table.
2. Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.
3. Engineering production unit employee in charge will monitor the appropriate road radio channel.

### All Channel Radio Positions

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

### Initiating A Radio Call-In

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
  - (a) Trackstar III Radio – Set DTMF-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.
  - (b) 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 indicated DTMF. Press the DISP button for two seconds and release.
  - (c) Motorola (late model) and Aerotron radios – Press and hold the call-in number push-button for two seconds and release.
  - (d) Mobile radios equipped with touch-tone microphones, 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.

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.

#### **Emergency Radio Call-In Procedure**

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 Microphones, 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 emergency.

4. When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the call-in.

#### **5. Procedure To Contact The Train Dispatcher for Field Emergency Situations in the IB, IC, ID, IE, IF, IG and IH Train Dispatcher Territories**

For the purpose of immediately communicating with the train dispatcher, via radio transmission, a new feature has been added to the radio call-in procedures. When an emergency situation arises, anyone transmitting 9-1-1 from their keypad of a locomotive radio (or other dial pad equipped radio) will transmit an "EMERGENCY" call to the train dispatcher. This emergency indication will be immediately displayed on all dispatcher screens

which display the activated base station(s). When the dispatcher receives the 9-1-1 call on the monitor console audio is also triggered allowing immediate access to the dispatcher, who must immediately respond. Train dispatchers temporarily away from their desks must ensure their respective chief dispatcher is positioned to monitor the screen to assist in answering 9-1-1 emergency transmissions.

#### **Locomotive Mobile Radio Access To Mechanical Desk**

##### **1. 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
  - a) e 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 road 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 that time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

##### **4. Radio Rules Compliance**

- a) All applicable radio rules 401 through 424 will apply.
- b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
- c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

**5. Mobile Units – to telephone**

- a) From the directory below of base locations, find the frequency (TX/RX = 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.
  - 1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52, or 42/77).
  - 2) Precise location, Depress the access code for the desired base and wait for dial tone.
  - 3) If the base station is on the CSX network, dial the desired telephone number.
  - 4) If the base is SDN, dial 1-700 then the CSX network number.
  - 5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
  - 6) Upon completion of the call, depress the disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

**6. Base Locations**

**Notes:**

- 1. (SDN) denotes SDN PBX location. SDN locations telephone number is 1-700-381-5555
- 2. (CSX) denotes CSX PBX location. CSX (network) locations telephone number is 8-388-5555.

**Lafayette Subdivision**

Table 4. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Lafayette, IN (SDN)	16	88	861*	861#

**Indianapolis Subdivision**

Table 5. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Juliette, IN (SDN)	19	77	841*	841#

**Willard Subdivision**

Table 6. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Willard, OH (CSX)	87	52	481*	481#
Fostoria, OH (CSX)	19	77	251*	251#

**Garrett East Subdivision**

Table 7. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Defiance, OH (SDN)	19	77	241*	241#
Garrett, IN (SDN)	87	52	231*	231#

**Flagman Job Briefings**

Flagman reporting for duty must arrange to hold a job briefing with a non-ageement supervisor. If a local non-agreement supervisor is not available, this job briefing must be conducted by calling the Supervisor of Train Operations, (STO), in Indianapolis, IN – phone No. 317-267-4850 or RNX 531-4850

**Two-Way End of Train (EOT) Device – Union Pacific units**

Union Pacific two-way end of train units have a manual reset button on the EOT. This button **must be reset** after an emergency generated at the EOT.

**Defect Detectors – Radio Transmission in the IB, IC, ID, IE, IF, IG and IH Train Dispatcher Territories**

Transmissions from Radio Alarm defect detectors must be promptly acknowledged on the locomotive radio.

Example: “Company name, Train, Engine 6324, location, track no., No defects, out.

When the speed is included in the detector transmission it does not need to be repeated.

It is the responsibility of the conductor to respond to the transmission from radio alarm defect detectors when located on the lead unit. The engineer will respond if the conductor’s actions will interfere with the safe operation of the locomotive controls or in the absence of the Conductor.

**Non-Interlocked Railroad Crossing at Grade**

Movement of a train or engines over non-interlocked railroad crossings at grade will be governed as follows:

**Ohio** - Unless otherwise specified, at railroad crossings, junctions at grade not interlocked, all trains must come to a full stop, not nearer than 200 feet, nor farther than 800 feet from the crossing and shall not cross until signaled to do so by on ground personnel.

AUXILLARY TRACKS	MPH	NOTE
All Industrial Tracks	Rule 46 not to exceed 10 MPH	
Except:		
Hunter		
Zionville		
Louisville		1,3,4
Petersburg		2,3,4
Indianapolis Belt running track		
All Yard Tracks		6
Except:		
Big Four Yard		
Rose Lake Yard (North and South Van only)		
Note 1: <b>All movements south of MP 4.0 must obtain permission from Louisville and Indiana Railroad.</b>		
Note 2: All movements south of MP 6.0 must obtain permission from Indiana Southern Railroad.		
Note 3: Hand-operated switches must be lined and locked for movement on the industrial track.	Rule 46 not to exceed 10 MPH	5
Note 4: Movement may begin only after receiving permission of the train dispatcher.		
Note 5: Authority for movements on Sanky Inbound and South Runner must be received from the Terminal DS.		
Note 6: Indianapolis Running Track, under control of Indianapolis Terminal dispatcher.		

### Semi-Automatic Switches

Except at locations specified in the Timetable, semi-automatic switches must be operated manually for movement in either direction.

Exception: Avon Yards QS9.0

### Arrival/Departure Announcement

AMTRAK engineers will announce prior to arrival at stations where work is to be performed, and will announce train departures, as per example below:

“AMTRAK Train No. – Arriving (Location) on No. – Track out.”

“AMTRAK Train No. – Departing (Location), out.”

### Excepted Tracks

Clark Industrial: MP 13.0 to MP 17.9

Morton Salt yard and Lead (Painesville)

Indianapolis Belt running track between MP QIB 0.0 and MP QIB 3.2

Indianapolis Belt running track between MP QIB 12.1 and MP QIB 13.5

Arlington Avenue I.T. All tracks between Kitley Avenue and English Street, include Ford and Buick Lead

Paris I.T. and Midland yard all tracks, Paris, IL

Stout Field I.T.

DeGraff I.T OH

Old Sidney Main IT, all track east of I-75 overpass only.

Gridley I.T. between MP QIG 121.1 and MP QIG 122.1

Lafayette Sub between MP Q 176.7 and Q 189.1

Cleveland Terminal Sub No. 2 Industrial Track

Lorain Yard BJ 156.2 to the end of track

### Signs – Aspect Not in Conformity

ASPECT: Yellow and red sign with station name in blue background with white letters.

Note: Yellow portion of sign is next to the track governed.

#### ADDITIONAL SIGNS



White Letters  
Or Blue  
Background

NAME: DCS Station sign.

INDICATION: Limit of authority in DCS Territory when designated on Form D.

Note 1: Location of DCS stations are indicated by (D) in Timetable Station page.

Note 2: DCS Station sign may be mounted on a post or on a signal house.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

**Attire** - During accumulations of ice and snow, you must be suitably dressed to perform your duties safely and in a manner which will not interfere with the free use of your feet. Therefore, to provide a safe environment, the use of anti-slip grid footwear is mandatory while performing your duties.

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

## 5. INSTRUCTION RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

### Operation of Pusher Engines in the State of Ohio

The operation of pusher engines behind an occupied caboose of an assembled freight train is prohibited in the state of Ohio. Employees are prohibited from riding in the caboose of an assembled freight train while a pusher engine is operated behind it. They may ride on the pusher engine.

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

### Road Crossings at Grade

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 circumstances over which the railroad has no control as follows.

State	Excessive Period of Time
Ohio	Over 5 minutes
Illinois	Over 10 minutes
Indiana	

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 supervisor in charge of the territory.

### Work Order Reporting

1. This work order will furnish all train content information, including hazmat printouts. The first print on the work order will list the inline of the train with associated fields for each car and is to be completed as designated by the conductor, noting milepost,

date/times, track, direction of all cars handled and completed form turned-in at destination with waybills.

Any car picked-up or set out on line of road, not showing on the work order, will be booked on a Form 6506 (green). There will be no exceptions to this booking procedure. All demurrage records, station placement records will key off this information thus it is imperative that work order 6506 is accurate and completed, listing all cars.

2. To insure that we consistently meet customer expectations, conductors, or yard foreman on assignments specified in special instructions are required to:

Call customer service operations in Jacksonville, FL at the numbers indicated upon going on duty for the purpose of verification and understanding of the work to be performed, and any special customer needs. Upon completion of duty, and after faxing the work order to Jacksonville, conductors and foremen are required to call to verify that the work order has been received and to discuss any exceptions.

In situations where compliance with these instructions cannot be accomplished within the limits of hours of service, the call will be completed by the relieving conductor or any available non covered personnel where a relief crew is not provided.

### **Scale Tracks**

Engines must not be operated over the live rail of scale tracks.

Cars with a gross weight exceeding 220,000 lbs. must not be moved on track scales with a capacity of less than 200 tons.

### **Grain Elevators**

Smoking or the use of fusees is prohibited on the premises of all grain elevators.

### **Knuckle Pins**

After changing knuckles, employees must replace knuckle pins, if practicable. When unable to replace the pin due to broken, bent, missing, and no replacement is available, they must advise the train dispatcher or yardmaster who will notify the Car Department of the train and cars affected so the condition(s) can be corrected.

### **Accidents**

In the event of a derailment involving a train with no crew member on the rear, every available effort must be made, if it is safe to do so, to get around the head portion of the derailed cars and inspect the rear portion of the train. While it may be necessary to travel a considerable distance, it is essential to ensure that no other cars are involved or, if other cars are involved, the necessary information regarding these cars obtained.

### **Automatic Grade Crossing Warning Devices –**

Where provided, a flashing white light at a highway grade crossing indicates where automatic cutout circuits are provided to interrupt operation of automatically controlled railroad-highway traffic control devices when trains or engines are delayed on the approach track circuits. A white light, located at the crossing, flashes as an indication to trains or engines on the approach track circuit that the automatic traffic control devices are functioning. When the flashing white light is not operating, it indicates to the train or engine that has been delayed in its movement, or that has stopped on the approach track circuit, that the automatic cutout has functioned to STOP operation of the traffic control devices to permit highway traffic to proceed. Trains or engines stopped or delayed within 3,000 feet of the crossing will be considered as delayed on the approach track circuit and must STOP before proceeding over the crossing unless the flashing white light is not operating. The STOP must be made about 50 feet before reaching the crossing to ensure actuating the track circuit indicated by yellow insulated track joints located approximately 70 feet from the crossing. This will start the operation, the flashing white light will be actuated. Trains or engines may then proceed over the crossing.

In the event the flashing white light does not operate after complying with the foregoing instructions, a member of the crew will confirm the control devices have been operating for not less than 20 seconds before the train or engine proceeds over the crossing. In case the traffic control devices are not functioning for the train or engine movement, the crossing must be protected by a member of the crew.

### **Switch Targets**

Siding and yard switch targets and/or lights may display white (lunar) when set for straight track.

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## **NOTES**

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## SAFETY BRIEFINGS

Every employee will participate in a safety briefing when reporting for duty. Briefings are to be face to face when possible. Briefings will be held in designated areas. A phone contact system will be used when a face-to-face briefing is not possible. Attached you will find the Great Lakes Division safety briefing matrix that includes all on duty locations, and the respective phone numbers to call when a face to face safety briefing is not possible.

ON DUTY LOCATION	PRIMARY CONTACT	PRIMARY PHONE	SECONDARY CONTACT	SECONDARY PHONE
WILLARD, OH	TM	8-439-5018	YARD CONF. CALL	8-970-6986 PASS CODE "0852"
DEFINACE, OH		419-782-2916	TM WILLARD	8-439-5018
MARION, OH	YM	8-549-6224	YM ANDERSON	8-536-5015
CRESTLINE, OH		8-549-6222	TM WILLARD	8-439-5018
AVON YARD, IN	TM	8-683-4975	YM TOWER #2	8-541-3266
CLEV. CLARK AVE.	YM	8-541-3285	TM WILLARD	8-439-5018
PARMA, OH	YM CLARK AVE	8-479-9362	TM COLLINWOOD	8-525-7205
LESTER, OH			TM WILLARD	8-439-5018
AKRON, OH	YM AKRON, OH	330-379-3245	TM WILLARD	8-439-5018
LORDSTOWN, OH	LORDSTOWN YM	1-800-548-2156		
DEFOREST, JCT WCI			YM	724-656-9631
NEW CASTLE, PA	TM	8-533-2662	YM ROSELAKE	8-533-2680
ROSELAKE, IL	TM ROSELAKE	8-533-2680	YM HAWTHORNE	8-531-4404
TERRE HAUTE, IN	TM	8-531-4402		
HAWTHORNE, IN	YM TRANSFER	317-262-8421		
TRF YARD, IN	YM ANDERSON	765-622-5015		
ANDERSON, IN				
SIDNEY, OH	YM LAFAYETTE	765-742-5314	8-531-4404	
ANSONIA, OH	TM	8-525-7205		
AMES, IN	YM	8-523-1758	TM COLLINWOOD	8-525-7205
LAFAYETTE YARD				
COLLINWOOD, OH				
ASHTABULA				

**LIFE-CRITICAL RULE – TRACK AUTHORITIES**

In an effort to eliminate violations of the “Life-Critical Rules,” the Great Lakes Division has created and is instituting the “What have you done to prevent this...” process.

The first Life-Critical Rule to be used in this process is “Track Authorities” (Referred to as Rule 89 under CSXT Operating Rules).

The purpose of this process is to heighten awareness of the track authorities that will be in effect on the routes over which crews will operate on during any particular trip or tour of duty. To accomplish this state of “heightened awareness,” the division will be putting up posters in the crew rooms, restrooms, etc. and crew personnel will be asked certain questions prior to departing to ensure their understanding of their dispatchers bulletin/train messages. All crews, prior to occupying the main track for their tour of duty, are required to call the appropriate designated person from the list provided below. That designated person will discuss their dispatchers bulletin with them and will ask the crew certain questions about it. These questions will consist of any/all of the following:

- 1) How many Rule 89’s will be in effect on the route(s) you will be operating on during this trip?
- 2) What are their milepost locations?
- 3) If your route is changed from normal, what Rule 89’s would effect your train?
- 4) Who are the employee(s) in charge at each location?
- 5) Are there any special circumstances on any portions of the route(s) you are to operate on? (This would include work authorities that are in close milepost locations to each other or those that are located near railroad crossings at grade.)
- 6) Has there been a milepost change in an authority that has been in effect for an extended period since your last trip? What is the milepost today for that authority?

**CALL LIST:**

LOCATION	PERSON RESPONSIBLE	PHONE #	ALT. CONTACT	PHONE #
CLEVELAND CLARK AVE	YARDMASTER ON DUTY	8-479-9362		
PARMA	CLARK AVE YARDMASTER			
LESTER				
AKRON JCT	YARDMASTER ON DUTY	8-453-2245	“AT” DISPATCHER	8-388-5560
LORDSTOWN/DEFOREST	LORDSTOWN YARDMASTER	8-259-8924		
NEW CASTLE	YARDMASTER ON DUTY	8-458-9629		
WILLARD	TRAIN DIRECTOR	8-439-5022		
ST. LOUIS	YARDMASTER ON DUTY	8-533-2680		
SALEM	“IB” DISPATCHER	8-531-4611		
EFFINGHAM				
AVON	TOWER #2 YARDMASTER	8-541-3266	TRAINMASTER	8-541-3285
HAWTHORNE YARD	YARDMASTER ON DUTY	8-531-4404		
TRANSFER YARD		317-262-8429	HAW. T/M	
SO. ANDERSON YARD				
ANSONIA	ANDERSON YARDMASTER	8-536-5015		
SYDNEY				
MARION YARD	YARDMASTER ON DUTY	8-549-6222	“IE” DISPATCHER	8-531-4264
CRESTLINE	CLERK ON DUTY	8-683-4972	“IF” DISPATCHER	8-531-4265
COLLINWOOD	TRAINMASTER ON DUTY	8-525-7139		
ASHTABULA		8-523-1758		
DEFIANCE		419-782-2916		
GARRETT		YARDMASTER	8-489-3900 (OR VIA RADIO)	
BUFFALO	“IH” DISPATCHER	8-531-4387 (OR VIA RADIO)		

Remember to check your bulletins and train messages, have a good job briefing, call the appropriate designated person, ask yourself and your teammates questions and have a safe trip. Your safety and the safety of those that work on or about the track depend on it.



