



LAKE DIVISION

Northern Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Standard Time

For The Government of Employees Only



DO YOUR PART
TO ACHIEVE
DOUBLE ZEROS

ZERO INJURIES

ZERO INCIDENTS

LAKE DIVISION TIMETABLE

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LAKE DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

B. EXPLANATION OF CHARACTERS

Symbols:

- Ⓐ — Automatic Interlocking
- Ⓒ — Controlled Interlocking
- ⒸP — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒹB — Drawbridge
- - - - — Foreign R.R.
- Frt. — Freight Trains
- Jct. — Junction
- Ⓔ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- 9 — Radio Channel
- Rhwy. — Rail-highway Trains
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- Ⓜ — Yard Limit

Train Inspection Detectors:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector
- WID — Wheel Impact Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Single Track — Track will not be shown.

LAKE DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40
2 = B-30-7A, B-36-7, B-40-2, D8-32-B, GP-40X, GP-49, GP-50,
GP-59, GP-60
3 = C-30-7, SD-40, SD-40-2
4 = C-36-7, SD-50
5 = C-39-8, D8-40-C, D9-40-C, D9-40-CW, SD-60, SD-70
6 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,
SD-90-MAC

D. MAIN TRACK CONTROL

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

E. DIVISION SPECIAL INSTRUCTIONS

All Lake Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- LA-GR-13-1 — Refers to NS Operating Rule GR-13.
- LA-L-236-1 — Refers to NS-1 Rule L-236.
- LA-1110(b)-1 — Refers to NS Safety and General Conduct Rule 1110(b).

- NOTE:**
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
 - NS Operating Rules are Numbered 999 and below.
Safety and General Conduct Rules are numbered 1000 and up.
 - LA indicates the Special Instruction is specific to the Lake Division.

LAKE DIVISION TIMETABLE

STATION PAGES

Districts-Terminals	Milepost	Page
Chicago District	B 365.4 – B 486.5.....	4–8
Michigan City Branch	I 108.4 – I 136.0.....	9–11
Fort Wayne Terminal.....	B 367.2 – B 365.4.....	12–13
Woodburn Branch.....	TN 76.7 – TN 87.2.....	14–15
Fostoria District.....	B 254.0 – B 365.4.....	16–21
Lima District.....	SP 48.4 – SP 95.0.....	22–25
Bellevue Terminal.....	B 240.2 – B 254.0.....	26–33
Cleveland District.....	B 197.1 – B 242.1.....	34–38
Huron Branch	SC 2.6 – H 12.5.....	39–40
Fairlane Yard.....	CD 216.7 – CD 212.6.....	41–43
South Lorain Branch.....	SL 0.0 – SL 2.3.....	44–45
Sandusky District.....	S 1.1 – S 105.9.....	46–51
Buckeye Terminal.....	CJ 134.4 – CJ 160.4.....	52–56
Buckeye Branch.....	KM 7.8 – KM 1.0.....	57–59
West Virginia Branch	RR 0.0 – RR 7.0.....	60–61
Columbus District.....	N 608.5 – N 704.6.....	62–66
Dayton District	CJ 138.0– CJ 246.1.....	67–73
Western Branch.....	AM 132.1 – AM 137.6.....	74–75
Detroit Terminal.....	D 0.0 – D 33.3.....	76–94
West Detroit Branch	DW 1.67 – D 4.5.....	95–99
Detroit District	D 37.3 – D 97.4.....	100–104
Huntington District	D 97.4 – D 204.5.....	105–109
New Castle District	CF 7.5 – CF 185.6.....	110–119
Red Key Secondary	RK 139.0 – RK 162.0.....	120–122
Frankfort District	SP 136.4 – SP 234.7.....	123–127
Marion District.....	MP 0.0 – MP 111.4.....	128–133

CHICAGO DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
2 1			HUNTINGTON DISTRICT DISPATCHER..... 923		
		B 365.4	NE..... CP		
			CHICAGO DISTRICT DISPATCHER..... 922		
			B 367.3	FOUR MILE RD. CP	
			B 372.7	RUNNION AVE. CP	
			B 376.0	HILL..... CP	1
			B 377.4	HADLEY CP	
			B 378.6	SAD (<i>Hadley, IN</i>)	
		6600	B 381.7	E. DUNFEE CP	
			B 383.1	W. DUNFEE CP	
			B 388.9	SAD (<i>Briggs, IN</i>)	
		9420	B 389.7	E. PEABODY CP	
			B 391.6	W. PEABODY CP	
			B 395.7	E. SOUTH WHITLEY CP	
		6621	B 397.2	W. SOUTH WHITLEY CP	
			B 400.8	SAD (<i>South Whitley, IN</i>)	
	9667	B 403.0	E. SIDNEY CP		
		B 405.0	W. SIDNEY CP		
NS R.R.		B 410.9	E. CLAYPOOL A		
	6843	B 410.9	E. CLAYPOOL CP		
		B 412.4	W. CLAYPOOL CP		
		B 413.8	SAD (<i>Claypool, IN</i>)		
		B 420.1	E. CLEMER CP		
	6796	B 421.6	W. CLEMER..... CP		
		B 423.6	SAD (<i>Tippecanoe, IN</i>)		
		B 426.3	TIPPECANOE..... CP		
	7488E	B 429.3	E. ARGOS CP		
NS R.R.	7491W	B 431.0	W. ARGOS..... C		

CHICAGO DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CHICAGO DISTRICT DISPATCHER..... 922	
			B 433.9 ARGOS..... (CP)	
			B 435.6 SAD (<i>Argos, IN</i>)	
	8643		B 439.0 E. HIBBARD (CP)	
			B 440.8 W. HIBBARD (CP)	
			B 448.0 SAD (<i>Knox, IN</i>)	
			B 452.0 E. KNOX (CP)	
	8674		B 453.8 W. KNOX..... (CP)	
			B 460.0 SAD (<i>Thomaston, IN</i>)	
			B 463.0 E. THOMASTON (A)	
	6656		B 463.0 E. THOMASTON..... (CP)	
			B 464.4 W. THOMASTON (CP)	
			B 468.0 E. WANATAH (CP)	
	9634		B 470.0 W. WANATAH (CP)	
			B 472.5 SAD (<i>Nickel, IN</i>)	
		B 473.8 E. NICKEL (CP)		
6988		B 475.4 W. NICKEL (CP)		
		B 479.0 E. SPRIGGSBORO (CP)		
8072		B 480.7 W. SPRIGGSBORO..... (C)		
		B 484.0 SAD (<i>Wheeler, IN</i>)		
CF&E CONN.		B 486.5 END LAKE DIVISION		

STATION PAGE INFORMATION

NOTE 1: Controlled Point on Main 2 Track only.

CHICAGO DISTRICT

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
NE and Hobart	261	261

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP B 365.4, NE and MP B 486.5, Hobart	60
Except:	
MP B 365.3, NE to MP B 367.3, Four Mile Rd.	40
MP B 365.4, NE, South and North Connection Tracks	25
MP B 367.3, Four Mile Rd. to MP B 373.6, Lindenwood Ave.	30
MP B 367.3, Four Mile Rd., Through Turnout Westward Track	25
MP B 372.2, Runion Ave., Through Crossovers	25
MP B 373.6, Lindenwood Ave. to MP B 377.4, Hadley	50
MP B 376.0, Hill, Turnout and Connection Track	40
MP B 377.4, Hadley, Turnout Main 2 Track	35
MP B 381.7 to MP B 383.1, Through Turnouts and Siding	25
MP B 389.7 to MP B 391.6, Through Turnouts and Siding	25
MP B 391.7 to MP B 392.4, Curves	50
MP B 395.7 to MP B 397.2, Through Turnouts and Siding	25
MP B 396.8 to MP B 399.8, Curves	50
MP B 403.0 to MP B 405.0, Through Turnouts and Siding	25
MP B 406.0 to MP B 407.1, Curves	50
MP B 410.9, East Claypool, Over NS Diamond	40
MP B 410.9 to MP B 412.4, Through Turnouts and Siding	25
MP B 411.2 to MP B 411.5, Curve	50
MP B 420.1 to MP B 421.6, Through Turnouts and Siding	25
MP B 429.3 to MP B 431.0, Through Turnouts and Sidings	25
MP B 431.0, West Argos, Over NS Diamond	50
MP B 439.0 to MP B 440.8, Through Turnouts and Siding	25
MP B 451.2 to MP B 452.0, Curve	30
MP B 452.0 to MP B 453.8, Through Turnouts and Siding	25
MP B 452.1 to MP B 453.8, Curves	50
MP B 463.0, East Thomaston, Over CKIN Diamond	50
MP B 463.0 to MP B 464.4, Through Turnouts and Siding	25
MP B 468.0 to MP B 470.0, Through Turnouts and Siding	25
MP B 473.8 to MP B 475.4, Through Turnouts and Siding	25
MP B 476.9 to MP B 479.3, Curves	50
MP B 479.0 to MP B 480.7, Through Turnouts and Siding	25
MP B 480.7, West Spriggsboro, Over CN, R.R. Diamond	40
MP B 480.7, West Spriggsboro, CF&E Turnout and Connection Track	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

- MP B 388.0 to MP B 389.0
- MP B 423.0 to MP B 424.0
- MP B 471.0 to MP B 472.0

CHICAGO DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Fort Wayne to Chicago	3500	4700	5600	6930	7700	9090
Eastward Chicago to Fort Wayne	3650	4850	5850	7200	8000	9440

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

291,000 lbs.

4-axle unit prohibited:

MP B 366.0 — East Wayne, Central States Scale

6-axle units prohibited:

MP B 366.0 — East Wayne, Central States Scale

MP B 432.2 — Argos Omni Source

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

Chicago District

- MP B 366.1 — Central States Grain
- MP B 366.9 — New Ramp
- MP B 376.2 — Fort Wayne Pools
- MP B 376.8 — Harrison House
- MP B 376.9 — Central Fine Pack
- MP B 387.3 — Raber Elevator Track
- MP B 397.4 — South Whitley Elevator Track
- MP B 415.9 — Burkett Elevator Track
- MP B 431.5 — Omni Source
- MP B 473.9 — Nipsco Track
- MP B 474.2 — Archwood Protection Track
- MP B 474.3 — North American Packaging Track
- MP B 474.6 — A.O.C. Track

CHICAGO DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Chicago District Dispatcher	AAR CH 92-92	Code 922
Huntington District Dispatcher	AAR CH 18-18	Code 923
East Wayne Yardmaster	AAR CH 72-72	Code 920
Fort Wayne Triple Crown	AAR CH 56-56	

TELEPHONE

CYO	800-898-4296 — Ext. 5018	M/W 589-5018
Chicago District Dispatcher	260-493-5398	M/W 493-5398
Huntington District Dispatcher	260-493-5215	M/W 493-5215
East Wayne Yardmaster	260-493-5318	M/W 493-5318
MOC	404-582-6842	M/W 582-6842

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. FORT WAYNE TERMINAL

MP B 367.3 — SWITCHING SIGNALS AT FOUR MILE ROAD

When Home Signals at Four Mile Road display a switching signal aspect of Red over Flashing Red and switches are properly lined and the route is clear, trains and engines may then pass the Home Signal at Restricted Speed to make switching movements or return to train after receiving permission from the Chicago District Dispatcher. Trains or engines must not depart until proper signal aspect other than switching signal is displayed or unless authorized by the Chicago District Dispatcher.

Trains working East Wayne Yard will contact the Yardmaster prior to entering the yard, to receive instructions.

B. SPRIGGSBORO

An eastward Lunar light at MP B 481.4 will display one (1) Lunar White light when trains and engines may cross County Road 400 N. looking for signal indication at MP B 480.9, W. Spriggsboro.

C. GRAVITY DROPS

The following are approved gravity drop locations:

- MP B 372.0 — Fort Wayne News
- MP B 419.5 — Mentone, Cargill
- MP B 451.2 — Knox, John Street

MICHIGAN CITY BRANCH

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		I 108.4 I 109.7 I 111.0 I 118.3 I 131.1 I 136.0	CHICAGO DISTRICT DISPATCHER..... 922 Argos (YL) ARGOS..... (C) Argos (YL) PLYMOUTH (A) WALKERTON..... (C) END OF TRACK	

1. RULES IN EFFECT

Between	Main Track Rules
Argos and End of Track	171
MP I 108.4 and MP I 111.0	93

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP I 108.4 and MP I 111.0	15
MP I 111.0 and MP I 118.1	40
MP I 118.1, Interlocking Limits, Engines Only	20
MP I 118.1 and MP I 136.0	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP I 114.0 to MP I 115.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward MP I 109.7 to MP I 136.0	2000	2650	3200	3960	4400	5190
Southward MP I 136.0 to MP I 109.7	2000	2650	3200	3960	4400	5190

MICHIGAN CITY BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

Maximum safe trailing tonnage behind Restricted equipment between MP I 109.7, Argos and MP I 136.0:

4,500 lbs.

6-axle units prohibited:

MP I 110.1 — Argos, Elevator Track

MP I 119.1 — Plymouth, Delmonte Track

MP I 130.1 — Walkerton Storage Track

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	AAR CH 92-92	Code 911
CYO	AAR CH 92-92	Code 928
Chicago District Dispatcher	AAR CH 92-92	Code 922
CSXT Dispatcher	AAR CH 12-12	Code 4

TELEPHONE

CYO	800-898-4296 — Ext. 5018	M/W 589-5018
Chicago District Dispatcher	260-493-5398	M/W 493-5398

8. DETECTOR INSTRUCTIONS

None.

MICHIGAN CITY BRANCH

9. DISTRICT INSTRUCTIONS

A. ARGOS

MP I 109.45 — The south leg of Wye Switch off IMC Pass has a normal position which is lined/locked for movement from Pass through the Wye.

MP I 109.55 — Main Line derail in place immediately south of the north switch IMC Pass.

B. WALKERTON

Northward train or engine stopped at Walkerton, MP I 130.5 must not proceed over State Rt. 23, MP I 130.7 until crossing warning devices are activated. Reference **Rule 125(b)**.

C. PLYMOUTH

U.S. Rt. 30 Highway Grade Crossing

Push button highway grade crossing warning device activation system had been installed at U.S. Rt. 30 highway grade crossing, MP I 120.2.

In the event crossing warning devices do not activate properly when leading end of movement stops on island circuit, warning devices may be activated by a crew member pushing "DOWN" button located in locked box at entrance side of crossing. After gates are lowered for at least five (5) seconds and highway traffic is stopped, movement may proceed across crossing. After entire train clears island circuit, movement must be stopped and a crew member must push "UP" button of crossing. (Do not push "UP" button until entire train clears island circuit. Failure to follow these instructions may result in warning devices operating continuously after departure of train.)

After making stop, when train or engine crew observe that warning devices at U.S. Rt. 30 crossing are operating properly, either by island circuit activation or by push button activation, this crossing does not need to be flagged by a crew member on the ground.

D. RUSTY RAIL

Account rusty rail conditions, trains and engines must stop and flag all highway crossings equipped with electronically operated devices between MP I 119.83 (Oak Road) and End of Track at MP I 136.0.

FORT WAYNE TERMINAL

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			EAST WAYNE YARDMASTER AAR 72-72	
		B 367.3	FOUR MILE ROAD Ⓢ	
		B 365.4	NE Ⓢ	

1. RULES IN EFFECT

Between	Rules
NE and Four Mile Road	137

FORT WAYNE TERMINAL

2. MAXIMUM SPEEDS

Between	MPH
MP B 365.4, NE and MP B 367.3, Four Mile Road, Restrictd Speed applies to all movements	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

4-axle unit prohibited:

MP B 366.8 — East Wayne Scale

6-axle unit prohibited:

MP B 366.8 — East Wayne Scale

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
East Wayne Yardmaster	AAR CH 72-72	Code 920

TELEPHONE

CYO	800-898-4296 — Ext. 5047	M/W 589-5047
East Wayne Yardmaster	260-493-5318	M/W 493-5318
East Wayne Trainmaster	260-493-5218	M/W 493-5218

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

MP B 366.3 — EAST WAYNE YARD

1. In accordance wi the exception in **NS-1 Rule C-102**, equipment switched into clear tracks EW08–EW24 must be secured with a minimum of two (2) hand brakes.
2. When moving on Track No. 25 to Tracks 23X, 24X, or 25X, the switch on lead for Track No. 24 must be lined for movement into Track No. 24. This portion of the lead is to be considered a crossover with switches lined in corresponding position.

WOODBURN BRANCH

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
|		TN 78.7	HUNTINGTON DISTRICT DISPATCHER..... 923 WOODBURN	
		TN 87.2	NEW HAVEN CP	

1. RULES IN EFFECT

	Track
Between	Rules
Woodburn and New Haven	137

2. MAXIMUM SPEEDS

	Tracks
Between	MPH
MP TN 78.7, Woodburn, and MP TN 87.2, New Haven Restricted Speed applies to all movements	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

WOODBURN BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Huntington District Dispatcher	AAR CH 22-22	Code 923
East Wayne Yardmaster	AAR CH 72-72	Code 920

TELEPHONE

CYO	800-898-4296 — Ext. 5018	M/W 589-5018
Huntington District Dispatcher	260-493-5215	M/W 493-5215
East Wayne Yardmaster	260-493-5318	M/W 493-5318

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. WOODBURN SIDING

Do not exceed 5 MPH on siding at Woodburn.

B. GOODRICH PLANT

Do not exceed 5 MPH on all tracks Goodrich Plant.

C. GOODRICH PLANT LEAD

Do not exceed 10 MPH on Lead to Goodrich Plant.

FOSTORIA DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
2 1			FOSTORIA DISTRICT DISPATCHER 926		
		B 254.0	COLBY (CP)		
			B 257.8	SAD (<i>Green Springs, OH</i>)	
			B 259.7	GREEN SPRINGS (CP)	
			B 264.2	OLD FORT (CP)	
			B 266.3	SAD (<i>Old Fort, OH</i>)	
			B 268.0	Narlo	
			B 269.5	MAPLE GROVE (A)	1
			B 275.4	SAD (<i>Ilers, OH</i>)	
			B 275.5	ILERS (CP)	
			B 276.5	MYER (CP)	2
			B 279.8	TOWN ST. (CP)	
			B 279.9	FOSTORIA (CSXT—C&O) (C)	3
			B 280.4	FOSTORIA (CSXT—B&O) (C)	3
			B 281.9	FS (CP)	
			B 285.8	DA/ARCADIA (CP)	
			B 285.8	SAD (<i>Arcadia, OH</i>)	
			B 291.7	E. NORTH FINDLAY (CP)	
			B 293.1	NORTH FINDLAY (A)	
		B 293.2	NORTH FINDLAY (CP)	4	
		B 294.5	W. NORTH FINDLAY (CP)		
		B 297.4	SAD (<i>McComb, OH</i>)		

FOSTORIA DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		B 305.6	FOSTORIA DISTRICT DISPATCHER..... [926] SAD (Townwood, OH)	
		B 305.7	TOWNWOOD..... (CP)	
		B 310.6	LEIPSIC JCT. (CP)	
		B 310.6	LEIPSIC JCT. (A)	
		B 311.4	LEIPSIC..... (A)	
		B 316.4	SAD (Miller City, OH)	
		B 318.4	E. MILLER CITY..... (CP)	
		B 319.8	W. MILLER CITY (CP)	
		B 324.2	E. CONTINENTAL (CP)	
		B 325.8	CONTINENTAL (CP)	
		B 327.1	W. CONTINENTAL (CP)	
		B 329.5	SAD (Continental, OH)	
		B 336.6	SAD (Goodwin, OH)	
		B 339.5	BROUGHTON..... (CP)	
		B 342.1	LATTY..... (CP)	
		B 346.8	SAD (Worsterville, OH)	
		B 349.7	E. PAYNE (CP)	
		B 351.2	W. PAYNE (CP)	
		B 353.6	OH/IN State Line	
		B 355.4	SAD (Edgerton, IN)	
			HUNTINGTON DISTRICT DISPATCHER..... [923]	
	B 357.6	E. DAWKINS..... (CP)		
	B 359.0	W. DAWKINS (CP)		
	B 362.6	E. NEW HAVEN..... (CP)		
	B 363.9	W. NEW HAVEN (CP)		
	B 365.4	NE (C)		

FOSTORIA DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Rule 247 does not apply.
NOTE 2: Controlled Point on Main 1 Track only.
NOTE 3: Controlled by CSXT, F-Tower.
NOTE 4: Siding switch is controlled.

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
Center St. and NE	261	261

2. MAXIMUM SPEEDS

	Main Tracks
Between	MPH
MP B 254.0, Colby and MP B 365.4, NE	60
Except:	
MP B 254.0, Colby, Through Turnout	40
MP B 259.7, Green Springs, Through Turnout	40
MP B 264.2, Old Fort, Through Turnout	40
MP B 275.5, Ilers, Through Turnout	40
MP B 279.8 and MP B 281.2, Curves	40
MP B 279.9, Fostoria, Over CSXT-C&O Diamond	40
MP B 280.4, Fostoria, Over CSXT-B&O Diamond	40
MP B 281.9, FS, Through Crossovers	25
MP B 285.7, DA, Main 2 to Main Track Through Turnout	40
MP B 285.8, DA, Through Turnout, Lima District	25
MP B 291.7 and MP B 293.2, Through Turnouts and Siding	25
MP B 293.2, North Findlay, Over CSXT Diamond	40
MP B 293.1 and MP B 294.4, Through Turnouts and Siding	25
MP B 305.7 and MP B 310.6, Through Turnouts and Main 2	35
MP B 310.0, Leipsic Wye Track	8
MP B 310.6, Leipsic Jct., Over CSXT Diamond	40
MP B 311.4, Leipsic, Over I&O Diamond	40
MP B 318.3 and MP B 319.8, Through Turnouts and Siding	25
MP B 324.2 and MP B 325.9, Through Turnouts and Siding	25
MP B 325.8 and MP B 327.2, Through Turnouts and Siding	25
MP B 339.5 and MP B 342.1, Through Turnouts and Siding	25
MP B 349.7 and MP B 351.2, Through Turnouts and Siding	25
MP B 357.6 and MP B 359.0, Through Turnouts and Siding	25
MP B 362.6 and MP B 363.9, Through Turnouts and Siding	25
MP B 365.4, Through Turnout and Connection Track	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

- MP B 254.0 to MP B 255.0
- MP B 260.0 to MP B 261.0
- MP B 287.0 to MP B 288.0
- MP B 350.0 to MP B 351.0
- MP B 361.0 to MP B 362.0

FOSTORIA DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Bellevue to Fort Wayne	5900	7850	9450	11655	12950	15280
Eastward						
FortWayne to Bellevue	6500	8650	10400	12870	14300	16870

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

MP B 279.2 — Excessive Dimension or Restricted Equipment not permitted on Wye at Blair Yard

6-axle units prohibited:

MP B 363.5 — New Haven, New Home Lumber

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP B 259.8 — Custom Farm Service Track
- MP B 259.8 — Green Springs Elevator
- MP B 263.4 — Church & Dwight
- MP B 265.3 — Old Fort Elevator
- MP B 279.9 — National Electric Carbon
- MP B 280.6 — BVFC Elevator
- MP B 283.1 — AEP
- MP B 287.7 — BVFC Arcadia
- MP B 310.4 — Leipsic Rip Track
- MP B 311.7 — Leipsic OH, Turntable Track
- MP B 325.3 — Team Track
- MP B 325.8 — Wye Track
- MP B 331.0 — Oakwood Elevator Track
- MP B 340.2 — Latty Grain
- MP B 349.9 — Payne Elevator
- MP B 363.5 — New Home Lumber

FOSTORIA DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Fostoria District Dispatcher	AAR CH 76-76	Code 926
Huntington District Dispatcher	AAR CH 18-18	Code 923
East Wayne Yardmaster	AAR CH 72-72	Code 920
Fostoria Mixing Center	AAR CH 76-76	
	AAR CH 92-92	
Fostoria Yard	AAR CH 56-56	

TELEPHONE

CYO	800-898-4296 — Ext. 5401	M/W 589-5401
Fostoria District Dispatcher	260-493-5452	M/W 493-5452
Fostoria Mixing Center	419-436-2432	M/W 586-2432
Fostoria Yard Office	419-435-6686	M/W 483-1187
East Wayne Yardmaster	260-493-5318	M/W 493-5318

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. FOSTORIA — VEHICLE MIXING CENTER (VMC)

The Fostoria Vehicle Mixing Center tracks between MP B 275.5, llers and MP B 279.0, McDougal Road, are under the jurisdiction of the Rail Coordinator. Trains, engines, or equipment must not occupy or foul these tracks without the permission of the Rail Coordinator and must report clear. Speed limit on all tracks, except Ramp Yard tracks, is Restricted Speed. Speed limit on all Ramp Yard tracks is Restricted Speed not exceeding 5 MPH.

The Fostoria District Dispatcher will control entrances to the mixing center tracks at MP B 275.5, llers, MP B 276.5, Myer and MP B 278.0, Yochum Connection Track.

Lunar indicator light located at MP B 281.2, if lighted, indicates routes should be lined for trains entering Mixing Center Lead or West End of Blair Yard at Town St., MP B 279.8.

Permission to occupy the Mixing Center lead between McDougal and Town Street must be obtained from the Fostoria District Dispatcher.

The normal position of all switches on the Fostoria Vehicle Mixing Center lead are lined and locked for the lead.

At the east end of the Mixing Center Lead, the signal at Myer can display a flashing Red signal indication to be utilized only as a switching signal. Crews must notify the Fostoria District Dispatcher when the signal is no longer needed. Trains and engines must not depart until a proper signal is displayed.

FOSTORIA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. FOSTORIA

1. MP B 281.5

At ADM Plant Fostoria, MP B 281.5, engines are prohibited from entering the covered loading area on Track No. 3. The ADM Plant is equipped with an alarm on their Industry Track. Crews working the plant need to turn on the alarm system when spotting or pulling cars from Tracks 1, 2, and 3 inside the ADM plant. Instructions for the alarm are located by the bill mailbox at the industry.

2. MP B 279.9 AND MP B 280.4

Operation of On-Track equipment through CSXT Interlocking (C&O), MP B 279.9 and (B&O), MP B 280.4 must not be done until verbal permission and protection is first secured from the CSXT F-Tower Operator either direct or through NS Dispatcher.

3. Blair Pass

When setting cars off in Blair Pass, crews are to leave 150 feet of room between the derail at the east end of Blair Pass and the standing equipment.

4. Blair Wye

Speed on the Wye is Restricted Speed not exceeding 5 MPH.

5. Old Yard Lead

At the west end of the Old Yard Lead, the signal at Town St. can display a flashing Red signal indication to be utilized only as a switching signal. Crews must notify the Fostoria District Dispatcher when the signal is no longer needed. Trains and engines must not depart until a proper signal is displayed.

C. McCOMB

MP B 300.0 to MP B 300.3, trains and engines using siding or elevator tracks must approach flasher and/or gate crossings prepared to stop until it is determined crossing warning devices equipment is working properly.

D. NARLO

Engines are not allowed through the old concrete tipple located on the Vesuvius Track, MP B 268.4, account close clearance when pulling through the Carmuese Track to spot empties. Movements must be prepared to stop short of the loading tipple located on this track. The tipple must be in non-loading position away from the center of the track, off to the right as you are pulling west. If any doubt that cars or engines will not clear, stop short of the loading tipple and contact industry personnel.

LIMA DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
1 2			LIMA DISTRICT DISPATCHER..... [926]		
		SP 48.4	DA ARCADIA (CP)		
			SP 53.1	SAD (<i>Weidlers, OH</i>)	
	6898	SP 54.0	WEIDLERS		
		SP 57.0	FINDLAY (C)	1	
				2	
			SP 59.0	Findlay Yard	
	6883	SP 60.3	EVANS		
		SP 65.2	SAD (<i>Rawson, OH</i>)		
		SP 77.2	SAD (<i>Beaver Dam, OH</i>)		
	6160	SP 80.6	Beaver Dam		
		SP 87.0	..... (YL)	3
		SP 87.1	MORRIS..... (A)	1	
		SP 88.7	NS TOWER (YL)	3	
		SP 88.7	NS TOWER (CP)		
			CSXT DISPATCHER..... [2]		
	SP 90.4	ERIE JUNCTION (C)	4		
		LIMA DISTRICT DISPATCHER..... [926]			
	SP 90.5	South Lima			
	SP 95.0	GATE	4		

LIMA DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Rule 247 does not apply.
- NOTE 2:** MP SP 58.0, Western Ave. Spur — Movements between Main Track and Cooper Tire must be made with air brakes operative on all equipment.
- NOTE 3:** All movements must have permission of the Lima District Dispatcher to enter Yard Limits and must notify when clear.
- NOTE 4:** All movements must have permission of the Lima District Dispatcher to use the Lima R.T. between MP SP 90.5 and MP SP 95.0.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
DA and MP SP 87.0	171	
MP SP 87.0 and NS Tower	93	
NS Tower and Erie Jct.	261 CSXT	261 CSXT
Erie Jct. and Gate	93	

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP SP 48.4, DA and MP SP 87.0, NS Tower	25
Except:	
MP SP 56.9 to MP SP 58.3, Findlay, Head End Only	20
MP SP 87.0, Morris to MP SP 88.7, NS Tower	10
MP SP 88.7, NS Tower, Through Turnout at end of Double Track	10
MP SP 90.4, Erie Jct., Through Turnout at end of Double Track	10
MP SP 90.5, South Lima to MP SP 95.0, Gate	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP SP 51.0 to MP SP 52.0

MP SP 82.0 to MP SP 83.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward DA to Lima	3500	4650	5600	6930	7700	9090
Eastward Lima to DA	3000	4000	4800	5940	6600	7790

LIMA DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

B. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Lima District	Bath and Walnut St.	4,400	4,400	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

6. SWITCHES AND DERAILS

The following switches have switch point locks applied, in addition to standard switch locking device. Both locks must be in place and locked when the switches are lined and locked for the Main Track.

MP SP 58.0 — Western Avenue Spur

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Lima District Dispatcher	AAR CH 76-76	Code 926
CSXT Dispatcher NS Tower	AAR CH 12-12	Tone 2
CSXT Yardmaster	AAR CH 08-08	
CSXT Crews	AAR CH 28-28	
I&O Railroad	AAR CH 74-74	
RJ Corman	AAR CH 23-23	
CSXT Dispatcher Findlay	AAR CH 33-33	Tone 1

TELEPHONE

CYO	800-898-4296 — Ext. 5031	M/W 589-5031
Lima District Dispatcher	260-493-5452	M/W 493-5452
Fostoria Yard Office	419-435-6686	M/W 483-1187

8. DETECTOR INSTRUCTIONS

None.

LIMA DISTRICT

9. DISTRICT INSTRUCTIONS

A. FINDLAY

Eastward distant signal at MP SP 58.3 is capable of displaying aspects in accordance with **Rules 293 or 294**. Eastward trains or engines that intend to pass through Interlocking at Findlay, MP SP 57.0 may proceed east past distant signal displaying “Non-Automatic Block, Clear” and approach home signal under control prepared to stop. Such trains will stop west of distant signal displaying “Non-Automatic Block, Approach” and will not proceed east until contact is made with either NS or CSXT Dispatcher. Movement east may then be made on “Non-Automatic Block, Clear” as discussed above or on Train Dispatcher/Control Operator’s permission. Switching movements between distant signal and Interlocking may be made on Track Authority.

B. BEAVER DAM

The storage track at Beaver Dam is equipped with permanent derails at both ends of the track.

C. EVANS

If units are left running and unattended at National Lime and Stone Quarry, Evans, MP SP 60.0, arrange to leave them in the clear on the Stub Track or leave the east unit of the consist 50 feet from the bumping post.

D. LIMA

Crews must call the Lima Tank Depot before entering the facility for delivery at Gate 18 by calling 419-221-9543. The speed limit in this facility is 5 MPH on all tracks. Hand brakes must be applied on 100% of the equipment spotted at the facility.

BELLEVUE TERMINAL

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			BELLEVUE TERMINAL DISPATCHER..... 924	
		B 240.2	KIMBALL..... CP	
		B 242.1	STATE RT. 99 CP	1
		B 242.5	A LADDER LEAD CP	2
		B 243.3	EAST END E TRACKS..... CP	
		B 244.7	RT. 4 BELLEVUE CP	
		B 246.0	BRAGG ROAD CP	
		B 247.7	HARKNESS STREET CP	3
		B 247.8	MINI-PLANT CP	4
		B 248.1	BELLEVUE TOWER—CENTER ST. CP	5
		B 248.8	BELLEVUE TOWER—SOUTHWEST ST. CP	
		B 249.0	NEW HAVEN CONN. CP	
		B 254.0	COLBY CP	

BELLEVUE TERMINAL

STATION PAGE INFORMATION

- NOTE 1:** All movements between MP B 242.1, State Rt. 99 and MP B 248.1, Center St. on Signaled track are under the authority of the Bellevue Dispatcher.
- NOTE 2:** Controlled Point on Main 2 Track only.
- NOTE 3:** **MP B 247.7, Harkness Street Interlocking Includes:**
Westward signals on the South By-Pass, Two East, middle lead and the north track all just east of Harkness Street; eastward signals just west of Harkness Street on the South By-Pass, and north lead.
- NOTE 4:** **MP B 247.8, Mini-Plant Interlocking Includes:**
Westward signals just west of Harkness Street off the South By-Pass; North track, pullback, westward and Red side; eastward signals just east of Center St. on Main 1, Brewster Connection Main 2, Toledo connection.
- NOTE 5:** **MP B 248.1, Bellevue Tower — Center St. Interlocking Includes:**
Westward signals on Main 1 dwarf signal between Center and Monroe Streets, Main 2 and the Sandusky Main just east of Center St.; Eastward signals Main 1 at Southwest St., Main 2 between Southwest St. and Cemetery St.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track	Other Tracks
	Rules		
Kimball and MP B 243.5	261	261	261
MP B 243.5 and Bragg Road	261		
E-Tracks and Bragg Road — South Bypass			E2 261
Bragg Road and Harkness Street			By-Pass 261
Harkness Street and Center St.	261	261	

BELLEVUE TERMINAL

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP B 240.2, Kimball and MP B 254.0, Colby	60
Except:	
MP B 240.2, Through Turnout	45
MP B 242.1, State Rt. 99, Through Turnouts and Crossovers	25
MP B 242.1, State Rt. 99 to MP B 246.0, Main 1	25
MP B 242.1, State Rt. 99 to MP B 243.5, Main 2	25
MP B 243.3 to MP B 246.0, Bragg Road, Through E2 and Turnout at E. End	25
MP B 246.0, Bragg Road to MP B 247.7, Harkness St., S. By-Pass	25
MP B 247.9, Mini-Plant, All Turnouts	15
MP B 247.7, Harkness St. to MP B 248.7, Southwest St.	25
MP B 248.5, Cemetery St. Crossover	20
MP B 248.1 to MP B 248.7	25
MP B 248.7 and MP B 249.2, Curve	40
MP B 249.0, New Haven Connection	10
MP B 249.1, New Haven Connection, Through both Crossovers between Main 1 and Main 2	25
MP B 254.0, Colby, Through Turnout	40
MP T 50.7 to MP T 53.0 (Engine Only)	20
MP T 50.7 to MP T 53.0	30
MP T 53.1, Mad River Connection	15
MP T 53.0 to MP T 54.7, Yoemans	25
MP S 95.5, Through Crossovers	25
MP S 95.5, Through New Haven Connection	10
MP S 95.6 to MP S 96.5, Mini-Plant	15
MP S 96.5 to MP S 97.0	20
MP S 97.0 to MP S 105.9	40
MP S 105.9 to MP S 111.4	10

Restricted Speed not exceeding 15 MPH is in effect on the following tracks: EE01, EE02, AA01, AA03, AA04, AA08, AA09, AA11, WW01–WW05, Runner (Bragg Road to Signal at MP B 243.5), EY02, EY02 Extension (both east and west ends), Pull backs No. 1 and No. 2 west of power switches at NX Plant, Red Side/20 Track, Triple Crown Lead from Bayside, MP S 105.7 to east switch of the Triple Crown Facility.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

BELLEVUE TERMINAL

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP S 96.8 — Sandusky Transfer Track
- MP S 96.9 — A. Schulman Co.
- MP S 97.5 — Great Lakes Distributors

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Bellevue Terminal Dispatcher	AAR CH 76-76	Code 924
BELVU Yard	AAR CH 22-22	
BELVU Switching	AAR CH 97-97	
BELVU Hump	AAR CH 82-82	
BELVU Roundhouse	AAR CH 37-37	
WLE	AAR CH 72-72	
Bellevue Pit Foreman	AAR CH 36-36	

TELEPHONE

CYO	800-898-4296 — Ext. 5067	M/W 589-5067
General Clerk	419-483-1827	M/W 483-1827
Ranger Tower	419-483-1186	M/W 483-1186
Rt. 4 Tower	419-483-1851	M/W 483-1851
Trainmaster	419-483-1852	M/W 483-1852
Sandusky Yardmaster	419-483-1278	M/W 483-1278
Bellevue Terminal Dispatcher	260-493-5452	M/W 483-5452

8. DETECTOR INSTRUCTIONS

None.

BELLEVUE TERMINAL

9. DISTRICT INSTRUCTIONS

BELLEVUE TERMINAL

1. Road crews yarding trains at Bellevue will contact the Bellevue Dispatcher and advise whether or not their train is carrying overdimensional or non-humpable equipment, the position in the train of such equipment, and whether equipment is accompanied by a rider.

This information will be conveyed before the train passes the following locations where practicable.

- (a) Yeomans
- (b) Kimball
- (c) Flat Rock
- (d) Colby

DIESEL FACILITY

The pit foreman must be contacted before:

- (a) Locomotives enter the inbound tracks
- (b) Locomotives depart from the outbound tracks

The pit foreman may be contacted via radio using the Yard Channel or, if he is outside his office, the Motive Power Channel, AAR CH 36-36. If unable to contact the pit foreman notify the Hump Yardmaster.

2. Except the power switches in the pullback area, which are under the authority of the Ranger Tower Yardmaster, and the power switches in the Receiving Yard which are controlled by the Rt. 4 Yardmaster, power operated switches must not be thrown by hand without receiving permission from the Train Dispatcher/Control Operator. After throwing switches by hand, the switch may be left in either normal or reverse position, as directed by the Train Dispatcher.
 - (a) There are many power switches in Bellevue Terminal that are equipped with indication lights to denote the position of the switch. If indication lights on switches so equipped are not displaying a proper indication, movement must not foul switch or move over it until instructions from the Rt. 4 Yardmaster in the Receiving Yard and/or the Ranger Tower Yardmaster in the pullback area.
 - (b) There are many power switches associated with the hump operation that are not equipped with any type of indication lights or banner. Movement over these switches must not be made until specific authorization is granted by the Yardmaster, who will not grant authorization for movement until authorized route is lined properly. This includes the power switches (Pickle Patch) leading toward the Rip Track from the hump.
 - (c) There are hydraulic-type spring switches that exit the Locomotive Pit Outbound Tracks 1 through 7 onto the Pit Lead. These switches are designed to trail through in an easterly direction only leaving the pit. Before there is any westerly movement on the Pit Lead, the switches must be observed to be properly lined and that the switch points fit up. Any movement to enter these seven (7) tracks from the Pit Lead can only be made by hand-throwing these switches. **DO NOT REVERSE** movement into the Pit Tracks if straddling one of these switches.

BELLEVUE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

BELLEVUE TERMINAL (CONT.)

3. Electrically powered yard switch machines are in service at the east end of the A-tracks, on the west end of Tracks A-7 through A-11 and associated crossovers approaching the hump, and on the Duck-Under Track.

YM-4 dual control switch machines have been installed at the east end of the A-Yard at switch locations A1E, A2E, A3E, A4E, and A6E. To operate the YM-4 switch by hand the following procedure should be followed:

- (a) Secure permission from the Rt. 4 Yardmaster to manually operate the switch.
- (b) Unlock the hand-throw lever and depress the foot latch. **NOTE:** Depressing the foot latch removes the switch from power operation and places it in hand operation.
- (c) Operate the hand-throw lever to ensure that the lever is engaged with the switch points.
- (d) Line the switch for the desired route. Foot latch must remain depressed (Hand Operation) until the entire movement has cleared the switch.
- (e) Unless instructed otherwise by the Rt. 4 Yardmaster, switches must be restored to motor operation after the movement is completed, by returning the hand-throw lever to the lever rest, releasing the foot latch, and securing the switch by hook or staple.

YM-2 dual control switch machines are in service at the east end of the A-tracks at locations not equipped with the YM-4 switch machines, on the west end of tracks A-7 through A-11 and associated crossovers approaching the hump, and on the Duck-Under Track. These machines are equipped with "Local Station" and may be operated manually when authorized by the Rt. 4 Yardmaster. The 3-position lever must be left in "A" position when not in use. When authorized, hand-throw lever may be moved to "L" or "R" position, which will move switch points to line for the desired route, and the indicator light will indicate accordingly. If indicator fails to light, switch points must be examined to determine that movement over them may be made safely.

All departing trains, including run through trains, must notify the Bellevue General Clerk by radio the first initial pull time.

All arriving trains at Bellevue, other than run through trains, must notify the General Clerk by radio when the engines cut off from the cars on the final arriving track.

All run through trains arriving at Bellevue must notify the Bellevue General Clerk by radio the time the train stops at the location where you are relieved.

All crews calling the Bellevue Dispatcher or any Base Radio Station in terminal must identify themselves and identify what Radio Channel they are on. Use "yard", "switch" or "hump" channel. Do not say Channel 1-2-3, etc.

All road trains are to use the yard channel unless otherwise authorized while in Bellevue and will only go to a road channel to call the Road Dispatcher. Remember, the Bellevue Dispatcher does not have access to road channels. Road trains may temporarily switch to a road channel to make switching moves, to alleviate radio congestion.

Unless otherwise instructed by the Trainmaster, all cuts of cars on trains in the "A" Yard will be secured at the east end with a minimum of five (5) hand brakes.

BELLEVUE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

BELLEVUE TERMINAL (CONT.)

4. Trains and engines must not enter leads at the east or west end of the A-tracks without authority of the Rt. 4 Yardmaster.
5. Dwarf type signals are located at the west end of E1, E2, W1, W2, W3, W4 and W5. These signals are shove lights and Blue signals and are not block signals.
 - Yellow — indicates shove move can be made
 - Red — indicates cars are within 500 feet of the east end and shove must be protected
 - Blue — indicates carmen or locomotive men are working on that track. If Blue light is on, movement must not pass the dwarf.Dwarf signals are located at the EAST END of the above tracks and are only used for protection of carmen or locomotive men. When the Blue is lit, movement must not pass the dwarf signal. These are not shove lights.
6. When switch indicator on east switch of crossover between the Shop Lead and No. 1 Bowl Track displays a Yellow indication, crossover movement into the bowl must not be made without permission from the Rt. 4 Yardmaster.
7. North Duck — Under lead and east and west legs of Wye track are governed by automatic dwarf signals which will clear for movement on approach if route is clear. Power switch located just north of the underpass dividing east and west leg of Wye is under control of the Rt. 4 Yardmaster.
8. Dual control switches in the Bellevue pullback area:

There are 15 such switches located just west of Ranger Tower and all have indication lights, Yellow or Green, mounted on the top of the switch machine. None of the 15 are connected to the Main Track. These switches are controlled by the Ranger Tower Yardmaster. Before any move starts over these switches, or after any move clears a switch or switches and a reverse move is going to be made, there must be a clear understanding between the Ranger Tower Yardmaster and a crew member that the route is properly lined. Simply seeing a switch move or seeing a route change to switch point lines does not authorize movement. There must be a conversation to ensure a proper understanding. The Ranger Tower Yardmaster can inform a crew about the position of a switch or route if the indications are displayed on his board.

BELLEVUE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

BELLEVUE TERMINAL (CONT.)

9. BELLEVUE-YEOMANS CONNECTING TRACK (Lake Shore Connection)
- (a) Use of this track is governed by Train Dispatcher/Control Operator.
 - (b) Movements to and from the Connecting Track from Bellevue will be made on signal indication.
 - (c) Movements will not enter the Connecting Track from Yeoman's Siding until authorized by the Train Dispatcher/Control Operator.
 - (d) Eastward movements must not foul or enter Yeoman's Siding without permission of the WLE Dispatcher.
 - (e) After use, the switches of the crossover between Yeoman's Siding and the Connecting Track must be left lined for movement on the siding.
 - (f) All movements on the Connecting Track must be made at a speed that will permit stopping within one-half the range of vision, but not exceeding 15 MPH.

BELLEVUE-YEOMAN'S CONNECTING TRACK
(BREWSTER CONNECTION)
MP T 54.7 AND BELLEVUE MINI-PLANT, MP B 247.8

- Use of this track is controlled by Train Dispatcher/Control Operator.
 - **Rule 261** in effect.
10. Anytime equipment is set into E1, E2, W1, W2, W3, W4 or W5 from the east end, the equipment must be left on the circuit at the east end to cause the shove light at the west end to be RED. (Cars must be left within 500 feet of the clearance point at the east end.)
11. If equipment is cut off in one of these tracks, it must either be left on the circuit at the east end or left clearly in sight of the shove light at the west end.

CLEVELAND DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
2 1			CLEVELAND DISTRICT DISPATCHER 924	
		B 197.1	END LAKE DIVISION	
		B 197.1	BAY VILLAGE..... CP	
		B 200.6	TSA-EHD (<i>Avon, OH</i>)	
		B 202.4	AVON LAKE CP	
		B 204.5	CEI Y CP	
		B 205.5	FORD JCT. Y CP	
		B 206.0	SHEFFIELD..... CP	
		B 208.0	ROOT ROAD CP	
		B 210.2	RU DRAWBRIDGE..... DB CP	
		B 211.6	TSA (<i>Lorain, OH</i>)	
		B 212.2	LEAVITT ROAD..... CP	
		B 218.6	KM CP	
		B 222.6	GC..... CP	
		B 229.1	TSA (<i>Berlin Heights, OH</i>)	
	6932	B 230.7	E. SHINROCK CP	
	B 232.1	W. SHINROCK..... CP		
6789	B 234.9	E. AVERY..... CP		
	B 236.3	W. AVERY..... CP		
	B 240.2	KIMBALL..... CP		
	B 242.1	STATE RT. 99 CP		
				1

STATION PAGE INFORMATION

NOTE 1: All movements between MP B 242.1, State Rt. 99 and MP B 248.1, Center St. on Signaled track are under the authority of the Bellevue Dispatcher.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Bay Village and State Rt. 99	261	261

CLEVELAND DISTRICT

2. MAXIMUM SPEEDS

Between	Main Tracks MPH
MP B 197.1, Bay Village and MP B 242.1, State Rt. 99	60
Except:	
MP B 198.7, Head End Only (Basset Road)	30
MP B 202.3, Through Turnout	40
MP B 203.7, Head End Only (Moore Road)	25
MP B 205.8, South Lorain Connection Track	10
MP B 208.0, Through Turnout	40
MP B 209.7 to MP B 211.3, Curves	35
MP B 212.2, Through Turnout	40
MP B 217.7 to MP B 218.5, Main 1 Head End Only	40
MP B 218.6, Through Turnout	40
MP B 222.6, Through Turnout and Connection Track	40
MP B 230.7, Shinrock Connection Track	10
MP B 230.7 to MP B 232.1, Through Turnouts and Siding	25
MP B 234.9 to MP B 236.3, Throughout Turnouts and Siding	25
MP B 240.2, Through Turnout	40
MP B 242.1, State Rt. 99, Through Turnouts and Crossovers	25
MP B 242.1, State Rt. 99 to MP B 246.0, Main 1	25
MP B 242.1, State Rt. 99 to MP B 243.5, Main 2	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP B 122.0 to MP B 123.0
MP B 210.0 to MP B 211.0
MP B 228.0 to MP B 229.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Bay Village to Bellevue	3000	4000	4800	5940	6600	7790
Eastward						
Bellevue to Bay Village	3900	5200	6250	7695	8550	10090

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

286,000 lbs.

CLEVELAND DISTRICT

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP B 203.7 — Spanmaster
- MP B 220.9 — Shore Lumber
- MP B 221.1 — Westward Storage
- MP B 222.0 — Eastward Storage
- MP B 236.1 — Paper Track
- MP B 236.1 — Wolohan Lumber
- MP B 236.2 — Certaineed Warehouse
- MP B 240.3 — Elevator Track, Kimball

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Cleveland District Dispatcher	AAR CH 76-76	Code 924
BELVU Yard	AAR CH 22-22	
BELVU Switching	AAR CH 97-97	
BELVU Hump	AAR CH 82-82	
BELVU Roundhouse	AAR CH 37-37	
WELE	AAR CH 72-72	

TELEPHONE

CYO (Lorain)	800-898-4296 — Ext. 5047	M/W 589-5047
CYO (Bellevue/Sandusky)	800-898-4296 — Ext. 5067	M/W 589-5067
Fairlane Yardmaster	440-989-1475	M/W 483-1884
Cleveland District Dispatcher	260-493-5453	M/W 493-5453
Toledo East Dispatcher	313-323-5860	

8. DETECTOR INSTRUCTIONS

LOCATION OF DETECTORS

AVON, OH

The detector at MP B 200.6, Avon, OH, will check eastward trains for excessive height cars over 19'3".

When an excessive height car over 19'3" is detected it will be the train crew's responsibility to make certain the train is routed over the eastward track (Main 1) through Cleveland should they have cars in their train over 19'3" high.

If no message is received or detector reports failure, train must be inspected for excessive height cars over 19'3".

CLEVELAND DISTRICT

9. DISTRICT INSTRUCTIONS

A. GENERAL

Prior to leaving Bellevue on the Cleveland District, the Conductor must inform the Cleveland District Dispatcher if train includes any stack cars that exceed a height of 19'3". If height of stack car(s) is not known, it will be considered exceeding 19'3".

If a stack car is picked up on line-of-road, the Conductor must determine the height and so inform the Train Dispatcher/Control Operator.

B. AVON

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

Riding the side of cars in building, Ohio Truck is prohibited on account of close clearance at North and South Bridge. Employees must not lean out of windows of units.

When operating or switching inside the Ford Ohio Truck Plant, Avon Lake, OH, MP B 204.7, the following procedures must be complied with:

1. Before removing derail, it must be positively known that:
 - (a) Dock plates have been removed from cars
 - (b) Bridges have been removed / raised
 - (c) All personnel are clear of cars
 - (d) Overhead doors must be open and obstructions clear of track
 - (e) Materials and equipment along depressed trackwells must be cleared for a minimum distance of 2 feet (24 inches)
 - (f) Boxcar doors must be closed.
2. Derails must be restored if track is left unprotected.
3. All shove moves beyond the derail must be protected ON, AT, or AHEAD of the move.
4. Engineers shall sound engine warning devices (bell and horn) during all train moves inside the building.

C. AVERY

MP B 236.3, Certainteed; employees must not ride side of equipment on all tracks inside gate on account of close clearance.

D. KIMBALL

Do not block the private crossing at Kimball, MP B 240.1. If trains cannot fit between Kimball and Rt. 99, arrangements must be made with the Cleveland District Dispatcher before occupying the crossing.

E. CONTROLLED POINT "KM"

Westward trains stopped at KM must stop east of the westward whistle post for Helen Drive located approximately 1,200 feet east of Helen Drive at MP B 217.3.

CLEVELAND DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. OAK POINT


Account less than standard clearance, employees are prohibited from riding side of equipment when adjacent tracks are occupied with equipment at the following location:

MP B 205.9 — Sheffield

G. MP B 216.9

Account less than standard clearance, employees are prohibited from riding side of equipment when adjacent tracks are occupied with equipment at the following location:

MP B 216.9

HURON BRANCH				
NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CLEVELAND DISTRICT DISPATCHER 924	
		SC 2.6	Shinrock	
		SC 0.0	Huron Jct.	
		H 10.7	Huron Jct.	
		H 11.1	Huron Yard	
		H 12.5	Huron Dock	
1. RULES IN EFFECT				
Between				Main Track
Shinrock and Huron Dock				Rules
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP SC 2.6 and MP H 12.5				MPH
				10
3. CHECKING LOCOMOTIVE SPEED INDICATOR				
None.				
4. DIESEL UNIT RATINGS				
None.				
5. LOCOMOTIVE AND CAR RESTRICTIONS				
6-axle units are prohibited in Peavy and Amber Milling located at MP H 12.4.				

HURON BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency

Code 911

CYO

Code 928

Cleveland District Dispatcher

AAR CH 76-76

Code 924

TELEPHONE

CYO (Bellevue/Sandusky)

800-898-4296 — Ext. 5067

M/W 589-5067

Cleveland District Dispatcher

260-493-5453

M/W 493-5453

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

Permission to operate on the Huron Branch must be obtained from the Cleveland District Dispatcher.

CLEVELAND DISTRICT / FAIRLANE YARD

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <p>2 1</p> </div> <div> <p>SIDING</p> </div> </div>	<p>21648</p>	CD 216.7	CLEVELAND DISTRICT DISPATCHER 924 CP-216..... CP	
		CD 216.1	FAIRLANE YARD..... CP	
		CD 215.6	COOPER FOSTER HAND-THROW..... CP	
		CD 212.6	CP-212..... CP	

CLEVELAND DISTRICT / FAIRLANE YARD

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
CP-216 and CP-212	137	137

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
CP-216 and CP-212	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Cleveland District Dispatcher	AAR CH 58-58	Code 924
Fairlane Yardmaster	AAR CH 58-58	

TELEPHONE

CYO	800-898-4296 — Ext. 5030	M/W 589-5030
Cleveland District Dispatcher	260-493-5453	M/W 493-5453
Fairlane Yardmaster	440-989-1475	M/W 540-1747

8. DETECTOR INSTRUCTIONS

None.

CLEVELAND DISTRICT / FAIRLANE YARD

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. MP CD 216.1

Train crews setting out three (3) cars or less on the Parallel Tracks 1, 2, or 3 at Fairlane Yard, MP CD 216.1 must shove the car(s) to the center of the tracks or bottom of the grade and 100% hand brakes must be applied.

2. Maximum Speed

#1 South and #1 North is 5 MPH.

3. Movements from Switch Points

All movements 250 feet from the switch points at the north end of the Yard and beyond north are 5 MPH.

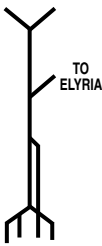
4. Movements in Fairlane Yard

All movements in Fairlane Yard must have permission from the Fairlane Yardmaster before movement occurs, including entering Elyria Yard, MP CP 203.0 Siding, MP CP 207.0 Siding, MP CP 216.0 and MP CP 212.0 Siding.

5. Miller Road

Between the hours of 5:00 AM and 6:00 AM, do not block Miller Road, MP B 204.5 while working CEI. Make arrangements to restrict your time on the crossing to no more than 10 minutes.

SOUTH LORAIN BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		B 206.0/ SL 0.0	FAIRLANE YARDMASTER CH 58-58 SHEFFIELD Y (CP)	
		SL 0.2	FORD JCT. (CP)	
		SL 1.8	Elyria Conn.	
		SL 2.3	South Lorain	

1. RULES IN EFFECT

Between	Main Track
Sheffield and South Lorain	Rules 137

2. MAXIMUM SPEEDS

Between	Main Track
MP SL 0.0, Sheffield, and MP SL 2.3, South Lorain	MPH 10

NOTE: Restricted Speed applies to all movements.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

SOUTH LORAIN BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Cleveland District Dispatcher	AAR CH 76-76	Code 924
Fairlane Yardmaster	AAR CH 58-58	

TELEPHONE

CYO	800-898-4296 — Ext. 5047	M/W 589-5047
Fairlane Yardmaster	440-989-1475	M/W 540-1747
Cleveland District Dispatcher	260-493-5453	M/W 493-5453
Toledo East Dispatcher	313-323-5860	M/W 520-5860

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

1. MP SL 0.0 and MP SL 1.8

Trains and engines moving in either direction between MP SL 0.0, South WYE switch Sheffield and MP SL 1.8, Elyria Connection must obtain permission from the Fairlane Yardmaster before proceeding and must clear with the Fairlane Yardmaster on their arrival.

2. Elyria R.T. and Elyria Yard

Crews operating on Elyria R.T. and in Elyria Yard must obtain permission from the Fairlane Yardmaster prior to occupying track and must clear with same.

SANDUSKY DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			COLUMBUS DISTRICT DISPATCHER [925]	
		S 1.1	CW TOWER (C)	
		S 4.4	WEBER (CP)	3
		S 4.4	SAD (<i>Weber Road, OH</i>)	
			SANDUSKY DISTRICT DISPATCHER [924]	
		S 8.6	WORTHINGTON (C)	
		S 11.6	FLINT (CP)	1
		S 13.7	POWELL ROAD (CP)	
		S 16.4	SAD (<i>Lewis Center, OH</i>)	
		S 25.7	SAD (<i>MP 26, OH</i>)	
		S 25.9	MP 26 (CP)	
		S 31.2	TROYTON (CP)	
		S 38.6	SAD-EHD (<i>Seiter, OH</i>)	
		S 43.0	SOUTH MARION (CP)	
		S 45.2	MARION (C)	2
		S 48.1	OBL (CP)	
		S 51.2	HARVEY (CP)	
		S 51.9	SAD (<i>Ulmer, OH</i>)	
		S 60.6	RT. 98 (CP)	
		S 61.1	SAD (<i>Rt. 98, OH</i>)	
	S 62.9	COLSAN (C)		
	S 63.3	E. BENSON (CP)		
	S 66.1	W. BENSON (CP)		
	S 71.3	SAD (<i>Ridgeton, OH</i>)		

SANDUSKY DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			SANDUSKY DISTRICT DISPATCHER 924		
		S 73.7	CHATFIELD.....	Ⓢ	
		S 78.9	N. CARROTHERS	Ⓢ	
		S 81.4	SAD (<i>Attica, OH</i>)		
		S 83.1	ATTICA JCT.	Ⓢ	2
		S 83.9	WEST ATTICA.....	Ⓢ	
		S 92.9	SHRIVER.....	Ⓢ	
		S 93.1	SAD (<i>Shriver, OH</i>)		
		S 95.5	FLATROCK.....	Ⓢ	
		S 95.8	SOUTHWEST ST.	Ⓢ	
		S 96.4	CENTER ST.....	Ⓢ	
		S 98.3	POTTER ROAD	Ⓢ	
	S 105.9	BAYSIDE	Ⓢ	1	

STATION PAGE INFORMATION

- NOTE 1:** Controlled Point for eastward movements.
- NOTE 2:** Controlled by CSXT Dispatcher.
- NOTE 3:** When practicable, eastward trains receiving a stop indication at Weber Road, MP S 4.4, will arrange to stop at North Broadway Overpass, MP S 4.9. If train length will not permit clearing of Cooke Road, MP S 6.1, crews will stop west of Cooke until receiving a favorable indication at Weber Road.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
CW Tower and Bayside	261	261

SANDUSKY DISTRICT

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP S 1.1 to MP S 111.4	60
Except:	
MP S 1.1 to MP S 2.3	25
MP S 2.7 to MP S 3.0, Curve	40
MP S 4.4, Through Turnout and Crossovers	40
MP S 8.3 to MP S 9.3, Curves	50
MP S 8.6, Over CSXT Diamonds	40
MP S 13.7, Through Crossovers	40
MP S 25.9, Through Crossovers	40
MP S 31.2, Through Turnouts	40
MP S 43.0, Through Turnouts	35
MP S 43.0 to MP S 44.0	35
MP S 44.0 to MP S 46.0	30
MP S 46.0 to MP S 46.4, Curve	40
MP S 48.1, Through Crossovers	40
MP S 51.2, Through Turnouts	45
MP S 62.7, Through Connection Track	25
MP S 62.8 to MP S 63.0, Curves	25
MP S 63.1, Through Connection Track	10
MP S 63.3 to MP S 66.1, Through Turnouts and Siding	25
MP S 64.2 to MP S 64.5, Curve	50
MP S 66.7 to MP S 67.0, Curve	50
MP S 67.9 to MP S 68.3, Curve	50
MP S 73.2 to MP S 73.5, Curve	50
MP S 73.7, Through Turnouts	40
MP S 78.9, Through Crossovers	40
MP S 81.5 to MP S 81.7, Curve	50
MP S 83.1, Over CSXT Diamonds	40
MP S 83.9, Through Crossovers	40
MP S 92.9, Through Crossovers	40
MP S 95.5, Through Crossovers	25
MP S 95.5, Through New Haven Connection	10
MP S 95.6 to MP S 96.5, Mini-Plant	15
MP S 96.5 to MP S 97.0	20
MP S 97.0 to MP S 105.9	40

SANDUSKY DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP S 11.0 to MP S 12.0
 MP S 20.0 to MP S 21.0
 MP S 71.0 to MP S 72.0
 MP S 92.0 to MP S 93.0
 MP S 102.0 to MP S 103.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Columbus to Sandusky	2700	3600	4300	5355	5950	7020
Eastward Sandusky to Columbus	2700	3600	4300	5355	5950	7020

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Sandusky District	Columbus and Sandusky	13,000	14,900

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

SANDUSKY DISTRICT

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP S 5.3 — Oakland Park
- MP S 16.3 — Lewis Center
- MP S 31.4 — Popcorn Track
- MP S 43.4 — Simm's Junk Yard
- MP S 44.2 — Marion Steel
- MP S 44.7 — CSXT Transfer
- MP S 63.9 — Country Star Co-op
- MP S 81.6 — Attica Elevator
- MP S 90.4 — Frank Elevator
- MP S 97.5 — Great Lakes Distributors
- MP CJ 137.0 — 5th Ave. Lumber Track, Weber Road Connection

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Columbus District Dispatcher	AAR CH 72-72	Code 925
Sandusky District Dispatcher	AAR CH 72-72	Code 924

TELEPHONE

CYO	800-898-4296 — Ext. 5031	M/W 589-5037
Columbus District Dispatcher	260-493-5454	M/W 493-5454
Sandusky District Dispatcher	260-493-5453	M/W 493-5453

8. DETECTOR INSTRUCTIONS

MP 38.6 — Height Detector for eastward trains only.

9. DISTRICT INSTRUCTIONS

A. SPECIAL INSTRUCTIONS

When practicable, eastward trains receiving a stop indication at Weber Road, MP S 4.4, will arrange to stop at North Broadway overpass, MP S 4.9, if train length will not permit clearing of Cooke Road, MP S 6.1, crews will stop west of Cooke Road until receiving a favorable signal at Weber Road.

SANDUSKY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. MP S 31.0

Westward trains holding at Troyton, MP S 31.0 must stop 1,000 feet east of Penry Road, MP S 29.0 when train length permits.

C. CSX TRANSFER AT MARION

No equipment longer than 73'0" is allowed around CSX Transfer at Marion.

D. CLOSE CLEARANCE CONDITIONS

At Marion Yard, close clearances exist between Tracks 1 and 2 and Tracks 2 and 3 when equipment occupies the adjacent track. Employees must not ride the side of equipment when equipment occupies the adjacent track.

E. ELECTRIC LOCK RELEASE TIMES

Worthington Foods.....	5 minutes
AEP	14 minutes, 3 seconds
Lewis Center	11 minutes
Delaware Hill Track.....	16 minutes
East End, Waldo.....	6 minutes
West End, Waldo.....	6 minutes
Marion Freight Office.....	7 minutes, 44 seconds
Silver Street Crossover	11 minutes, 15 seconds
East End, Marion Yard.....	8 minutes, 15 seconds
West End, Maron Yard.....	8 minutes, 15 seconds
Dofasco	9 minutes, 10 seconds
OBL	12 minutes, 2 seconds
Ordinance Track	5 minutes
East End, Monnette.....	15 minutes, 7 seconds
West End, Monnette.....	12 minutes, 17 seconds
Swan Rubber.....	10 minutes, 48 seconds
Transco	10 minutes, 51 seconds
East End, Benson Yard	1 minute
West End, Benson Yard.....	7 minutes, 53 seconds
Ridgeton	9 minutes, 30 seconds
Chatfield	9 minutes, 30 seconds
Attica Lumber	12 minutes, 19 seconds
Attica Storage.....	11 minutes, 51 seconds
Omar Team Track	9 minutes, 30 seconds

BUCKEYE TERMINAL

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows a main vertical track with several sidings branching off to the right. From top to bottom, the sidings are: TO BELLEVUE, TO WATKINS, OC R.R., CSXT R.R., BAGERLY WESN CSXT R.R., MASON CONN., I&O R.R., CC R.R., PHILLIPS LEAD, MIAMI O-B, MIAMI I-B, ALTON O-B, and ALTON I-B. A dashed line labeled 'BUCL' and 'AUBURN CONN.' is on the left side. A vertical line labeled 'CSXT R.R.' is also shown. A 'London Siding' is indicated at the bottom right of the track area.</p>			DAYTON DISTRICT DISPATCHER 925	
		CJ 134.4	WEBER.....	Ⓢ
		CJ 138.0	CP-138...(CSXT).....	Ⓢ
		CJ 138.9	SCIOTO (Western Branch)	Ⓢ
		CJ 139.7	CP-139.....	Ⓢ
		CJ 144.7	HCD (Alton, OH)	
		CJ 144.7	CP-144.....	Ⓢ
		CJ 145.2	CP-145 (Buckeye Yard)	Ⓢ
		CJ 146.2	CP-146.....	Ⓢ
		CJ 150.5	CP-150.....	Ⓢ
		CJ 157.8	HBD-DED-HCD (Glade Run, OH)	
		CJ 160.4	CP-160.....	Ⓢ
			London Siding	

BUCKEYE TERMINAL

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Weber and CP-160	261	261

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP CJ 134.4, Weber, CP-138 and MP CJ 160.4, CP-160	50
Except:	
MP CJ 134.5 to MP CJ 136.8	40
MP CJ 136.8 to MP CJ 138.9	25
MP CJ 139.0, Mason Connection Track	10
MP CJ 139.1, Auburn Connection Track	10
MP CJ 144.7, CP-144 to MP CJ 145.0, CP-145, Miami Outbound	20
MP CJ 144.7, CP-144 to MP CJ 145.4, Fisher Road, Miami Inbound	20
MP CJ 144.8 to MP CJ 146.0, Through Siding	10
MP CJ 145.2, CP-145 to MP CJ 146.2, Alton Outbound	20
MP CJ 145.4, Fisher Rd. to MP CJ 146.2, CP-146, Alton Inbound	20
MP CJ 160.4 to MP CJ 162.5, Through Siding	30

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP CJ 153.0 to MP CJ 154.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Cincinnati to Sharonville	2430	3400	3470	4320	5360	8077
Sharonville to Moraine	2430	3400	3470	4320	5360	8077
Eastward						
Buckeye Yard to London	3470	4840	4920	6000	7450	11748
London to Moraine	3470	4840	4920	6000	7450	11748
Moraine to Sharonville	3470	4840	4920	6000	7450	11748
Buckeye to Weber	2950	3610	3690	4580	5670	8590

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

286,000 lbs.

Cincinnati Line — 315,000 lbs. for coal and grain

Middletown I.T. — 273,000 lbs. between Reed Yard and Worthington Steel including connection to Armco Steel and all tracks in Reed Yard

BUCKEYE TERMINAL

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

MP CJ 146.2 — 84 Lumber

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Buckeye Yard	AAR CH 54-54	
Dayton District Dispatcher	AAR CH 58-58	Code 925
CSXT 118 Yardmaster	AAR CH 46-46	

TELEPHONE

CYO	800-898-4296 — Ext. 5028	M/W 589-5028
Hump Yardmaster	614-771-2009	M/W 545-2009
North Tower Yardmaster	614-771-2113	M/W 545-2113
Buckeye Trainmaster	614-771-2030 (cell) 614-214-2030	M/W 545-2030
Watkins Yardmaster	614-251-2683	M/W 545-2683

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. COLUMBUS TERMINAL

1. Road crews yarding trains at Buckeye will contact the Hump Yardmaster when their train contains dimensional or non-humpable equipment including position of such equipment and whether equipment is accompanied by a rider.
Trains and engines must not occupy the Inbound Track at Fisher Road without authority from Hump Yardmaster.
Trains entering at north end of Buckeye Yard must contact Hump Yardmaster before entering Mounds Inbound for instructions.
Trains entering at north end of Buckeye Yard must contact North Tower Yardmaster before entering Mounds Outbound for Instructions.

BUCKEYE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

A. COLUMBUS TERMINAL (CONT.)

2. Trains and engines leaving from Inbound at Fisher Road must not enter Miami Inbound or Alton Inbound without authority from Dayton District Dispatcher.
Raccor switches at MP CJ 145.8 must not be handled without authority of Dayton District Dispatcher.
3. Before entering or leaving Diesel Fuel Pad with locomotives, the Diesel Fuel Pad must be contacted.
Blue lights are located at both north and south end of pad and must not be on before passing the location of Blue light.
The Hump Yardmaster controls south Diesel Lead switch.
4. The Hump Yardmaster has authority for the Inbound at Fisher Road Hump Leads and north end receiving switches and receiving yard.
The North Tower has authority for Six Lead, north and south Departure Leads, Hilliard Yards, west runner, and departure yard.
Trains and engines using short crossover on west Hump Lead must have authority from North Tower before using it to get to the departure yard.
The Van Yard switch on north Departure Lead is under authority of CSXT 118 Yard Master Channel 46-46 and must not be used without their permission.
5. All T&E crews reporting for duty must report at the designated time and place. If unable to report as scheduled, you are expected to contact the Trainmaster. This also applies to crews staying in motels. All road crews must contact the Trainmaster upon arrival to work for instructions.
6. **DESIGNATED REMOTE CONTROL AREAS**
The following areas at Buckeye Yard, Columbus, OH, are designated Remote Control areas:
 - Class Yard Tracks CT11 through CT50, including lead switches on north end of Class Yard and all leads and switches leading to the Rip/Shop Tracks
 - Forwarding Yard Tracks FT01 through FT09 including all switches and leads on north end of Forward Yard and Cab Tracks 1 and 2
 - NX Plant (Electrics) and East and West Pullback Tracks (Drills)
 - Light Remote Control Locomotives may use various routes to and from the Engine Service TracksA Remote Control area is defined as: Areas with signs erected and designated by Timetable Instructions or Bulletin Instructions where Remote Control Locomotives operate.
All Blue signal or Roadway Worker Protection rules remain in full force.
Contact RCO before entering these limits for instructions Channel 36-86.
7. Trains leaving departure yard must contact North Tower for instructions.
Trains leaving receiving yard must contact Hump Yardmaster for instructions.
The speed limit at Buckeye and Watkins Yards is Restricted Speed not exceeding 10 MPH.
8. When practicable, employees should NOT dismount equipment on the east side of the east Inbound Pad Track account steep shoulder.

BUCKEYE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

A. COLUMBUS TERMINAL (CONT.)

9. The Dayton District Dispatcher controls Buckeye. All movements must have permission from the Dayton District Dispatcher.

There are many power switches in Buckeye Terminal that are equipped with indication lights to denote the position of the switch. If indicator lights on switches so equipped are not displaying proper indication, movement must not foul switch or move over it until instructions from the Yardmaster are received and complied with.

B. WATKINS YARD

1. The Diesel Track switches at Watkins Yard are not to be left lined toward the Diesel Track and against the derail. Ensure that the switches are restored away from the Diesel Track after entering or exiting.
East and west leg, Wye switches on Light Side lead must be lined for lead after using switches.
2. Engine bell and horn must be sounded by all trains using both mains between MP N 697.2 and MP N 699.7 to protect employees near Main Lines at Watkins Yard.
3. Any train scheduled to work at Watkins must contact the Yardmaster prior to accepting signals at either Bannon or Valley.
4. Rickenbacker Intermodal Facility is under authority of Watkins Yardmaster.

BUCKEYE BRANCH

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p style="font-size: small;">SOUTH HILLARD NORTH HILLARD</p> <p style="font-size: x-small;">BRADFORD INBOUND BRADFORD OUTBOUND</p> <p style="font-size: x-small;">MOUNDS INBOUND</p> <p style="font-size: x-small;">MOUNDS OUTBOUND</p> <p style="font-size: x-small;">NESTLE</p> <p style="font-size: x-small;">ECHO</p> <p style="font-size: x-small;">GRANDVIEW YARD</p> <p style="font-size: x-small;">TO NS WEBER ROAD CONN (CP 138.0)</p> <p style="font-size: x-small;">WEST ↑</p>			DAYTON DISTRICT DISPATCHER..... 925		
		KM 7.8	CSXT		
		KM 7.6	BUCKEYE	Ⓢ	
			Mounds Siding		
		KM 6.0	MOUNDS (CSXT).....	Ⓢ	1
		KM 5.9	HCD (Mounds, OH)		
			Olentangy Siding		
		KM 1.0	HOCKING (CSXT).....	Ⓢ	1

STATION PAGE INFORMATION

NOTE 1: CSXT Controlled Point.

1. RULES IN EFFECT

	Main Track
Between	Rules
Hocking and Buckeye	261
Buckeye and Hilliard Yard	137

BUCKEYE BRANCH

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP KM 1.0, Hocking and MP KM 6.0, Mounds	25
MP KM 6.0, Mounds and MP KM 7.6, Buckeye	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

286,000 lbs.

315,000 lbs. for coal and grain

6. SWITCHES AND DERAILS

None.

BUCKEYE BRANCH

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Dayton District Dispatcher	AAR CH 58-58	Code 925
CSXT "CR" Dispatcher	AAR CH 14-14	Tone 1
CSXT "IE" Dispatcher	AAR CH 50-50	Tone 2
CSXT "IF" Dispatcher	AAR CH 25-25	Tone 7

TELEPHONE

CYO	800-898-4296 — Ext. 5030	M/W 589-5030
Dayton District Dispatcher	260-493-5454	M/W 493-5454
CSXT "CR" Dispatcher	904-351-5315	
CSXT "IE" Dispatcher	317-267-4264	
CSXT "IF" Dispatcher	317-267-4265	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

Crews operating on the Buckeye Branch must have CSXT Z orders.

WEST VIRGINIA BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DAYTON DISTRICT DISPATCHER 925	
		RR 0.0	BANNON ©	
		RR 6.2	SAD (<i>Brice, OH</i>)	
		RR 7.0	REFUGEE	
		RR 7.0	END LAKE DIVISION	

1. RULES IN EFFECT

	Main Track
Between	Rules
MP RR 0.0, Bannan and MP RR 7.0, Refugee	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP RR 0.0, Bannan and MP RR 7.0, Refugee	40

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

WEST VIRGINIA BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

B. HEIGHT RESTRICTIONS

Cars measuring 15'9" and higher are restricted between New Lexington and Hobson, OH.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Dayton District Dispatcher	AAR CH 58-58	Code 925
NA Pocahontas Dispatcher	AAR CH 64-64	Code 926

TELEPHONE

CYO	800-898-4296 — Ext. 5028	M/W 589-5028
Dayton District Dispatcher	260-493-5454	M/W 493-5454
NA Pocahontas Dispatcher	866-815-4486	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

COLUMBUS DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
2 1			COLUMBUS DISTRICT DISPATCHER 925	
<p>The diagram shows a vertical track layout. At the top, a siding labeled 'DT&I' branches off to the right. Below this, a crossing labeled 'CSXT' is shown as a horizontal line. Further down, another crossing labeled 'CSXT' is shown. Below that, a crossing labeled 'NS' is shown. At the bottom, a crossing labeled 'OHC R.R.' is shown. A vertical scale bar labeled '5100' is positioned to the right of the track diagram.</p>		N 608.5	END YARD LIMITS YL	
		N 608.5	END LAKE DIVISION	
		N 608.5	VERA CP	
		N 616.3	TSA (<i>Lucasville, OH</i>)	
		N 630.4	TSA (<i>Piketon, OH</i>)	
		N 634.6	EAST GLEN JEAN CP	
		N 635.3	WEST GLEN JEAN CP	
		N 642.0	OMEGA CP	
		N 645.4	TSA (<i>Higbys, OH</i>)	
		N 652.0	LUNBECK CP	
		N 655.1	RENICK C	
		N 655.8	CHILLICOTHE CP	
		N 657.0	SCIOTO CP	
		N 663.0	TSA (<i>Delano, OH</i>)	
		N 671.9	..... YL	
		N 674.4	W. DORNEY CP	1
		N 676.9	W. CIRCLEVILLE CP	3
		N 677.1	..... YL	2
		N 681.0	TSA (<i>Ritts, OH</i>)	
		N 684.8	ASHVILLE CP	
	N 687.1	CRAFT CP		
	N 690.8	LOCKBOURNE CP		
	N 693.0	TSA (<i>Miner, OH</i>)		
	N 693.6	ROHR CP		
	N 694.9	..... YL	4	
	N 695.1	REESE CP		
	N 696.7	VALLEY CROSSING C		
	N 698.8	..... YL		
	N 698.8	BANNON C		
	N 704.6	CW TOWER C		

COLUMBUS DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** MP N 674.4, W. Dorney, Controlled Point on Main 2 Track only.
- NOTE 2:** Movements against the current of traffic within Yard Limits at Circleville, OH, between MP N 671.9 and MP N 677.1, must be made with the permission of the Train Dispatcher/Control Operator.
- NOTE 3:** MP N 676.9, W. Circleville, Controlled Point on Main 1 Track only.
- NOTE 4:** Movements against the current of traffic within Yard limits at Columbus, OH, between MP N 694.9 an MP N 698.8, must be made with the permission of the Columbus District Dispatcher.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Vera and Glen Jean	251-East	251-West
Glen Jean and Scioto	261	261
Scioto and MP N 671.9	251-East	251-West
MP N 671.9 and MP N 677.1	93	251-West
MP N 677.1 and MP N 684.9	251-East	251-West
Ashville and Rohr	261	261
Rohr and MP N 694.9	251-East	251-West
MP N 694.9 and Bannon	93	251-West
Bannon and CW Tower	261	261

COLUMBUS DISTRICT

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP N 608.5, Vera and MP N 704.6, CW Tower	60
Except:	
MP N 608.5 to MP N 614.7, Curve	50
MP N 621.8 to MP N 622.0, Curve	45
MP N 630.9 to MP N 631.1, Curve	50
MP N 631.1 to MP N 631.7, Curves	45
MP N 631.7 to MP N 633.5, Curves	50
MP N 633.5 to MP N 634.1, Curves	40
MP N 634.1 to MP N 636.3, Curves	35
MP N 642.0 to MP N653.2	45
MP N 651.6 to MP N 651.9	40
MP N 652.0, Through Turnout	45
MP N 653.2 to MP N 657.0	35
MP N 655.1 to MP N 656.6, Curves	30
MP N 655.8, Through Turnout	30
MP N 656.9, Through Turnout	30
MP N 657.0 to MP N 667.0, Main 1	60
MP N 657.0 to MP N 667.0, Main 2	50
MP N 658.3 to MP N 658.6, Main 1, Curve	50
MP N 658.3 to MP N 658.6, Main 2, Curve	45
MP N 660.4 to MP N 660.6, Curve	45
MP N 669.7 to MP N 669.6, Curve	50
MP N 674.9 to MP N 676.8, Curve	25
MP N 677.1 to MP N 677.3, Curve	50
MP N 683.9, Main 1, Double-Stack Cars Only	10
MP N 683.9, Main 2, Double-Stack Cars Only	25
MP N 684.0 to MP N 684.4, Engines Only	40
MP N 685.3 to MP N 685.5, Curve	50
MP N 687.1, Craft, Through Turnouts	25
MP N 690.2 to MP N 690.5, Curve	50
MP N 690.8, Lockbourne, Through Turnouts	25
MP N 690.9 to MP N 691.3	40
MP N 696.7, Valley Crossing to MP N 702.5	40
MP N 702.5 to MP N 704.6	25
MP N 704.4, CW Tower, Through Crossovers	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP N 619.0 to MP N 620.0

MP N 687.0 to MP N 688.0

COLUMBUS DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Portsmouth to Columbus	5000	6700	8000	9900	11000	12980
Eastward Columbus to Portsmouth	5000	6700	8000	9900	11000	12980

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

286,000 lbs.

6-axle unit prohibited:

MP N 672.2 — Dorney, PPG Plant

B. HEIGHT RESTRICTIONS

MP N 683.9, Ashville Bridge, double-stack cars exceeding 19'3" are not permitted.

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

MP N 699.1 — Howard Industries

MP N 702.5 — Dealers Lumber

B. OTHER LOCATIONS

Location	Name	Minutes and Seconds
MP N 654.0	East End Middle Track	8 minutes, 25 seconds
MP N 654.2	Pick-up Track	7 minutes, 40 seconds
MP N 654.3	Storage Lead	7 minutes, 30 seconds
MP N 655.0	West Leg of Wye, Main 2	5 minutes, 40 seconds
MP N 655.1	West End Middle Track, Main 2	5 minutes, 55 seconds
MP N 655.1	West End Middle Track, Main 1	9 minutes, 15 seconds
MP N 655.2	Glatfelter, Main 1	2 minutes, 45 seconds
MP N 655.8	B&O Transfer, Main 2	3 minutes, 45 seconds

COLUMBUS DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Columbus District Dispatcher	AAR CH 72-72	Code 925
Watkins Yard — Lite Side	AAR CH 76-76	
Watkins Yard — Heavy Side	AAR CH 72-72	
Watkins Yard — Main	AAR CH 22-22	

TELEPHONE

CYO	800-898-4296 — Ext. 5039	M/W 589-5039
Columbus District Dispatcher	260-493-5454	M/W 493-5454
Yardmaster Watkins Yard	614-251-2683	M/W 923-2683
Trainmaster Buckeye Yard	614-771-2030	M/W 545-2030

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. WAVERLY

MP N 653.2 — NS crews must not operate inside gate of Mills Pride property at Waverly under any circumstances.

B. CHILLICOTHE

Account less than standard clearance, employees are prohibited from riding side of equipment when adjacent tracks are occupied with equipment at the following location:

Circleville, OH, between MP N 674.3 and MP N 676.5

Gregg Track	Transfer Track	Cargill
Old Main Track	Sears Nichols Track	
Hamon Track	Storage Track	

C. WATKINS YARD

1. All loaded multi-level and hi-cube equipment must be handled with locomotive attached at Columbus, OH.
2. Employees must not mount, dismount or ride rail cars inside intermodal facility, Columbus Terminal.
3. Two (2) hand brakes are required at the east end of Watkins Yard.
4. The east and west leg of the Wye switch must be restored toward light side lead after use.
5. The Diesel Track switches must be restored toward the Wye after use.
6. The Train Dispatcher/Control Operator must unlock the switch at the west end of the Middle Track. The derail must not be removed until the switch is lined for the Middle Track.

DAYTON DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
2 1			DAYTON DISTRICT DISPATCHER 925	
I&O R.Y.		CJ 182.2	CP-182..... Y CP	
I&O R.Y.	10000	CJ 188.5	CP-188..... CP Enon Siding	
		CJ 190.5	CP-190..... CP	
		CJ 197.0	SAD (Fairborn, OH)	
		CJ 198.0	CP-198..... CP	
XENIA I.T.		CJ 207.5	Xenia I.T.	
		CJ 209.8	CP-209..... CP	
		CJ 211.8	Moraine Yard	

DAYTON DISTRICT

WEST ↓		SIDINGS IN FEET	MP	STATION	NOTE
	2	1		DAYTON DISTRICT DISPATCHER..... 925	
			CJ 213.2	DED (<i>Moraine, OH</i>)	
			CJ 216.7	CP-216..... CP	
			CJ 218.3	HBD-DED (<i>Miamisburg, OH</i>)	
			CJ 222.9	Franklin I.T.	
			CJ 223.3	CP-223..... CP	
			CJ 226.4	SAD (<i>Middletown, OH</i>)	
			CJ 229.5	CP-228..... CP	
			CJ 230.6	CP-231..... CP	3
			CJ 231.6	DED (<i>Armco, OH</i>)	
			CJ 232.2	Reed Yard Y	1
			CJ 235.8	CP-235..... CP	
			CJ 237.8	SAD (<i>Hughes, OH</i>)	
			CJ 244.2	CP-244..... CP	
			CJ 246.1	CP-246..... CP	2
			CJ 246.1	END LAKE DIVISION / BEGIN CENTRAL DIVISION	

DAYTON DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** When there is not a Yardmaster present at Reed Yard, movements into and out of Reed Yard are controlled by Yardmaster at Moraine.
- NOTE 2:** CP-246 (MP CJ 246.1) controls eastward movements on Main 2 only departing Sharon Yard.
- NOTE 3:** Tracks A and B between CP-228 and CP-231 are not circuited.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
CP-138 and CP-248	261	261
CP-144 and CP-145, Miami Outbound	261	
CP-144 and Fisher Road, Miami Inbound	261	
CP-145 and CP-146, Alton Outbound	261	
Fisher Road and CP-146, Alton Inbound	261	
CP-248 and NA Tower	261	261

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP CJ 138.0, CP-138 and MP CJ 255.0, NA Tower	50
Except:	
MP CJ 138.0 to MP CJ 138.9	25
MP CJ 139.0, Mason Connection Track	10
MP CJ 139.1, Auburn Connection Track	10
MP CJ 144.7, CP-144 to MP CJ 145.0, CP-145, Miami Outbound	20
MP CJ 144.7, CP-144 to MP CJ 145.4, Fisher Road, Miami Inbound	20
MP CJ 144.8 to MP CJ 146.0, Through Siding	10
MP CJ 145.2, CP-145 to MP CJ 146.2, Alton Outbound	20
MP CJ 145.4, Fisher Rd. to MP CJ 146.2, CP-146, Alton Inbound	20
MP CJ 160.4 to MP CJ 162.5, Through Siding	30
MP CJ 162.5 to MP CJ 164.0, Street Crossings	35
MP CJ 162.7, Through Turnout	25
MP CJ 175.4 to MP CJ 176.5, Through Turnout and Siding	30
MP CJ 180.7 to MP CJ 182.2, CP-182	45
MP CJ 182.2 to MP CJ 184.8	25
MP CJ 187.2 to MP CJ 187.7, Curves	45
MP CJ 188.2 to MP CJ 190.5, Through Turnout and Siding	30
MP CJ 206.7 to MP CJ 209.8, CP-209	30
MP CJ 217.5 to MP CJ 218.6, Street Crossing	45
MP CJ 225.6 to MP CJ 225.9	40
MP CJ 227.4 to MP CJ 229.5, Street Crossings	25
MP CJ 239.9 to MP CJ 244.2, CP-244, Westward Trains	45
MP CJ 244.2, CP-244 to MP CJ 244.8, Main 2	40
MP CJ 244.8 to MP CJ 246.1, Main 2	25
MP CJ 244.2, CP-244 to MP CJ 248.6, 248	30
MP CJ 248.0	25
MP CJ 248.5, Mill Connection Track	10
MP CJ 248.6, CP-248 to MP CJ 255.0, NA Tower	40

DAYTON DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP CJ 153.0 to MP CJ 154.0

MP CJ 195.0 to MP CJ 196.0

MP CJ 238.0 to MP CJ 239.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Sharonville to Cincinnati	2430	3400	3470	4320	5360	8077
Moraine to Sharonville	2430	3400	3470	4320	5360	8077
Eastward						
London to Buckeye Yard	3470	4840	4920	6000	7450	11748
Moraine to London	3470	4840	4920	6000	7450	11748
Sharonville to Moraine	3470	4840	4920	6000	7450	11748

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

286,000 lbs.

Cincinnati Line — 315,000 lbs. for coal and grain

Middletown I.T. — 273,000 lbs. between Reed Yard and Worthington Steel including connection to Armco Steel and all tracks in Reed Yard

DAYTON DISTRICT

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP CJ 146.2 — 84 Lumber
- MP CJ 161.3 — Advance Drainage
- MP CJ 161.5 — London Industries
- MP CJ 162.4 — River Valley Co-Op
- MP CJ 178.0 — Coil Plus
- MP CJ 195.6 — Miami Products & Chemical
- MP CJ 196.7 — Fairborn Yard
- MP CJ 205.0 — Duriron
- MP CJ 205.7 — Eastend of Eastward Siding
- MP CJ 206.6 — Westend of Eastward Siding
- MP CJ 209.7 — Midwest Iron & Metal
- MP CJ 209.9 — Peerless Warehouse, No. 1 Track
- MP CJ 219.3 — BWXT, No. 1 Track
- MP CJ 220.4 — Dayton Power & Light, Hutch Station, No. 1 (East end)
- MP CJ 220.7 — Dayton Power & Light, Hutch Station, No. 1 (West end)
- MP CJ 246.5 — Queen City Container

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Dayton District Dispatcher	AAR CH 58-58	Code 925
New Castle District Dispatcher	AAR CH 22-22	Code 399
CSXT "CK" Dispatcher	AAR CH 66-66	Code 1
CSXT Road	AAR CH 08-08	
Gest Street Yardmaster	AAR CH 56-56	Code 535
CSXT "CR" Dispatcher	AAR CH 14-14	Tone 1
CSXT "IF" Dispatcher	AAR CH 25-25	Tone 7

TELEPHONE

CYO	800-898-4296 — Ext. 5028	M/W 589-5028
Dayton District Dispatcher	260-493-5454	M/W 493-5454
New Castle District Dispatcher	260-493-5399	M/W 493-5399
Gest Street Operator	513-977-3288	M/W 428-3288
Gest Street Yardmaster	513-977-3301	M/W 428-3301
Sharon Yard Yardmaster	513-563-5373	M/W 522-5373
Moraine Yard Yardmaster	937-297-5405	M/W 542-5405
Columbus Yardmaster — North Tower	614-771-2113	M/W 545-2113
Trainmaster Buckeye Yard	614-771-2030	M/W 545-2030
Columbus Hump Tower	614-771-2009	M/W 545-2009
Reed Yard Yardmaster	937-297-5471	M/W 545-5471
CSXT "CR" Dispatcher	904-381-2036	
CSXT "IF" Dispatcher	317-267-4265	

DAYTON DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. RUSTY RAIL CONDITIONS

Rusty Rail Conditions exist on the following crossings. Automatic Warning Devices must be considered as having an activation failure.

Track	Location	Between
Xenia I.T.	All Crossings	MP CJ 207.0 and MP ZX12-CLEM
Clement I.T.	All Crossings	MP ZQ0 and MP ZQ3 — End of Track
Middletown I.T.	All Crossings	MP IM 0.0 and MP IM 5.9
Xenia I.T.	All Crossings	MP XD 25.0 and MP XD 25.7

B. CP-144 AND CP-146

Engines may not be stored running between CP-144 and CP-146.

C. I&O RAILROAD — CP-182

SPRINGFIELD, OH

NS Crews entering I&O R.R. Yard Limits between MP CP 182.0 and I&O R.R., MP 0.9 (Belmont Avenue), must do the following prior to occupying their track:

1. Announce over Engine Radio that you are entering Yard Limits between MP CP 182.0 and MP 0.9 (Belmont Avenue) using job symbol and engine number over AAR frequency 74-74. After doing so, you may return to NS Channel.

OR

Contact I&O Dispatcher in Cincinnati, OH, at 513-860-5655.

2. Due to less-than-standard clearance, employees are prohibited from riding the side of equipment while passing the dwarf signal governing westward movements for the Indiana & Ohio Railroad from Springfield Yard lead onto Norfolk Southern's Main Track at the east end of CP-182 Interlocking limits.

D. CP-198 — CP-209

Trains with excessive-dimension cars in their consist must not pass CP-209 eastward or CP-198 westward without receiving permission from Dayton District Dispatcher.

E. MORAINES YARD

Account less than standard clearance, employees are prohibited from riding on the South side of moving equipment in Moraine Yard Track No. 9 and on the North side of moving equipment in Moraine Yard Track No. 10.

F. GRAVITY DROPS

The following are approved gravity drop locations:

- MP ZQ3 — Delco Products — Kettering, OH
- MP CJ 228.9 — Sorg Paper — Middletown, OH

WESTERN BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		AM 132.1	DAYTON DISTRICT DISPATCHER 925 SCIOTO (CSXT) ©	
	5888		Parsons Siding	
		AM 137.6	BANNON ©	

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
MP AM 132.1, Scioto and MP AM 137.6, Bannon	251-South	251-North

2. MAXIMUM SPEEDS

	Main Tracks
Between	MPH
MP AM 132.1, Scioto and MP AM 133.3, Frankfort St.	20
MP AM 133.3, Frankfort St. and MP AM 137.6, Bannon	30

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

WESTERN BRANCH

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

6-axle locomotives are prohibited in the Horn Track at MP AM 135.9.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Dayton District Dispatcher	AAR CH 64-64	Code 925

TELEPHONE

CYO	800-898-4296 — Ext. 5028	M/W 589-5028
Dayton District Dispatcher	260-493-5454	M/W 493-5454

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. HORN TRACK

Do not exceed 5 MPH.

B. CR CONNECTION TRACK

Crews must obtain permission from the Watkins Yardmaster before occupying track.

Trailing tonnage must not exceed 8,500 tons, except in Loaded Unit Bulk Commodity trains. If a train stalls or stops while any part of it is on the Connection Track, a crew member must contact the Train Dispatcher/Control Operator for further instructions before proceeding.

DETROIT TERMINAL

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p>The diagram shows a vertical track layout. At the top, two tracks are labeled '2' and '1'. Below them are two horizontal lines labeled 'CONRAIL'. Further down is another horizontal line labeled 'CN R.R.'. Below that is a large rectangular structure representing a building or complex siding. Below that is another horizontal line labeled 'CSXT'. At the bottom, there are more tracks and a crossing.</p>			DETROIT DISTRICT DISPATCHER..... 923		
		D 0.0	DETROIT	YL	
		D 4.4	DELRAY.....	YL C	1
		D 5.2	ROUGE BRIDGE.....	DB CP	
		D 5.6	ECORSE JCT.	YL C	
		D 8.7	OAKWOOD JCT.	YL C	2
		D 11.3	ROBERTS.....	CP	
		D 16.9	PRESTON.....	CP	
		D 19.0	ROMULUS.....	C	
		D 20.5	SAD (<i>Hannon, MI</i>)		
		D 23.3	BELLEVILLE.....	CP	
		D 26.6	RAWSONVILLE SPUR		3
		D 31.5	SAD (<i>Whitaker, MI</i>)		
		D 33.3	WHITAKER.....	CP	

DETROIT TERMINAL

STATION PAGE INFORMATION

NOTE 1: Yard Limits between Delray and Detroit are controlled by Operator Delray Tower. When departing Oakwood Yard heading in an eastward direction, the eastward Main (Main 1) is located on the right-hand side, and the westward Main (Main 2) is located on the left-hand side. **Rule 93** is in effect between Delray and Ecorse Junction.

Train or engine movements against the current of traffic must be protected by an Absolute Block, which will be established and maintained by the NS Operator at the Rouge Bridge and the CSX Operator at Delray.

All movements against the current of traffic within these limits must be made at Restricted Speed.

Operator Instructions:

Neither the NS Rouge Bridge Operator nor the CSXT Operator at Delray may authorize a movement against the current of traffic until the affected Main Track is clear of any conflicting movements and an Absolute Block is established.

Prior to a train or engine entering the Absolute Block, the Operator who controls the signal governing movement with the current of traffic must code the signal to STOP and apply protective blocking devices to the control machine and advise the joint Operator. Before verbally authorizing a train or engine to enter the Absolute Block or immediately after a train or engine has entered the Absolute Block on signal indication, the controlling Operator must code the signal governing movement against the current of traffic to STOP and apply protecting blocking devices to the control machine.

Each Operator must record jointly the authority for a train or engine to make a movement against the current of traffic on an Absolute Block Authority Form. The time the movement reports clear of the block must be recorded on each Operator's Absolute Block Authority Form.

The Absolute Block must be maintained and the blocking devices applied to both control machines until the train or engine is reported clear of the track segment and both Operators have acknowledged jointly that the designated train or engine is clear of the track segment.

NOTE 2: Eastward trains must obtain permission of Oakwood Yardmaster to enter Yard Limits at MP D 10.0. Hand-thrown switches may be left as last used between MP D 5.6 and MP D 8.7.

NOTE 3: Trains or engines must not enter or leave Rawsonville Spur without permission of the Train Dispatcher/Control Operator.

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track	Eastward Track
Between	Rules		
Detroit and Delray	93	93	93
Delray and Ecorse Jct.	93	93	93
Ecorse Jct. and Oakwood Jct.	93	93	93
Oakwood Jct. and Belleville	261	261	261
Belleville and Whitaker	261	261	261

DETROIT TERMINAL

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP D 0.0 and MP D 2.2	10
MP D 2.2 and MP D 8.8	15
MP D 8.8 and MP D 97.4	60
Except:	
MP D 8.8, Through Turnout	25
MP D 11.3, Through Turnout	40
MP D 16.8, Through Turnout	40
MP D 19.0, Over CSXT Diamond	50
MP D 23.3, Through Turnout	40
MP D 33.3, Through Turnout	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP D 17.0 to MP D 18.0
MP D 29.0 to MP D 30.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Detroit to Montpelier	3500	4650	5600	6930	7700	9090
Eastward Montpelier to Detroit	3900	5200	6250	7695	8550	10090

DETROIT TERMINAL

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

Only one (1) 4-axle unit allowed:

MP D 21.4 — French Landing (Curve on spur east of Haggerty Road)

B. EQUIPMENT RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Detroit District	Oakwood Jct. and Ft. Wayne	Unrestricted	17,000

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

C. DETROIT TUNNEL

Cars exceeding plate “E” must not be handled in the tunnel without handling instructions.

Heaviest car permitted gross weight: 286,000 lbs.

Car exceeding 286,000 lbs. gross weight must be governed by handling instructions.

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP D 13.99 — Main 2 Track, Van Waters
- MP D 14.50 — Main 1 Track, Wick Road Team Track
- MP D 14.90 — Main 2 Track, EDS
- MP D 21.4 — Main 1 Track, Huron Valley Steel
- MP D 21.5 — Main 1 Track, Huron Valley Steel

DETROIT TERMINAL

6. SWITCHES AND DERAILS (CONT.)

B. MAIN TRACK SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are equipped with electric locks with the associated lock release time intervals, trains and engines may clear on these tracks:

Location	Name	Minutes and Seconds
MP D 11.15	— Main 2 Track, Taylor Lead.....	9 minutes, 53 seconds
MP D 12.70	— Main 2 Track, Atlas Oil	11 minutes, 14 seconds
MP D 15.20	— Main 1 Track, RKA.....	13 minutes, 00 seconds
MP D 18.06	— Main 1 Track, east end Romulus Pass.....	12 minutes, 35 seconds
MP D 18.93	— Main 1 Track, west end Romulus Pass.....	9 minutes, 31 seconds
MP D 26.70	— Main Track, Rawsonville Spur	10 minutes, 30 seconds

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Detroit District Dispatcher	AAR CH 22-22	Code 923
Ann Arbor — Hallet Tower	AAR CH 92-92	
Delray Tower	AAR CH 22-22	
Oakwood Yardmaster	AAR CH 22-22 — AAR CH 76-76	

TELEPHONE

CYO	800-898-4266 — Ext. 5033	M/W 589-5033
Detroit District Dispatcher	260-493-5215	M/W 493-5215
Ann Arbor — Hallet Tower	419-726-3237	

8. DETECTOR INSTRUCTIONS

None.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS

A. DETROIT

The maximum authorized speed on tracks 1 through 13 Class Yard and 3, 4, and 15 Tracks in Eastbound Yard and Manifest 2 and 3 and the Manifest Switching Lead is Restricted Speed not exceeding 10 MPH.

Maximum permissible speed between Delray and West Detroit Interlocking:

Northward track..... 20 MPH

Southward track..... 20 MPH

Do not exceed 10 MPH over both switches at North End and South End of this traffic segment, at Delray and West Detroit.

Trains and engines must not exceed 10 MPH on Curve between Delray and spring switch at south end of double track.

B. OAKWOOD JUNCTION

Instructions for Trap Release located in the Northwest corner of the Interlocking and labeled "NS Oakwood Jct. Interlocking MP D 8.7".

1. Contact the Control Station and secure permission to operate "TRAP RELEASE" buttons.
2. Determine that no trains or engines are on or closely approaching the crossing from any direction.
3. Operate the "TRAP RELEASE" buttons as follows:
 - (a) Identify which indicator lamp is illuminated.
 - (b) Depress the push button directly below the illuminated indicator lamp and hold for two (2) seconds before releasing.
 - (c) Indicator lamp should turn off after its push button is depressed.
4. After operating push button(s) as instructed above, contact the Control Station for further instructions. Advise Control Station of any indicator lamp that failed to turn off after its push button has been operated.
5. Close and lock "TRAP RELEASE" box before leaving.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

C. ROMULUS

The following instructions will govern train and engine operation at the Controlled Interlocking at Romulus, MI, MP D 19.0:

Movement approaching the Interlocking in either direction on either track must approach the home signal prepared to stop if the train or engine has averaged less than 10 MPH between the Approach signal and the home signal.

Romulus Interlocking is equipped with an emergency push button release. The emergency push button release box is located in the Northeast quadrant near the diamond.

**INSTRUCTIONS FOR OPERATING EMERGENCY RELEASE
EMERGENCY RELEASE INSTRUCTIONS
NORFOLK SOUTHERN RAILWAY
LAKE DIVISION
DETROIT DISTRICT
ROMULUS INTERLOCKING
ROMULU, MI**

1. Obtain authority from Control Station at Fort Wayne, IN, before executing these instructions.
2. Determine that there is no conflicting movement present or approaching. Operate push button for the correct track and hold for five (5) seconds; then release. Be governed by instructions below as follows:
 - (a) IF INDICATOR LIGHT IS LIGHTED FOR THE CORRECT MAIN TRACK — Pass Home signal but STOP before fouling the conflicting route, wait eight (8) MINUTES then proceed at Restricted Speed.
 - (b) IF INDICATOR LIGHT IS NOT LIGHTED FOR THE CORRECT MAIN TRACK — Cross-Line home signal may be displaying an indication to proceed. If governing signal does not display an indication to proceed after expiration of 15 MINUTES and indicator light is LIGHTED for the correct track, proceed at Restricted Speed. If indicator light for the correct track is still NOT LIGHTED, pass Home signal but STOP before fouling conflicting route, wait eight (8) MINUTES then proceed at Restricted Speed.
3. Close and lock this box before leaving.

D. OAKWOOD YARD, MI

Instructions for Salt Interlocking

NS Salt Track Diamond with Stop signs governing movements have been replaced with Automatic Interlocking designated by "SALT INTERLOCKING".

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Instructions for Salt Interlocking (Cont.)

Instructions for Use

1. Procedure to cross Salt Interlocking on NS (Manual Activation of System):
 - (a) Push button boxes are mounted on 2E and 2W signal mast. Crew member will push appropriate button for direction of movement.
 - (b) If Conrail approach circuits are clear, Conrail signals will display Stop Signal and NS signal will display Restricting Signal.
 - (c) If either Conrail approach circuit is occupied, a Conrail train approaching Salt has six (6) minutes to arrive at Salt or the Conrail signals will display Stop Signal. Two (2) minutes after a Control Signal displays Stop Signal, the appropriate NS signal will display a Restricting Signal.
 - (d) After NS signal displays Restricting, crew member will remove manual derail from rail for train movement.
 - (e) After train clears Interlocking, crew member will restore derail.
2. EMERGENCY OPERATION FROM NS SALT TRACK
 - (a) In the event that signals do not display an indication more favorable than Stop, movement through Salt Interlocking may be made as follows:
 - (1) Examine track within Interlocking Limits. If no conflicting movements are apparent, REMOVE DERAIL and proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, stop and occupy track section between signal and crossing, but not foul of crossing.
 - (2) Wait eight (8) minutes, then place lighted fuses on each side of crossing and proceed at Restricted Speed.
 - (3) Restore derail.
 - (b) Report such failure to the Conrail C&S Trouble Desk at 1-800-937-5063.
3. EMERGENCY OPERATION FROM JUNCTION YARD RUNNING TRACK
 - (a) Signals to proceed through Salt Interlocking are normally set to display Clear Signal (**Rule N281**).
 - (b) In the event the signal displays Stop (**Rule N292**) proceed as follows:
 - (1) Examine track within Interlocking Limits. If no conflicting movements are apparent, proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, stop and occupy track section between signal and crossing, but not foul of crossing.
 - (2) After two (2) minutes, place lighted fuses on each side of crossing and proceed at Restricted Speed.
 - (c) Report such failure to the Conrail C&S Trouble Desk at 1-800-937-5063.
4. MOVEMENT OF TRACK CARS

Track Car movements from any direction must stop at signal and examine track within Interlocking Limits. If no conflicting movements are observed, Track Car may remove appropriate derails and proceed at Restricted Speed, restoring derail after clearing Interlocking.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Close Clearance Instructions

1. No one is permitted to ride the side of equipment where there is equipment on adjacent tracks in Manifest Yard 4, 5, 6, 7, 8, 9, 10 and 11. In all other tracks, employee riding equipment must use caution to avoid accident and/or injury.
2. Boat Yard — no one will be permitted to ride the side of moving equipment with equipment on adjacent track.
3. Close clearance exists from Jefferson Avenue to the south end of the Bridge entering Zug Island.
4. Close clearance exists at the following locations in Detroit:
 - Buckeye Pipeline — Atlas Oil
 - Capitol Steel — Bridge Entrance
 - Central Distributors
 - Cummings & Moore — westside eastside
 - DRDC — Entire Bldg.
 - D&W Lead to Oakwood Blvd.
 - Ecorse — Rouge River Bridge — Both sides of track
 - Great Lakes — Outside fence entrance and building
 - Glass Recyclers — Fences both sides
 - Michigan Cold Storage
 - Progressive
 - Tri-Level Dock — Track No. 2 W and 3 W
 - Voss Steel
5. Tri-Level Dock — Standing between the light pole and the track in the vicinity of the east end of #8 Dock Track, Melvindale Tri-Level Facility is prohibited account close clearance when moving equipment passes.
6. Do not ride the side of equipment on the caboose track moving adjacent to the Mechanical Shanty Dead Freight Lead, Oakwood Yard account close clearance.
7. BLUELINX at Rawsonville close clearance exists from the gate to the building. There are no warning signs located at the gate; proceed with caution.
8. Close clearance conditions exist in the vicinity of the derail on the Zug Island Lead off the eastward main near MP D 3.5.
9. Close clearance conditions exist at the Bulkmatic Facility, Rawsonville, MI, MP D 27.0. The close clearance condition involves the staircase immediately outside of Bulkmatic's gates. The close clearance condition exists between the bottom of the staircase and No. 3 Track in the Rawsonville support rails. In addition, close clearance conditions exist between the top of the staircase and No. 9 Bulkmatic Track.
10. NO ONE is allowed to ride equipment into or out of Cummings & Moore.
11. Close clearance exists at the Produce Terminal, MP D 3.4.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Close Clearance Instructions (Cont.)

12. Close clearance exists at the Diesel Pit, MP D 8.0.
13. Close clearance exists at the west end of RIP 1 & 2 at the derails due to Blue lights on the southside. Employees must NOT ride the southside of cars due to close clearance.
14. Air stands installed in Oakwood Yard (below tracks) cause a potential close clearance situation. Employees are prohibited from riding the side of moving equipment in the area of ALL air stands when the move places them between the air stand and the car they are riding.
 - (a) Manifest Yard — Air stands located at the west end of Manifest Yard, Tracks 8&9, 10&11, 11&12, 15&16, and 17&18.
 - (b) Class Yard — Air stands located at the east end of the Class Yard, Tracks 4&5, 6&7, 8&9, and 10&11.
15. Fort Street Crossover switches — Close clearance.
16. Eastward Tri-Level Dock to the 3rd Rail — Close clearance.

Clearance Restrictions at the CP Detroit Tunnel

1. Clearances for Detroit Tunnel:
 - (a) Standard 19'00" Multi-Levels
 - (b) Open Top Multi-Levels, empties only
 - (c) High Cube Box Cars
 - (d) Piggy Back Shipments, not exceeding 17'6" ATR
 - (e) Frame Cars not in excess of 16'11"
 - (f) Double-stack containers — two (2), 8'6" containers stacked not exceeding total height of 18'2" ATR
 - (g) 9'6" containers may go through, but can not have any other containers above or below it.
2. The following WILL NOT CLEAR North Tube of Tunnel:
 - (a) Double-stack containers other than two (2) 8'5" containers
 - (b) TTQX Tri-Levels
 - (c) ANY HIGH WIDE EQUIPMENT.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Boat Yard Special Instructions

1. Account close clearance at the former Union Belt Yard — West End Yard, no one will be permitted to ride the side of moving equipment with equipment on adjacent track.
2. The following tracks and switches are in service at the Boat Yard Facility: BY10, BY20, BY21, BY22, BY23, BY24, and BY25. All other tracks are OUT OF SERVICE.
3. Crews working at the Boat Yard must ensure that tracks being handled are coupled when work is complete. Also, a minimum of two (2) hand brakes will be applied to the extreme east end of each track.

Reserve Facility Contractor Rules

1. No truck or lift machinery can foul or cross RM07 or RM08 without that respective track having Blue Flag Protection.
2. When crews are working in RM08, no traffic (truck or lift) is allowed on adjacent road on north side of RM08 between the west end of RM08 and the Container Port main building adjacent to the middle of RM08. The same road between the Container Port building and the east end of RM08 will be separated from RM08 by containers while crews are working in RM08.
3. When railroad employees are working in RM07, only the stripping of RM08 from the north side and the subsequent grounding of the boxes on the north side is allowed.
4. If any violations are observed, employees must stop and call the Trainmaster on-duty.
5. All crews that pull/place cars at Delray (Reserve) must close and lock the rail gates when finished.
6. No movement can be made in Track 7 and Track 8 at the Reserve Yard without ensuring the rail gates at the east end and west end of both tracks are open and secured.

Tri-Level Dock Instructions

All crews must use spotting stick at the Tri-Level Dock. All cars at the Tri-Level MUST be spotted within 38" to 49" eyelet to eyelet. NO exceptions.

The following will apply when working in the Melvindale Tri-Level Dock:

1. Speed limit not to exceed 5 MPH.
2. No riding the sides of multi-level equipment within the gates of the facility.
3. Control of all shoving movements will be made by employee positioned ahead of the movement on ALL tracks. No movement will be shoved past the employee in control.
4. A two (2) car length "safety stop" will be made prior to spotting of any car to end of track having a bumper, wheel stops, concrete pad or any obstacle used to indicate end of track.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Tri-Level Dock Instructions (Cont.)

5. In compliance with all loading rules and customer demands, all spacing between cars will be a minimum of 38" and a maximum of 49". Spotting sticks will be used to ensure the proper spacing. Conductors will arrange to obtain and use spotting sticks for spotting at all times without fail. Spotting sticks will be located at various locations within the facility. Contact a supervisor if no sticks are available. Sufficient hand brakes will be applied to secure the tracks and for proper spacing. A minimum of three (3) hand brakes per track, one (1) on each end and one (1) in the middle. Hand brakes will be applied after a minimum 20 lbs. above zero (0) reduction of the brake pipe pressure has been made. All crews working the Tri-Level Dock must not leave cars out to foul. If you have too many multi-levels, take the balance (unused) portion back to the Yard. The spot for No. 8 Track in the Tri-Level is reduced from four (4) multi-levels to three (3) in order to reduce exposure in the curve.

DRDC Instructions

No cars other than cars for DRDC are to be inside the Big Dock or Small Dock. When switching to make up the DRDC spot, all cars must be in the proper order as indicated on your paperwork. Any problems with the spot list must be communicated with the supervisor on-duty. These problems include, but are not limited to, missing cars, bad ordered cars, or anything else that would require a replacement car. A supervisor must be consulted when a replacement car is needed.

Diesel Shop Instructions

The following will govern movement into and out of the Diesel Shop facility at Oakwood Yard:

1. A Remote Controlled derail is located at the west and east end of the Diesel Shop facility. A flashing signal is Blue aspect, entrance into the facility or movement of equipment by transportation employees within the Diesel Shop facility is prohibited. Manual switches within the confines of this facility are not to be operated while the Blue light is flashing. When a YELLOW FLASHING ASPECT is displayed, movement into, out of or within the facility is permitted only after receiving permission from the Mechanical Department employee in charge of the workmen and will be governed by his instructions.
2. Movement out of the Diesel Shop must be reported completed to the Mechanical Department employee in charge of the workmen when clear of the derail at the west end of the shop.
3. The Remote Controlled derail at the west end and the east end of the Diesel Shop must remain in full view of the Conductor until the leading end of movement passes over this derail.
4. When yarding units on the Pit in Tracks No. 1 and No. 2, all units shoved inside the Diesel House must be shut down.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Rouge River Bridge & Delray Instructions

1. All operators and employees working in and around the Rouge Bridge must comply with the footwear requirements as outlined in **Safety Rule 1001**.
2. In order to ensure that the Delray Operator can be in contact with all crews operating in that territory, all crews are instructed to monitor Channel 3 (main channel) while working east of the River Rouge Bridge.
3. Joint TA1.1 territory between Delray and Rouge River Bridge. The following will govern for the issuance of Track Authority between Delray and Oakwood Yard for the movement of Hy-Rails or other On-Track equipment.
4. Westward from Delray Joint TA1.1 territory is established between Delray and Rouge Bridge. The Delray Operator must contact the Rouge River Bridge Operator and obtain the applicable form number and confirmation that all blocking devices have been applied before issuing the Joint TA1.1 to the requesting employee.
5. The Rouge River Bridge Operator will issue a TA1.1 from the Rouge River Bridge to Ecorse Junction, including the Interlocking at Ecorse Junction.
6. The Yardmaster at Oakwood Yard will issue a yard permit from Ecorse Junction, westward.
7. Eastward from Oakwood Yard the Rouge River Bridge Operator will issue a TA1.1 from the signal at Fort Street to the Rouge River Bridge, including the Interlockings at Ecorse Junction and the Rouge River Bridge.
8. Joint TA1.1 territory is established between the Rouge River Bridge and Delray. The Rouge River Bridge Operator must contact the Delray Operator and obtain the applicable form number and confirmation that all blocking devices have been applied before issuing the Joint TA1.1 to the requesting employee.

All Movements East from Rouge River Bridge

1. Prior to lining the signal for movements to enter the Foreman Avenue Wye, the NS Rouge River Bridge Operator will contact the Delray Operator to ensure there are no opposing movements approaching. Upon entering the Wye, all movements will require contact with the Delray Operator for permission to enter the CSXT eastward Main Line at the hand-throw switch.
2. All crews operating trains from NS Oakwood Yard to Detroit River Tunnel will arrange for the Conductor to remain on the NS Radio Channel 22-22 until the rear of the train has cleared the NS Rouge River Bridge and verbal communications from the Bridge Operator is received that the rear of the train has cleared the bridge. In the event that the train crew does not receive notification from the Bridge Operator, the train crew will arrange to stop their train prior to entering Detroit River Tunnel and contact the Rouge River Bridge Operator to determine that the rear has cleared and that there are no over height cars in the train that will not clear the Detroit River Tunnel.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Additional Instructions for Oakwood Yard

1. Handling of Loads, Heavy Cars and Extra Heavy Cars:
 - (a) Any cut of cars that contain five (5) or more loads of heavy cars such as tank cars, coil steel, scrap, grain, coal or the like requires the Conductor to notify the Engineer in order to afford the Engineer more room for judgment in starting and stopping during switching operations.
 - (b) Three (3) or more loads of heavy or extra heavy cars found when handling the aforementioned commodities and/or equipment will be shoved to a coupling, stop or rest.
 - (c) No cut of cars with five (5) or more loads of any type will be dropped or cut in motion and allowed to roll freely into open tracks or tracks occupied with other cars.
2. When switching on the dead freight hill, placarded HazMat tank cars must be shoved to rest.
3. The touch pad entry code is 09873. To enter, press the access code. A Green light will appear allowing entry by turning the handle. DO NOT GIVE THIS CODE OUT.
4. When shoving into a track with a bumping post, a safety stop must be made 50 feet prior to reaching the bumping post.
5. Hand brakes are not required in the Manifest Yard Tracks No. 7 through No. 13. On all other tracks in Detroit Terminal, cars must be secured with sufficient hand brakes, one (1) hand brake requirement with the exception of caution must be used when switching into any of the above non-hand brake designated tracks to prevent roll out of tracks. If any of these tracks contain five (5) or more DRDC cars or five (5) Hi-Cubes, the track must be secured with sufficient hand brakes. All non-hand brake designated tracks must have equipment left no closer than 100 feet from the end of tracks.
MANIFEST YARD — Park locomotive(s) one (1) engine length east of air plug on the west end of Manifest No. 11.
6. When pulling cars out of Glass Recyclers, employees must not ride rear of the cut. Also, when shoving cars to spot at Glass Recyclers, employees located on the unit must close all windows and doors.
7. When a rested crew is called to deadhead, they are not to depart Detroit Terminal until they have contacted the Train Dispatcher/Control Operator or Chief Dispatcher for instructions. All crews deadheading from the terminal must contact the Train Dispatcher/Control Operator for proper instructions.
8. T&E employees must NOT request the Oakwood Yardmaster to protect a shove movement at anytime during a tour of duty. In addition, Yardmasters WILL NOT relieve yard or road crews of their responsibilities in protecting shove.
9. When directing a move via radio, direction will be given in compass direction such as “north, east, south, west”. Commands such as “take them ahead” or “back up” without the use of compass direction will no longer be acceptable.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Additional Instructions for Oakwood Yard (Cont.)

10. When Locals L63 or L64 are departing the Eastbound Yard, the Yardmaster and crew must communicate with any conflicting yard movements being made.
11. When coupling to cars that have a derail behind them, the derail must be in the off position unless at least 50 feet exists between the last car and the derail (examples: the Rip Tracks at Oakwood Junction or Rawsonville).
12. All cars for Buckeye Partners (Atlas Oil) left on the Hand Team Track must be documented on the appropriate CYO forms and faxed to CYO upon return to home terminal. Oakwood Yardmaster must also be notified verbally of the number of cars left on the Team Track and whether they are loads or empties before departing Atlas Oil.
13. Track PB24 is the designated terminal isolation track for hazardous commodities, when necessary. The spill pan will help with containment of leaking cars when necessary.
14. No one is permitted to ride the ladder side of equipment on the switching leads within Detroit Terminal.
15. A clear understanding must be arranged when crews are working at both ends of the same yard. No one will be permitted in, on, or between equipment without contacting the other crew for positive protection. The Yardmaster must work with crews to ensure a positive understanding between everyone involved. Under no circumstances will two (2) or more crews operate on the same lead without making contact with each other and having a full understanding of movements to be made. The Yardmaster must supervise all movements on the same lead and ensure everyone knows what is going on. This does not relieve the crews from examining and protecting their movement or contacting the other crew(s). Under no circumstance will a crew take a switch away from another crew without contacting that crew first nor occupy a live switching lead without talking to that crew first.
16. Due to flying debris caused by snow blowers, extreme caution must be exercised within the working area of the snow blower.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Procedure for Handling EOT Devices

1. Yardmasters will record the date, arrival time, train number and EOT number of all inbound trains.
2. Transportation and Mechanical are both responsible for the removal of EOT's. Train crews, when practicable, will run light through a clear track to retrieve EOT and take to the Diesel Pit or EOT rack. This will be coordinated with the Yardmaster with consideration given to congestion, and the time the crew has left to work. In the event that it is not possible, car men will be responsible for the removal of EOT's from inbound trains, however, it is essential that the EOT's be left as close to the ends of the tracks as possible.
3. Yardmasters will report EOT number and location of EOT to Gang Leader.
4. Gang Leader will arrange for EOT pickup and proper handling. EOT devices are to be captured within four (4) hours of arrival. An exception to this rule would be a cut of cars (containing the EOT) that is to remain intact as the rear of a future train that will depart within eight (8) hours.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. OAKWOOD YARD, MI (CONT.)

Remote Control Instructions

1. Normal position for the crossovers connecting the 3rd Rail and the eastward Main (MP D 8.25 and MP D 8.35) between the blacktop and OJ will be lined and locked for straight track movement, and they must be left in this position after used, unless otherwise authorized. These crossovers are under the jurisdiction of the Yardmaster at Oakwood, and the switches must not be reversed and no crossover movement may be made through them without the Yardmaster's permission. Crew members or other employees requesting permission must identify themselves and provide all pertinent information as to the move(s) to be made or the work to be performed. The same employee that requests permission will report clear when finished using the crossover(s) and the switches have been restored to normal position. The Yardmaster will record all of the information on the prescribed form. Remote Control crews switching on the 3rd Rail at the west end of the Eastbound Yard will physically check and line all switches that the Remote Control Unit will traverse before they begin switching. After checking all applicable switches, the route will be secured by notifying the Yardmaster. Once the Remote Control assignment has notified the Yardmaster that their route is lined, the Yardmaster will not allow other crews to use the route without first notifying the Remote Control assignment and there is a proper understanding between the crews involved.
2. Remote Control Operators OCU:
It is the responsibility of each RCO to make sure that the OCU he or she uses during their tour of duty is either swapped out at the end of the shift with the RCO coming on-duty or taken to the Yardmasters Office if working the EB Yard, or the Diesel Shop if working in the Tri-Level Dock. If you swap out with the RCO coming on-duty, it is your responsibility to take the battery from the OCU you were using to the Yardmaster's Office if working the EB Yard, Diesel Shop or working one of the Tri-Level jobs. This is to be done without fail in order to keep track of our OCU's and to keep our OCU batteries charged.
3. Once the route is secured on the eastward 3rd Rail and documented by the Yardmaster, the route cannot be taken away by the Yardmaster until he or she has been advised that both RCOs have been notified and both RCOs understand that the route is to be taken away.
4. The status switch on the OCU prompts the Remote Control Locomotive to issue a radio message. If the RCL is stopped, the message ends with "Consist Ready, Out". If the RCL is moving, the message ends only with the "OUT". This feature allows RCOs to know when the locomotive is or is not moving when the Operator can't see or hear it from where they are working.
5. Remote Control jobs working at the west end of the Eastbound Yard will not pull 3,000 feet west of the #1 switch or 2,400 feet of the #15 switch without an employee at, on, or ahead of the leading end of the move. It is the responsibility of the crew to visually check each cut of cars for accuracy. If at any time extra cars are noticed, the movement must immediately be stopped until the proper standing order is determined. Crossover moves from the Eastbound Yard to the Manifest Yard will be made with an employee on the lead end of the movement.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

E. ADDITIONAL INSTRUCTIONS

1. Manifest Building

Taxis are no longer allowed in front of the Manifest Building or on the west side of the building. When picking up employees at the Manifest Building, the taxi driver will park in a parking space on the east side of the building and wait for the employee to come to them. If a taxi is required to pick up paperwork to take to a train, the driver will park on the east side of the building in a parking space and walk down to get the paperwork.

2. Eastbound Yard

Switches located at the blacktop that connect the Eastbound Yard 3rd Rail to the Eastbound Runner are designated crossover switches; when operated they must be in corresponding position.

3. Fence Track at OJ Interchange

Employees must not ride east side of equipment being shoved in the Fence Track at Oakwood Junction Interchange account of overgrown brush.

4. Triple Crown Facility

Trains yarding at the Triple Crown Facility are not to block the crossing at the east end of the Eastbound Yard due to the need for MofW traffic to get in and out of their facility.

5. LD54 Crew (Fridays)

On Fridays when the LD54 is not rested to report for the regular on-duty time of the LD22, the crew of the LD54 will report for the LD22 on their rest.

6. Interlocking at OJ

When crews are working in the Interlocking at OJ and need to make a reverse move in the Interlocking, employees must pull the leading end of their movement past the opposing home signal to the Interlocking in order for the Interlocking to clear. Unclear understanding of these instructions should be directed to a supervisor on-duty.

7. Class Yard

The normal position for the crossovers for the long tracks at the west end of the Class Yard will be lined for straight track movement. Employees using these crossovers for other than straight track movements are responsible for making sure the crossovers are restored for straight track movement after they are used.

8. Huron Valley Steel

When working Huron Valley Steel, MP D 21.4, crews should not mount or dismount equipment east of switch account there is not a walkway on the south side of Huron River Bridge, 25 feet east of switch.

DETROIT TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

E. ADDITIONAL INSTRUCTIONS (CONT.)

9. Ecorse and Oakwood Junctions

All train, engine, and On-Track equipment movements operating between Ecorse Junction, MP D 5.6 and Oakwood Junction, MP D 8.7 are under the jurisdiction of the Oakwood Yardmaster on-duty. Westward movements must not pass Ecorse Junction, MP D 5.6 without proper signal indication and permission from the Oakwood Yardmaster. Eastward movements must not pass Oakwood Junction, MP D 8.7, without proper signal indication and permission from the Oakwood Yardmaster.

10. DRDC Big Dock

All efforts must be taken not to block intraterminal road crossings. This applies to the crossing at the southwest corner of DRDC Big Dock and east end of MF03. If there is no choice but to block these crossings, notify the Yardmaster.

11. West Detroit Branch

Crews using the West Detroit Branch between Delray and West Detroit will contact the Conrail TD2 Dispatcher for clearance before departing Oakwood Yard.

12. Accuride and U.S. Steel

Switch at Accuride, MP D 10.4 and U.S. Steel, MP D 10.5 at Taylor Town are spiked, tagged and out-of-service.

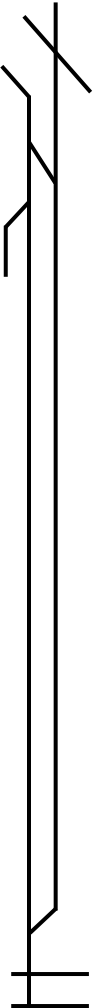
13. Outbound Train

Whenever an outbound train is spotted to the air, sufficient hand brakes must be set on the head end of the train.

14. Performing Service

While performing service in the Class Yard, tracks must remain coupled. Unless instructed by the Yardmaster, when doubling into the Class Yard or performing switching operations, keep tracks coupled. If for some reason (i.e. Hours of Service) this can not be accomplished, the Yardmaster must be notified so it can be noted on the turnover.

WEST DETROIT BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>OLD MAIN</p> 			CSXT DELRAY OPERATOR .....AAR 08-08	
		DW 1.6	WATERMAN (CP)	
		DW 0.0			1
		D 4.5	DELRAY (VL) (C)	

WEST DETROIT BRANCH

STATION PAGE INFORMATION

NOTE 1: A GETS Model 3000 Hydra Switch Machine will be installed on the existing switch at MP DW 0.0. Normal switch position will continue to be switch lined for the northward track. Switch is equipped with Switch Position Marker Light located on a pole that is mounted to the ties behind the switch machine. Switch Position Marker Light only indicates switch position, and does not indicate condition of the block.

Switch Position Marker Light

Green Switch Marker Light: Indicates a Normal Switch Position

Yellow Switch Marker Light: Indicates a Reverse Switch Position

Dark Switch Marker Light: Indicates No Switch Position. Trains or engines should stop short of switch and examine switch points for obstruction. First try to line switch with the push button procedure listed below. If this fails, switch should then be placed in hand operation, and operated as stated in the hand-throw procedure listed below.

Switch is also equipped with a Trouble Indication Strobe Light, located on the same pole as the Switch Position Marker Light. When the Trouble Indication Strobe is flashing, this indicates a Switch Failure and the NS Signal Maintainer should be notified.

Methods of Operating

Switch Machine may be operated using one of the following three (3) methods:

1. Radio Controlled Method

NOTE: BEFORE REQUESTING SWITCH IN THE REVERSE POSITION, ENSURE THAT A POINT FROM 100 FEET IN ADVANCE OF SWITCH POINT (FACING POINT SIDE) TO A POINT 222 FEET APPROACHING SWITCH POINT (TRAILING POINT SIDE) MUST BE CLEAR OF TRAINS OR ENGINES OR EQUIPMENT.

This method involves using the DTMF keypad on the Company Radio.

NORTHWARD MOVE

Instructions for using the DTMF keypad when making a northward move (facing point movement). Trains or engines must use the Radio Access Code when within a distance of 212 feet to 100 feet in advance of switch point. Note that if train or engine enters a point closer than 100 feet in advance of switch point, the switch will be locked. When switch is locked, only the Hand-Throw Method is available.

SOUTHWARD MOVE

Instructions for using the DTMF keypad when making a southward move (trailing point movement). Train or engines must use the Radio Access Code when within a distance of 322 feet to 222 feet approaching switch point. Note that if train or engine enters a point closer than 222 feet approaching switch point, the switch will be locked. When switch is locked, only the Hand-Throw Method is available.

Radio Access Code can be transmitted to operate the switch to the reverse position. The Radio Channel is CSXT Channel #8 (AAR #8) Frequency: 160.230 MHz. The Radio Access Code is # 4 5 4.

You must completely enter the 4 Digit DTMF Access Code within 10 seconds or the Switch Machine ignores the command.

Note: This option is not available for moves from the Northbound Main. If switch does not indicate normal, trains and engines must use methods 2 or 3. Switch is programmed to return to normal position after a movement using switch reverse.

WEST DETROIT BRANCH

STATION PAGE INFORMATION (CONT.)

NOTE 1: (Continued)

2. Push Button Method

NOTE: BEFORE REQUESTING SWITCH IN THE REVERSE POSITION, ENSURE THAT A POINT FROM 100 FEET IN ADVANCE OF SWITCH POINT (FACING POINT SIDE) TO A POINT 222 FEET APPROACHING SWITCH POINT (TRAILING POINT SIDE) MUST BE CLEAR OF TRAINS OR ENGINES OR EQUIPMENT.

This method involves removing padlock from the Local Push Button Box that is mounted on a Pole located on the switch ties behind the Switch Machine. Depress push button located in the Local Push Button Box to operate switch. Then restore padlock to secure the Local Push Button Box.

3. Hand-Throw Method

NOTE: WHEN OPERATING SWITCH IN HAND OPERATION, THE SWITCH SHOULD BE OPERATED IN OPPOSITE DIRECTION FIRST, UNTIL IT IS SEEN THAT POINT IS FOLLOWING CORRECTLY. THEN SWITCH SHOULD BE OPERATED TO DESIRED POSITION. THEN EXAMINE POINTS TO ENSURE PROPER POINT POSITION. THIS MUST BE DONE WHETHER OR NOT THE SWITCH POINTS APPEAR TO BE LINED FOR THE DESIRED ROUTE.

This method is used as a backup actuation method in the event of a failure of the electrical system on the Switch Machine. Remove padlock and then remove pump handle from the handle holders located on the rear side of the Switch Machine. Open the hand-throw cover and insert the pump handle into the pump cartridge actuating head. Select the direction of point travel by moving the directional valve lever (sticking through the end of the Switch Machine) in the direction of the desired point travel. Operate the Hand-Throw by pumping the handle back and forth. It will require about 15 strokes to fully move the switch to the opposite direction. A good visual inspection to ensure good point closure should be made after completing the Hand-Throw operation of this Switch Machine. After completing the Hand-Throw operation, close the cover and reinstall the pump handle in the holder. Align the locking tabs of the cover and the pump handle; then reinstall padlock.

The Switch Machine will automatically return to the Normal Switch Position after a move has been completed through a reverse switch, and the Switch Protection Zone has been clear for approximately 10 seconds. The Switch Protection Zone will run 100 feet each side of Switch Point.

On-Track Equipment and Inspection Cars

Normal Switch Position: Switch Mark Light should be verified to ensure a normal switch as listed above, If Switch Marker Light does not indicate a normal switch as listed above, switch should be operated using the Hand-Throw Method listed above. Switch must be restored to the normal position before leaving.

Reverse Switch Position: Switch should be operated using the Hand-Throw Method listed above. Switch must be restored to the normal position before leaving.

WEST DETROIT BRANCH

1. RULES IN EFFECT

Between

Delray and Waterman

Main
Track

Rules

93

2. MAXIMUM SPEEDS

Between

MP DW 0.0 and MP DW 1.6

Main
Tracks

MPH

15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency

CYO

CSXT Delray Operator

AAR CH 08-08

Code 911

Code 928

Code N/A

TELEPHONE

CYO

CSXT Delray Operator

800-898-4296 — Ext. 5028

734-246-1908

M/W 589-5028

WEST DETROIT BRANCH

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. DELRAY AND WEST DETROIT


The track to the right while facing northward (formerly known as the Northbound Main Track) is now a single Main Track with bi-directional running and **Rule 93** governs. The Main Track is non-sigaled between the Interlocking Limits of Delray, MP DW 0.0 and West Detroit, MP DW 2.3.

Movement on either track is authorized by the CSXT Operator at Delray. All trains, engines, and On-Track equipment must secure permission from the CSXT Operator at Delray before occupying either track on the West Detroit Branch. The crossover connecting the Single Main and the Livernois Industrial Track, MP DW 1.55 is under the jurisdiction of the CSXT Operator at Delray. The normal position for this crossover is lined and locked for straight rail. Trains, engines and On-Track equipment must secure permission from the CSXT Operator at Delray before lining the switches for crossover movement. Both switches must be restored for straight rail movement immediately after use and communicated to the Delray Operator.

B. WATERMAN

All movements of On-Track equipment must secure permission from the Conrail Dispatcher at Mt. Laurel before passing home signal of Interlocking Limits at Waterman.

DETROIT DISTRICT

WEST ↓ 2 1	SIDINGS IN FEET	MP	STATION	NOTE
		D 87.6 D 93.7 D 97.4	DETROIT DISTRICT DISPATCHER..... 923 SAD (Kunkle, OH) MODE..... CP MONTPELIER CP	

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
Milan and Montpelier	261	261

2. MAXIMUM SPEEDS

	Main Tracks
Between	MPH
MP D 37.3 and MP D 97.4	60
Except:	
MP D 37.2, Through Crossover	25
MP D 37.3, Over AA Diamond	40
MP D 39.8, Through Turnout and Siding	40
MP D 54.3, Through Turnout	40
MP D 58.4 to MP D 58.8, Curves	50
MP D 59.0, Over A&B Diamond	40
MP D 59.8, A&B Connection	5
MP D 61.2, Through Turnouts	40
MP D 71.3 to MP D 73.2, Through Turnouts and Siding	25
MP D 83.8 to MP D 85.6, Through Turnouts and Siding	25
MP D 93.7, Through Turnouts	40
MP D 97.4, Through Turnout	40

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

- MP D 15.0 to MP D 16.0
- MP D 29.0 to MP D 30.0
- MP D 81.0 to MP D 82.0

DETROIT DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Milan to Montpelier	3500	4650	5600	6930	7700	9090
Eastward Montpelier to Milan	3900	5200	6250	7695	8550	10090

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

Only one (1) 4-axle unit allowed:

MP D 21.4 — French Landing (Curve on spur east of Haggerty Road)

B. EQUIPMENT RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Detroit District	Detroit and Ft. Wayne	Unrestricted	17,000

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

Maximum safe trailing tonnage behind restricted equipment between Detroit and Ft. Wayne:

Westward — Unrestricted

Eastward — 17,000

C. DETROIT TUNNEL

Cars exceeding plate “E” must not be handled in the tunnel without handling instructions.

Heaviest car permitted gross weight: 286,000 lbs.

Car exceeding 286,000 lbs. gross weight must be governed by handling instructions.

DETROIT DISTRICT

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP D 23.8 — House Track
- MP D 36.3 — Prison Track
- MP D 42.4 — Cone Elevator
- MP D 46.9 — Britton
- MP D 58.8 — A&B R.R. Transfer
- MP D 59.3 — Simplex
- MP D 60.3 — Carter Lumber

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Detroit District Dispatcher	AAR CH 18-18	Code 923
Ann Arbor — Hallet Tower	AAR CH 92-92	
Delray Tower	AAR CH 08-08	
Oakwood Yardmaster	AAR CH 18-18 — AAR CH 76-76	

TELEPHONE

CYO	800-898-4266 — Ext. 5033	M/W 589-5033
Detroit District Dispatcher	260-493-5215	M/W 493-5215
Ann Arbor — Hallet Tower	419-726-3237	

8. DETECTOR INSTRUCTIONS

None.

DETROIT DISTRICT

9. DISTRICT INSTRUCTIONS

A. MILAN

The former eastward Main Track, from Whittaker, MP D 33.4 to Milan, MP D 37.3 is designated as the Milan Running Track.

All movements on the Milan Running Track must be made at Restricted Speed.

All Norfolk Southern Train movements entering Ann Arbor Trackage at Milan Michigan must receive permission from Hallet Tower Operator before entering Ann Arbor Main or Yard Tracks. Hallet Tower must be notified when leaving Ann Arbor trackage at Milan.

B. ADRIAN

1. Close Clearance

Account close clearance on westward siding from a point 1,200 feet east of west switch to west switch, employees must not ride side of equipment which is next to equipment on Main 2.

2. MP D 58.8

Cars or engines must not be left standing on Main Track from Maumee St. to a point 700 feet east of Maumee St.

C. MONTPELIER

Crews must have permission from Detroit District Dispatcher to enter, leave, or work Montpelier Yard.

D. GRAVITY DROPS

The following are approved gravity drop locations:

MP D 58.5

E. BUTLER, IN

State Rt. 1, MP D 114.6, in Butler, IN, is not to be blocked. Trains required to stop at Butler must make arrangements to either stop short of State Rt. 1 or have employee in place prior to stopping to cut the State Rt. 1 Road Crossing.

Trains not having a favorable signal indication allowing them to clear State Rt. 1 must contact the Huntington District Dispatcher for information on the amount of time they will be delayed prior to movement over State Rt. 1.

HUNTINGTON DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			HUNTINGTON DISTRICT DISPATCHER..... 923		
		D 97.4	MONTPELIER	CP	
		D 98.8	SAD (<i>Pergo, OH</i>)		
	5601	D 104.4	E. BLAKESLEE.....	CP	
		D 105.6	W. BLAKESLEE.....	CP	
		D 108.3	SAD (<i>State Line</i>)		
		D 109.3	OH/IN State Line		
		D 113.9	E. BUTLER.....	C	
	8160	D 116.0	W. BUTLER	CP	
		D 118.4	SAD (<i>Etta, OH</i>)		
		D 118.4	ETTA.....	Y CP	
		D 118.7	MAN.....	Y CP	
		D 122.7	ST. JOE	C	1
	5784	D 124.1	E. SPENCERVILLE.....	CP	
		D 125.3	W. SPENCERVILLE	CP	
	5100	D 130.6	E. GRABILL.....	CP	
		D 131.7	W. GRABILL.....	CP	
		D 135.3	SAD (<i>Thurman, IN</i>)		
		D 140.5	NE.....	C	
		D 142.8	SNAKE TRACK	CP	
	D 143.7	UNION	CP	2	
	D 145.5	PIQUA.....	CP	2	
	D 146.1	MIKE.....	CP		
	D 149.2	HUGO.....	C		
17564	D 157.3	E. ROANOKE	CP		
	D 160.4	W. ROANOKE.....	CP		
	D 161.7	SAD (<i>Roanoke, IN</i>)			
15439	D 166.0	MARDENIS.....	CP		
	D 169.1	HUNTINGTON	CP		

HUNTINGTON DISTRICT

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
		D 181.7	HUNTINGTON DISTRICT DISPATCHER..... [923] SAD (<i>Lagro, IN</i>)	
		D 183.1	E. LAGRO (CP)	
		D 186.0	W. LAGRO (CP)	
		D 188.0	WABASH (CP)	
		D 197.3	PERU (CP)	
		D 200.2	PERU JUNCTION..... (VL) (CP)	3
		D 200.2	END LAKE DIVISION ILLINOIS DISTRICT DISPATCHER [941]	
		D 204.5	WEST PERU..... (VL) (CP)	3

STATION PAGE INFORMATION

- NOTE 1:** Controlled by CSXT.
- NOTE 2:** Controlled Point on Main 1 Track only.
- NOTE 3:** Movements against the current of traffic within Yard Limits at Peru, IN, between MP D 200.2 and MP D 204.5 may be made with verbal permission of Huntington District Dispatcher.

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
	Rules	
Between Montpelier and Peru Junction	261	261
Peru Junction and West Peru	93	251-West

HUNTINGTON DISTRICT

2. MAXIMUM SPEEDS

Between	Main Tracks MPH
MP D 97.4, Montpelier and MP D 204.5, West Peru	60
Except:	
MP D 97.4, Through Turnout	40
MP D 104.4 to MP D 105.6, East End Turnout and Through Siding	25
MP D 113.7, Through Connection Track to Elkhart	25
MP D 113.7 to MP D 114.0, Curve	50
MP D 113.9, Over Diamond	40
MP D 113.9 to MP D 116.1, Through Turnouts and Siding	20
MP D 114.0, Butler, Through Connection Track	25
MP D 116.1, Through Turnout	10
MP D 122.4, St. Joe, Through Connection Track	25
MP D 122.6, Over CSX Diamond	40
MP D 124.1 to MP D 125.3, Through Turnouts and Siding	10
MP D 130.5 to MP D 130.6, Eastward, Departing Siding, Engines Only	15
MP D 130.6 to MP D 131.7, Through Turnouts and Siding	20
MP D 140.0 to MP D 143.9	50
MP D 140.6, Connection Track to Chicago	25
MP D 140.7, Over Diamond	40
MP D 140.8, Connection Track to Bellevue	25
MP D 143.9 to MP D 146.1, Mike, Engines Only	30
MP D 146.1, Mike to MP D 149.2, Hugo	40
MP D 149.2, Hugo, Through Diamond	50
MP D 149.1, Through Turnout	40
MP D 149.2, Connection Track	25
MP D 157.3 to MP D 160.8, Through Turnouts and Siding	25
MP D 159.1, Setoff and GM Yard tracks Restricted Speed	15
MP D 166.0 to MP D 169.1, Through Turnouts and Siding	25
MP D 183.1 to MP D 186.1, Through Turnouts and Siding	25
MP D 188.0, Through Turnout and Connection Track	25
MP D 188.2 to MP D 190.4, Curves	40
MP D 196.0 to MP D 196.3, Curve	45
MP D 200.4, Through Turnout	35
MP D 201.9 to MP D 202.1, Engines Only, operating west on the eastward main	10
MP D 202.2 to MP D 204.3, Engines Only	40
MP D 202.4 to MP D 202.6, Engines Only, operating east on westward main	10
MP D 204.5, Through Turnout	35

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP D 106.0 to MP D 107.0

MP D 154.0 to MP D 155.0

MP D 175.0 to MP D 176.0

HUNTINGTON DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Ft. Wayne to Peru	3500	4650	5600	6930	7700	9090
Montpelier to Ft. Wayne	3900	5200	6250	7695	8550	10090
Eastward						
Peru to Ft. Wayne	3500	4650	5600	6930	7700	9090
Ft. Wayne to Montpelier	3900	5200	6250	7695	8550	10090

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

6-axle units prohibited:

MP D 159.7 — GM Body Shop Lead

MP D 168.7 — Huntington, Erie Stone

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

MP D 113.3 — Tri-Wall track

MP D 143.2 — Rod Mill

MP D 147.0 — Poly-Hi

MP D 149.8 — Mullinex

MP D 164.6 — Builders Mart

MP D 168.6 — Erie Stone

MP D 190.7 — Hartman

MP D 194.3 — Elevator Track

HUNTINGTON DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Huntington District Dispatcher	AAR CH 18-18	Code 923
GM-Roanoke	AAR CH 72-72	
East Wayne Yardmaster	AAR CH 72-72	Code 920
Triple Crown Yard	AAR CH 56-56	
Illinois District Dispatcher	AAR CH 22-22	Code 941

TELEPHONE

CYO (Fort Wayne)	800-898-4296 — Ext. 5016	M/W 589-5016
	800-898-4296 — Ext. 5018	M/W 589-5018
CYO (Peru)	800-898-4296 — Ext. 5027	M/W 589-5027
Huntington District Dispatcher	260-493-5215	M/W 493-5215
East Wayne Yardmaster	260-493-5318	M/W 493-5318
Illinois District Dispatcher	217-425-2059	M/W 425-2059

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. TRIPLE CROWN YARD — PIQUA

All Triple Crown trains operating in Piqua Yard will work on Radio AAR CH 56-56.

The Auxiliary Track between Union Belt, MP D 143.7 and Mike Controlled Point, MP D 146.0, is designated as the Hump and Belt Track. Permission to occupy this track must be obtained from the Huntington District Dispatcher. Normal position for all hand-throw switches on Hump and Belt Track is lined and locked for movement on this track.

B. DISTRICT

1. MP D 139.53

A Lunar light signal is located just east of North River Road, MP D 139.53. When not lighted, trains must contact the Huntington District Dispatcher for instructions; if lighted, trains may proceed in accordance with the rules. Lunar lights are not block signals.

2. MP D 143.2

Crews will not leave cars between Meyer Road and the derail on the hill at the Rod Mill (Phelps Dodge) track, MP D 143.2, for any reason.

C. ROANOKE

AAR CH 72-72 will be used by crews working in the General Motors Yard.

Road crews working at Roanoke will receive permission from the General Motors locals, when on-duty, prior to going up the hill to General Motors Yard.

NEW CASTLE DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NEW CASTLE DISTRICT DISPATCHER..... 399	
		CF 7.5	VALLEY CP	
		CF 10.1	OAKLEY Y CP	
		CF 10.6	RIDGE..... Y CP	
		CF 13.7	AMBER..... CP	
		CF 16.4	MILL..... CP	
		CF 17.2	VAUGHN..... CP	
	┌───┐ 7979 └───┘	CF 20.4	E. CRESCENTVILLE..... CP	
		CF 22.1	W. CRESCENTVILLE..... CP	
		CF 23.3	SAD (Port Union, OH)	
		CF 26.7	MOSLER..... CP	
		CF 30.8	CSXT TOLEDO SUB-DISPATCHER AAR CH 12-12 BUTLER ST. CP	1
		CF 33.0	NEW RIVER JCT. CP	1
		CF 37.2	NEW CASTLE DISTRICT DISPATCHER..... 399 E. SEVEN MILE..... CP	
	┌───┐ 9871 └───┘	CF 39.2	W. SEVEN MILE CP	
		CF 49.1	SAD (Camden, OH)	
	┌───┐ 7970 └───┘	CF 49.5	E. CAMDEN..... CP	
		CF 51.2	W. CAMDEN CP	
		CF 59.8	EATON..... CP	
		CF 62.7	SAD (New Hope, OH)	
┌───┐ 10590 └───┘	CF 64.4	E. CAMPBELLSTOWN..... CP		
	CF 66.1	W. CAMPBELLSTOWN..... CP		

NEW CASTLE DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	7964	CF 72.6	NEW CASTLE DISTRICT DISPATCHER..... 399		
	|	CF 74.1	E. RICHMOND..... CP		
			CF 76.7	W. RICHMOND..... CP	
			CF 79.7	RICHMOND..... CP SAD (<i>Olive Hill, IN</i>)	
	9308		CF 87.1	WALNUT LEVEL..... CP Hagerstown Siding	
	|		CF 89.0	BAILEY..... CP	
			CF 95.3	SAD (<i>Millville, IN</i>)	
	7930		CF 95.5	E. MILLVILLE..... CP	
			CF 97.3	W. MILLVILLE..... CP	
			CF 99.5	MILLVILLE..... CP	
	CNUR		CF 101.9	CAST EAST END..... CP	
			CF 104.2	CAST WEST END..... CP	
			CF 109.0	SAD (<i>Mt. Summit, IN</i>)	
	7882		CF 115.2	E. NOELL..... CP	
			CF 117.0	W. NOELL..... CP	
	CSXT		CF 119.9	SIXTH ST..... CP	
			CF 120.3	WALNUT ST..... C	2
	MEY		CF 122.0	BATH..... CP	2
	8465		CF 125.8	E. ROYERTON..... CP	
			CF 127.6	W. ROYERTON..... CP	
		CF 128.6	SAD (<i>Royerton, IN</i>)		
		CF 142.8	SAD (<i>Hartford City, IN</i>)		

NEW CASTLE DISTRICT

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE	
	 9954 	CF 145.2	NEW CASTLE DISTRICT DISPATCHER..... [399]		
			E. MONTPELIER	(CP)	
			CF 147.2	W. MONTPELIER	(CP)
			CF 157.2	SAD (<i>Poneto, IN</i>)	
			CF 158.6	BLUFFTON.....	(CP)
		 8810 	CF 169.2	E. KINGSLAND	(CP)
			CF 171.0	W. KINGSLAND	(CP)
			CF 173.5	SAD (<i>Ossian, IN</i>)	
				HUNTINGTON DISTRICT DISPATCHER..... [923]	
			CF 179.0	WINTERS ROAD	(CP)
			CF 184.1	HUGO	(CP)
			CF 185.6	JUNCTION.....	(C)

STATION PAGE INFORMATION

- NOTE 1:** CSXT Controlled Point and Trackage, "AR" Dispatcher — CSXT Rules and Special Instructions.
- NOTE 2:** Operation between Walnut Street and Bath is on Frankfort District. At Muncie, CSXT also crosses Frankfort District Connection Track between Sixth Street and Elliot Street.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Valley and Butler St.	261	
Butler St. and New River Jct.	261 CSXT	261 CSXT
New River Jct. and Junction	261	

NEW CASTLE DISTRICT

2. MAXIMUM SPEEDS

Between	Main Tracks MPH
MP CF 7.5, Valley and MP CF 10.6, Ridge	30
Except:	
MP CF 10.1, Oakley to East Norwood, CSXT Connection Track and Turnouts	25
MP CF 10.6, Ridge to East Norwood, CSXT Connection Track and Turnouts	25
MP CF 10.6, Ridge and MP CF 16.4, Mill	35
MP CF 16.4, Mill and MP CF 185.6, Junction	60
Except:	
MP CF 17.2, Turnout and Connection Track	25
MP CF 20.4 to MP CF 22.1, Through Turnouts and Siding	25
MP CF 24.9 to MP CF 25.3, Curve	45
MP CF 25.6 to MP CF 26.0, Curve	55
MP CF 27.9 to MP CF 28.6, Curve	50
MP CF 29.4 to MP CF 30.0, Engines Only	30
MP CF 30.0 to MP CF 30.5, Curve and Turnout	25
MP CF 30.5 to MP CF 30.8	10
MP CF 33.0, Turnout	25
MP CF 37.2 to MP CF 39.2, Through Turnouts and Siding	25
MP CF 49.5 to MP CF 51.2, Through Turnouts and Siding	25
MP CF 57.6 to MP CF 58.4, Curve	30
MP CF 64.0 to MP CF 66.1, Through Turnouts and Siding	25
MP CF 68.6 to MP CF 69.2, Curve	50
MP CF 71.1 to MP CF 72.4, Curves	40
MP CF 72.6 to MP CF 74.1, Through Turnouts and Siding	25
MP CF 74.5 to MP CF 74.7, Curves	40
MP CF 87.1, Through Turnout	25
MP CF 89.0, Through Turnouts and Siding	25
MP CF 95.5 to MP CF 97.3, Through Turnouts and Siding	25
MP CF 100.8 to MP CF 101.9, Curve	35
MP CF 115.2 to MP CF 117.0, Through Turnouts and Siding	25
MP CF 118.7 to MP CF 119.8, Engines Only	30
MP CF 119.8 to MP SP 174.3, Frankfort District Connection Track	15
MP CF 119.8 to MP CF 123.2 <i>Includes Frankfort District Main (MP SP 173.7 to MP SP 172.4)</i>	25
MP CF 120.3, Walnut Street, Through Turnout	25
MP CF 124.8, McGalliard Rd., Engines Only	25
MP CF 125.8 to MP CF 127.6, Through Turnouts and Siding	25
MP CF 140.2 to MP CF 140.8, Curve	30
MP CF 145.2 to MP CF 147.2, Through Turnouts and Siding	25
MP CF 161.8 to MP CF 163.5, Engines Only	30
MP CF 169.2 to MP CF 171.0, Through Turnouts and Siding	25
MP CF 180.0 to MP CF 180.9	25
MP CF 180.9 to MP CF 184.0	30
MP CF 184.0, Hugo Connection Track	25
MP CF 184.0 to MP CF 185.6	25
MP CF 185.7, Junction Connection Track	25

NEW CASTLE DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP CF 22.5 to MP CF 23.5
 MP CF 41.0 to MP CF 42.0
 MP CF 115.5 to MP CF 116.5
 MP CF 175.0 to MP CF 176.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Cincinnati to Muncie	2300	3100	3650	4545	5050	5960
Muncie to Ft. Wayne	3000	4000	4800	5940	6600	7790
Eastward						
Muncie to Hamilton	2400	3200	3850	4725	5250	6200
Hamilton to Cincinnati (via the Vaughn Conn.)	5200	6900	7390	8720	10850	13400

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

315,000 lbs.

6-axle units prohibited:

MP CF 86.8 — Walnut Level Elevator — Curved portion of track adjacent to Silo
 MP CF 142.2 — Montpelier, IN, Tin Plate Lead

NEW CASTLE DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
New Castle District	Junction and Hugo	6,500	6,500
	Hugo and New River Jct.	12,000	12,000
	New River Jct. and Clare	8,000	8,000

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

Maximum safe trailing tonnage behind restricted equipment.

C. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
New Castle District	New River Jct. and Hugo	4,400	4,400	5,200
New Castle District (To/From Central Div.)	Gest Street (via CSXT) and New River Jct.	4,400	4,400	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

NEW CASTLE DISTRICT

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP CF 8.2 — Ford Redbank Distr.
- MP CF 9.1 — Witt Cornice
- MP CF 12.2 — Cincinnati Merchandise
- MP CF 13.0 — Leggett Grocery
- MP CF 13.5 — Gibson Card
- MP CF 13.8 — Owens Illinois
- MP CF 14.2 — Merrill Dow
- MP CF 14.9 — Weiskopf
- MP CF 15.7 — Carstab
- MP CF 18.7 — Montgomery Ward Track
- MP CF 21.4 — Buckles
- MP CF 29.6 — Mosler
- MP CF 30.2 — Hamilton Side Track
- MP CF 36.4 — Seven Mile Elevator Track
- MP CF 40.5 — Elevator Track, Collinsville
- MP CF 56.7 — Carter Jones Lmbr. Co. Track
- MP CF 59.1 — Weyerhaeuser Track
- MP CF 63.1 — New Hope Elevator Track
- MP CF 71.0 — Landis Plastic Track
- MP CF 90.2 — House Track
- MP CF 96.4 — Co-op Track, Millville
- MP CF 106.1 — Co-op Track, Mt. Summit
- MP CF 107.6 — Shift Transfer Track
- MP CF 117.1 — Wolohan Lumber Track
- MP CF 118.8 — Omni Source
- MP CF 124.0 — G&G Oil Track
- MP CF 130.3 — Shidelers Elevator Track
- MP CF 148.1 — Tin Plate
- MP CF 149.7 — Co-op Track
- MP CF 156.6 — Poneto Grain
- MP CF 161.7 — Agland Grain
- MP CF 164.5 — Erie Stone Company
- MP CF 164.6 — Terra International
- MP CF 171.6 — Johnson energy Control
- MP CF 171.9 — Walbro
- MP CF 172.6 — Ossian Energy Control
- MP CF 175.8 — Yoder East End
- MP CF 176.1 — Yoder West End
- MP CF 180.9 — I&M Electric Company
- MP CF 183.8 — Poly-Hi

NEW CASTLE DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
New Castle District Dispatcher	AAR CH 22-22	Code 399
East Wayne Yardmaster	AAR CH 72-72	Code 920
CSXT "AR" Dispatcher	AAR CH 12-12	Tone 2
CSXT "CK" Dispatcher	AAR CH 66-66	Tone 1
CSXT Road	AAR CH 08-08	
Gest Street Yardmaster	AAR CH 56-56	Code 535

TELEPHONE

CYO	800-898-4296 — Ext. 5016	
New Castle District Dispatcher	260-493-5399	M/W 493-5399
Muncie Yard	765-286-3228	M/W 938-3228
Fort Wayne Yardmaster	260-493-5318	M/W 493-5318
CSXT "AR" Dispatcher	800-356-9582 — Ext. 2126	
CSXT "CK" Dispatcher	800-356-9582 — Ext. 5354	
Gest Street Yardmaster	513-977-3301	M/W 428-3301

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. HAMILTON

Lunar lights are placed to the right of track in direction of movement. Lunar lights are not block signals.

Eastward Lunar light at MP CF 34.5 will display White light when signal at New River Jct. is lined for an eastward move.

Westward Lunar light at MP CF 29.3 will display White light when signal at Butler St. is lined for a westward move.

B. NEW CASTLE

Trains and engines must not operate south of MP RR 1.9, on Rushville Branch or Yard Limit sign on Connersville Branch.

NS crews are to use the interchange tracks only. All other tracks will be under the direction of the NS Maintenance of Way Department.

Movements must not occupy crossings until warning devices are activated or crossings protected by employee flagging crossing.

C. NOELL

Westward trains are not to pass West End Noell, MP CF 117.0 until signals indicate route is lined through CSXT Interlocking.

NEW CASTLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

D. MUNCIE

MP CF 118.5 — Do not exceed 5 MPH on OMNI Source Track.

E. HARTFORD CITY

MP CF 140.9 — Movements on Packing Spur Track
Do Not Activate State Rt. 22 Crossing Warning Devices

F. MONTPELIER

At Central States less than standard clearance exists on both sides of lead entering main body of yard adjacent to loading and scale house. Do not ride equipment.

All crews making shove moves at Central States, Montpelier, IN, must have a crew member at, on, or ahead of the leading end of the movement.

G. BLUFFTON

The following instructions will govern NS crews working in the WBCR Yard:

1. Interchange between NS and WBCR will be at Bluffton, IN. Tracks to be used for interchanging of cars will be the former Old Main, Clover Leaf Pass and Clover Leaf Storage. These are the only tracks that the NS crews may operate on.
2. Bill box is located at the west end of the Transfer Track for receiving and submitting hazardous materials bills for interchange.

H. TRACKS UNDER THE JURISDICTION OF THE MW&S DEPT:

The following tracks may be used only with the permission of the MW&S Department. These tracks are suitable for bad order cars, but are reserved for use by the MW&S Department. Switches are locked and tagged accordingly.

1. MP CF 20.8, Crescentville, OH, WP Butler Track.
2. MP CF 29.6, Hamilton, OH, Mosler Track.
3. MP CF 29.8, Hamilton, OH, inside switch to MW&S Yard.
Cohen Salvage Industry Track is in service for local industry switching.
4. MP CF 40.4, Collinsville, OH, Grain Elevator Track.
5. MP CF 50.6, Eaton, OH, COOP Elevator Track.
6. MP CF 90.3, Hagerstown, IN, Bunk Car Track.
7. New Castle, IN, CNUR Railroad, Rushville Switching Lead, 200 feet south of Grand Ave. to Riley Rd.
8. MP CF 132.4, Eaton, IN, Rock-Ten Track.

NEW CASTLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

I. GRAVITY DROPS

The following are approved gravity drop locations:

MP CF 40.4	Collinsville, OH	Elevator Track
MP CF 49.4	Camden, OH	Team Track & Good Trucking
MP CF 59.0	Eaton, OH	Weyerhaeuser
MP CF 74.5	Richmond, IN	South Side Switch Primex John Manville Lead
MP CF 75.5	Richmond, IN	GR&I Lead
MP CF 96.5	Millville, IN	Elevator Track
MP CF 140.9	Hartford City, IN	Packing Co. Track

J. GOOD ENTERPRISE

Crews spotting/setting off cars at Good Enterprise (G46), MP CF 50.4, must ensure that all equipment left at this location:

1. Is coupled and stretched.
2. Has 100% hand brakes applied and tested.
3. West end of west car must be placed approximately 25 feet east of bumper.

K. WEYERHAUSER

Rail cars exceeding 65 feet in length are prohibited on Weyerhaeuser (G40) trackage including lead, MP CF 58.0.

RED KEY SECONDARY

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CHICAGO DISTRICT DISPATCHER..... AAR-64 922	
		RK 139.0	UPLAND (End of Track) ©	
	18150	RK 154.0	MISS (Red Key Auxiliary Track) North Siding	
		RK 156.9 RK 157.3	CP-79 (Marion Branch Connection) © Marion	
		RK 161.0	Goodman	
		RK 162.0	End of Track	

RED KEY SECONDARY

1. RULES IN EFFECT

Between	Main Track Rules
Upland and Miss	171
MP RK 162.0 and MP RK 154.0 (Yard Limits)	93

2. MAXIMUM SPEEDS

Between	Main Track MPH
Upland, MP RK 139.0 and Miss, MP RK 154.0	10
MP RK 162.0 and MP RK 154.0, not to exceed	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Upland to Marion	5240	7350	7390	8720	10850	17810
Eastward Marion to Upland	5240	7350	7390	8720	10850	17810

5. LOCOMOTIVE AND CAR RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Red Key Secondary — 273,000 lbs.

6. SWITCHES AND DERAILS

Do not use the crossover located at MP RK 161.2 connection the industrial to the RK Main for switching.

RED KEY SECONDARY

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Dunkirk, IN.....	64

RADIO

Emergency		Code 911
CYO		Code 928
Chicago District Dispatcher	AAR CH 64-64	Code 922

TELEPHONE

CYO	1-800-898-4296	M/W 589-5628
Chief Dispatcher	1-260-493-5310	M/W 493-5310
Chicago District Dispatcher	1-260-493-5398	M/W 493-5398

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

OTHER TRACKS

Goodman I.T. extends westward from CP-79, MP RK 156.9, to End of Track at MP RK 162.0.

FRANKFORT DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	4967	SP 136.4	FRANKFORT DISTRICT DISPATCHER 399	
		SP 147.0	HALE—END/BEGIN RJCR/NS	
		SP 157.0	PORTLAND (Storage Track) (YL)	
			RED KEY (A)	
	6800	SP 164.6	AYERS (Storage Track)	
		SP 170.0	..... (YL)	1
		SP 172.2	Muncie East Yard (YL)	
		SP 172.3	Liberty (Storage Track)	
	6891	SP 172.4	BATH (CP)	
		SP 173.7	WALNUT ST. Y (CP)	
		SP 174.3	ELLIOTT ST. (CP)	
	6824	SP 176.4	Vernon (YL)	
		SP 177.9	SAD (Cammack, IN)	
	7144	SP 178.0	..... (YL)	1
		SP 184.1	GILMAN	
		SP 187.5	SAD (Alexandria, IN)	
		SP 190.2	ALEXANDRIA (C)	
	6864	SP 203.8	HOBBS	
		SP 205.0	SAD (Hobbs, IN)	
		SP 209.3	Tipton	
6967	SP 210.7	ZA SIDING (TIPTON YARD)		
6849	SP 224.7	HILLISBURG		
	SP 233.0	FRANKFORT YARD (YL)		
	SP 234.7	FRANKFORT (YL) (A)	2	
	SP 234.7	END LAKE DIVISION		

STATION PAGE INFORMATION

- NOTE 1:** All movements must have permission from the Frankfort District Dispatcher to enter Yard Limits. Crossover located at MP SP 171.5 may be left as last used.
- NOTE 2:** Aluminum boxes are installed at CSXT Crossing. At the CSXT crossing, the push buttons are labeled NS (Frankfort District), and CSXT.
- The push buttons are only to be used if signals indicate STOP. When signals at CSXT crossing indicate PROCEED, and if the way is seen to be clear, movement may proceed over such crossing without stopping at a speed not exceeding 15 MPH.
- When signals at CSXT crossing indicates STOP, movement must stop. Crew member will determine if conflicting route is clear, and if clear, will operate push button. After an elapsed time of 45 seconds, signal should indicate PROCEED and movement may proceed only after determining that no conflicting movement is approaching.

FRANKFORT DISTRICT

1. RULES IN EFFECT

	Main Track
Between	Rules
Hale and Muncie	171
Muncie and Bath	93
Bath and Elliott St.	261
Elliott St. and MP SP 178.0	93
MP SP 178.0 and Frankfort	171
Frankfort and Frankfort Yd.	93
Red Key and MP RK 130.0	93

2. MAXIMUM SPEEDS

	Main Tracks
Between	MPH
MP SP 136.0 and MP SP 170.0	25
MP SP 170.0 and MP SP 172.4	Yard Limit
MP SP 172.4 and MP SP 173.7	25
MP SP 173.7 and MP SP 178.0 Except: Westward trains may proceed at a speed not exceeding 40 MPH when engines pass Yard Limit sign MP SP 178.0.	Yard Limit
MP SP 178.0 and MP SP 233.0 Except: MP SP 189.7 to MP SP 190.9, Engines Only	49
MP SP 190.0, Connection Track	40
MP SP 190.3, Alexandria, Interlocking Limits, Engines Only	10
MP SP 197.8 to MP SP 199.7	20
MP SP 197.8 to MP SP 199.7	30
MP SP 208.9 to MP SP 209.7, Engines Only	35
MP SP 219.2 to MP SP 219.6, Engines Only	35

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP SP 186.0 to MP SP 187.0

MP SP 221.5 to MP SP 222.5

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Hale to Frankfort	3000	4000	4800	5940	6600	7790
Eastward						
Frankfort to Hale	3000	4000	4800	5940	6600	7790

FRANKFORT DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

263,000 lbs.

6-axle units prohibited:

MP SP 145.9 — Portland, Team Track

MP SP 174.0 — Muncie, House Track No. 4

MP SP 225.3 — Hillisburg, Team Track

4-axle units:

MP SP 198.0 — No more than two (2) 4-axle units allowed on elevator track —
Elwood, IN
East of State Rt. 28

MP SP 209.7 — Midwest Sheets, no more than one (1) 4-axle unit or
one (1) 6-axle unit allowed.

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP SP 173.6 — House Track

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 928
Frankfort District Dispatcher	AAR CH 22-22	Code 399
Decatur Dispatcher	AAR CH 22-22	Code 941
Toledo West Dispatcher	AAR CH 64-64	Code 941

TELEPHONE

CYO	800-898-4296 — Ext. 5029	
Frankfort District Dispatcher	260-493-5399	M/W 493-5399
Frankfort Yard	765-659-2252	M/W 425-2366
Muncie Yard	765-286-3228	M/W 938-3228
Marion Yardmaster	765-384-4364	M/W 546-4364
Toledo West Dispatcher	1-313-323-5862	M/W 520-5862

8. DETECTOR INSTRUCTIONS

None.

FRANKFORT DISTRICT

9. DISTRICT INSTRUCTIONS

A. PORTLAND

Westward movements out of storage track at Portland must protect crossing at County Road 110, MP SP 147.9, with crew member on crossing account crossing warning devices will not activate.

MP SP 147.8, TPI (Red Gold) — Do not exceed 5 MPH.

B. MUNCIE

MP SP 174.0, Liberty Street movements on the Team, and Freight House tracks do not activate automatic crossing protections, and movements over the crossing must be protected by crew member on ground.

C. TIPTON

1. MP SP 209.4

Sharpville Lead in service at MP SP 209.4 extending from Impact elevator at Tipton, IN, to Sharpville, IN (7 miles). **Rule 137** in effect. Do not exceed 10 MPH. Crews may leave switches lined as last used. Only one (1) 4-axle unit may be operated north of County Road 100 N., Tipton, IN.

2. MP SP 207.5

Train crews are prohibited from setting off cars on Cargill Lead, MP SP 207.5, unless car is a bad order set out by a road train. All cars for Cargill should be placed in Cargill Yard.

All crews making shove moves at Cargill, Tipton, IN, must have a crew member at, on, or ahead of the leading end of the movement.

D. KEMPTON

At Impact, Kempton, IN, MP SP 219.0, the following restriction is in place:

Fertilizer Track is out of service to NS employees from a point 200 feet west of switch to the end of Track account of less than standard clearance condition. Engines are not permitted on unloading pit.

E. SCIRCLEVILLE

MP SP 223.4 — all crews making shove movements at grain elevator, Scircleville, IN, must have a crew member at, on, or ahead of the leading end of the movement.

FRANKFORT DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. KOKOMO SPUR

The portion of track on the Norfolk Southern, Kokomo Spur (Former Cloverleaf) between MP TS 183.7 (Kokomo, IN) and MP TS 205.8 — (Frankfort, IN) is classified as “Excepted Track,” in accordance with 49CFR, Section 213.4.

Authority

Rule 137 will be in effect on the Kokomo Spur. Trains need permission of the Lake Division Frankfort District Dispatcher to enter Kokomo Spur at Frankfort. Hand-throw switch is located at MP SP 234.0. Trains will report clear to Lake Division Dispatcher when movements on Kokomo Spur are completed.

Engine Restrictions

Only 4-axle units are allowed on Kokomo Spur.

MW&S

MW&S must notify Frankfort District Dispatcher when entering or clearing the Kokomo Spur.

G. RUSTY RAIL CONDITIONS

Rusty Rail conditions exist on the following crossings. Automatic Warning Devices must be considered as having an activation failure.

Track	Location	Between
Frankfort District Main	All Crossings	MP SP 142.0 and MP SP 172.0
Kokomo Spur	All Crossings	MP TS 183.7 and MP SP 205.8

H. GRAVITY DROPS

The following are approved gravity drop locations:

MP SP 148.3 — Meshberger Stone

MARION DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			TOLEDO WEST DISPATCHER AAR-46 [645]	
		MP 0.0	CP-412 (Chicago Line)..... CP	
		MP 0.0	END LAKE DIVISION	
		MP 3.5	DED	
			CHICAGO DISTRICT DISPATCHER..... AAR-64 [922]	
		MP 3.7	CP-3..... CP	
		MP 10.9	HBD-HCD	
CSXT		MP 12.3	MILFORD JCT. (CSXT Crossing) C (Remotely Controlled by CSXT)	
	7920	MP 19.7	CP-19..... CP Leesburg Siding	
		MP 21.2	CP-21..... CP	
CF&E		MP 25.7	WARSAW (CF&E Crossing) A	
CHICAGO DISTRICT		MP 31.9	HBD-DED	
	8330	MP 33.5	CP-33 (Chicago District Crossing) C Claypool Siding	
		MP 35.4	CP-35..... CP	
	8010	MP 52.9	CP-53..... CP Speicher Siding	
		MP 54.5	CP-54..... CP	
		MP 55.3	HBD-DED	
		MP 58.5	CP-58..... CP	
	2400	MP 63.9	HBD-DED (LaFontaine Siding)	
		MP 72.5	HBD-DED	
		MP 78.7	CP-78..... CP Marion	
AUX. TRACK		MP 79.4	CP-79 (Red Key Secondary) C (Red Key Auxiliary Track)	
		MP 83.6	HBD-DED	
		MP 84.6	BORO	
		MP 94.2	HBD-DED-HCD	
FKFT DIST.		MP 99.8	ALEXANDRIA C (Remotely Controlled by Frankfort District) (Frankfort District Connection. Ft. Wayne, IN, AAR 22-22)	
		MP 99.9	ALEX	
		MP 108.6	DOW	
		MP 110.98	NS/CSX DIVIDE	
		MP 111.4	CP-246..... C	
CSXT		MP 111.4	END LAKE DIVISION	

MARION DISTRICT

1. RULES IN EFFECT

Between	Main Track Rules
CP-412 and CP-79	261
CP-79 and Dow	171
Dow and CP-246	261

2. MAXIMUM SPEEDS

Between	Main Track	Other Tracks
	MPH	
CP-412 and MP MP 3.5 Except: MP MP 1.4 to MP MP 1.5, Curve	20	
MP MP 3.5 and CP-79 Except: MP MP 12.3, CSXT Crossing	10	
MP MP 19.7 to MP 21.2, Through Turnouts and Siding	50	
MP MP 23.8 to MP MP 28.1, Warsaw Corporate Limits	40	
MP MP 33.3 to MP MP 33.6	10	
MP MP 33.5 to MP 35.4, Through Turnouts and Siding	25	
MP MP 43.5 to MP MP 46.1, North Manchester Corp. Limits	40	
MP MP 52.9 to MP 54.5, Through Turnouts and Siding	25	
MP MP 57.0 to MP MP 58.6	10	
MP MP 58.6 to MP MP 60.2	30	
MP MP 58.5, Wabash Conn. Track	25	
Red Key Auxiliary Track Connection, Marion, CP-79	10	
MP MP 75.7 to CP-79	30	
CP-79 and Dow, MP MP 108.6 Except: CP-79 to MP MP 81.5	45	
MP MP 83.8 to MP MP 84.6	30	
MP MP 99.8, Frankfort District Connecting Track	30	
MP MP 99.8 to MP MP 100.1	10	
Dow, MP MP 108.6 and CP-246	30	
Grain and Mineral, trains unless otherwise restricted	20	
	40	

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP MP 11.0 to MP MP 12.0
 MP MP 104.0 to MP MP 105.0
 MP MP 66.0 to MP MP 67.0
 MP MP 93.0 to MP MP 94.0

MARION DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Warsaw to Marion	1530	2130	2190	2770	3420	5347
Northward Marion to Warsaw	1790	2500	2570	3230	4000	6119

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Marion Branch — 286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Marion Branch	Warsaw (MP MP 25.7) and CP-247	7,000	7,600

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

C. LOCATION OF HEIGHT RESTRICTIONS

Cars measuring 19'1" and higher are restricted under Wabash Bridge at MP MP 58.8.

MARION DISTRICT

6. SWITCHES AND DERAILS

A. LOCATIONS WHERE TRAINS MAY NOT CLEAR

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks (does not apply to M/W equipment):

Location	Switch
Alex, MP MP 99.7	Main Track to Alex Siding

B. MAIN TRACK SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are equipped with electric locks with the associated lock release time intervals. Trains and engines may clear on these tracks:

Location	Milepost
Altivity Packaging	MP 59.3
Laketon Refining	MP 47.8
LaFountain Siding	MP 69.1–MP 69.6

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
New Paris .....	.64
Warsaw .....	.64
Wabash .....	.64
Marion .....	.64
Summitville .....	.64

RADIO

Emergency		Code 911
CYO		Code 928
Marion / Chicago Dispatcher	AAR CH 64-64	Code 922
Toledo West Dispatcher	AAR CH 46-46	Code 941

TELEPHONE

CYO	1-800-898-4296	M/W 589-5628
Chief Dispatcher	1-260-493-5310	M/W 493-5310
Chicago District Dispatcher	1-260-493-5398	M/W 493-5398
Toledo West Dispatcher	1-313-323-5862	M/W 520-5862

8. DETECTOR INSTRUCTIONS

None.

MARION DISTRICT

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. CP-33

- (a) Contact Chicago District Dispatcher in Fort Wayne, IN, to obtain permission to pass the Stop signal.
- (b) Be governed by instructions posted at this location.

2. CP-58

Dual-control power-operated switch, facing point for southward movement from Marion Branch to the Huntington District, is controlled by the Huntington District Dispatcher. Permission for manual operation of switch must be obtained from both the Chicago and Huntington District Dispatchers located in Ft. Wayne, IN.

3. Warsaw Diamond

When the signal at Warsaw Diamond, MP 25.7 displays STOP — please refer to the instructions posted inside signal box located on west side of tracks at the signal building.

4. Marion, IN

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

Adjacent to Track No. 14 serving the General Motors Plant, MP RK 160.9, Marion, IN. Close clearance signs have been posted at this location and employees must not ride on close clearance side, between, or on leading end of equipment moving adjacent to platform, buildings, or close clearance structure. Further, employees must not stand between moving equipment and adjacent platform, building, or close clearance structure.

MARION DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

5. Marion District

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

Warsaw, IN

MP MP 24.1 — Builders Mart (Dock)

Fairmount, IN

MP MP 88.5 — Royster Clark (Building)

Alexandria, IN

MP MP 100.3 — U.S. Pipe (Dock)

Anderson, IN

MP MP 110.0 — Jefferson Smurfett (Dock)

Red Key Secondary, Marion, IN

MP RK 160.9 — General Motors Plant

Track No. 6 (Inside Building: Both Sides)

Track No. 11 (Inside Building: Both Sides)

Track No. 9 (Both Sides at Scrap Bailer)

Track No. 10 (Both Sides at Scrap Bailer)

Gas City, IN

MP RK 151.3 — PCA Packaging (Dock)

Hartford City, IN

MP RK 139.7 — USA Box (Dock)

Wabash, IN

MP MP 59.4 — Container Lead

J.M. Reynolds Oil Company (South Side) located on
Washington Street

Bull Dog Battery Building (South Side) located between
Washington Street and Wabash Street

Wabash Plain Dealer Paper (North Side) located on
Factory Street

MP MP 61.3 — Builders Mart (Dock)

Close clearance signs have been posted at these locations and employees must not ride on close clearance side, between, or on leading end of equipment moving adjacent to platform, building, or close clearance structure. Further, employees must not stand between moving equipment and adjacent platform, building, or close clearance structure.

LAKE DIVISION SPECIAL INSTRUCTIONS

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LAKE DIVISION

SPECIAL INSTRUCTIONS

LA-EQ-11-1. GRAIN TRAINS

No empty cars may be included in loaded unit grain trains over 45 cars. Conductors of trains at point of origin or interchange are responsible to see that there are no empty cars in train. All empty cars must be set out of train at point of origin or interchange.

LA-GR-7-1. AVAILABILITY FOR SERVICE

Employees must, by midnight of the last day of the personal leave days, time served for discipline or scheduled vacation, mark up or make other arrangements.

The voice response unit must not be depended upon for board standing or trains en route. If you are subject to call, you must make yourself available.

If you elect to use a pager or electronic answering device, it is your responsibility to respond to the caller within ten minutes, if train call time permits. If you do not, you will be marked off without permission for missing the call.

All operating employees are full-time employees. As such, employees will be required to perform, or be available for, service to fully meet the needs of the company. Contingent upon the needs of the service, reasonable mark-off privileges will be permitted.

LA-GR-8-1. HOURS OF SERVICE

All crews must notify the Train Dispatcher/Control Operator's Office when they have four (4) hours left to work. At that time, the Train Dispatcher/Control Operator will confer with the Chief Dispatcher to determine if transportation should be arranged to take the crews to their terminal.

If the Train Dispatcher/Control Operator has not notified the crew what arrangements have been made when the crews has two (2) hours to work, the crew must again notify the Train Dispatcher/Control Operator of their remaining work time and ask what arrangements have been made to relieve them.

It is the responsibility of each crew member to be sure that arrangements have been made for transportation to be available prior to the expiration of the hours of service.

LA-GR-8-2. HOURS OF SERVICE

Train and engine service employees, unless otherwise instructed, plan work to be relieved of their hours of service responsibility prior to the expiration of 11:59 hours on-duty. If not relieved, employees must provide the name of individual issuing instructions to exceed the hours of service. This report to be made to Chief Dispatcher's office or a supervisor.

LA-GR-13(k)-1. MANUAL CAR MOVERS

Train and engine employees are prohibited from using manual car movers, levers or bars.

LAKE DIVISION

SPECIAL INSTRUCTIONS (CONT.)

LA-GR-31-1. HI – WIDE SHIPMENTS

All Conductors of trains handling HI-WIDE or excessive dimension loads must:

Notify the Yardmaster on-duty, prior to entering the yard, that their train has hi-wide loads and the location of the hi-wide load(s) in the train.

At yards/terminals where no yardmaster is on-duty, Conductors must notify clerical forces as described in paragraph above.

At yards where no yardmaster or clerical forces are on-duty, Conductors must place hi-wide loads in the yard in locations where they are isolated from other movements and not in a position to cause injury to employees or be struck by movements on an adjacent track.

LA-S-1001. ANTI-SLIP FOOTWEAR

When snow or icy conditions exist, all employees will be required to wear anti-slip footwear while on-duty. Anti-slip footwear will be provided at all crew reporting locations.

LA-S-1070-1. BUDDY SYSTEM

Grips, travel bags, etc. are to be handed to a fellow employee using the "Buddy System" while one (1) employee is on the platform and the other is on the ground. If not using the "Buddy System," employees are to drop the bags or grips to the ground. The "Buddy System" is recommended.

The only acceptable manner for an employee to mount or dismount locomotive, with a grip, is for grip to have a shoulder strap and for the employee to be using the shoulder strap, allowing both hands to be free to hold the grab irons of the engine.

LA-SP-1. TRAINS 234 & 236

Lake Division Trains 234 and 236 handling loaded auto parts boxcars may operate at Maximum Authorized Speed of 60 MPH unless otherwise restricted.

LA-T-400-L. TRIPLE CROWN SERVICE

All train movements in Triple Crown facilities will be under the exclusive control of the train crew.

Information pertaining to moves that need to be performed for Triple Crown will be given to the Conductor of the crew by the Triple Crown supervisor on-duty. The Conductor will then pass this information to his train crew. The train will not move until the Conductor has been advised by Triple Crown supervisor that all Triple Crown employees are in the clear, and Conductor has then communicated information with the Engineer.

Before any train or cut of TCS equipment is shoved into any track, the train must be stopped at the lead switch into the yard and have the EOT removed.

When the EOT is removed the Conductor must line the proper route and walk the lead end of the shove into the track. After the movement is into the proper track, it is permissible for the Conductor to be transported ahead, maintaining constant visual observation of the movement and track ahead.

LAKE DIVISION

SPECIAL INSTRUCTIONS (CONT.)

LA-38-1. JOB BRIEFINGS

In addition to all existing instructions concerning Job Safety Briefings, when the following situations are encountered on the Lake Division, Conductors are responsible to have a Job Safety Briefing among all employees on the crew.

WHEN A TRAIN RECEIVES AN APPROACH SIGNAL, OR OTHER SIGNAL REQUIRING BEING PREPARED TO STOP AT NEXT SIGNAL. Discussion must include location of the next signal; how and when the train speed will be reduced; and where the stop will be made. Additional local issues such as, but not limited to, visibility, and location of highway grade crossings must also be included in the briefing.

WHEN A TRAIN IS REQUIRED BY SIGNAL INDICATION TO OPERATE AT RESTRICTED SPEED. Discussion must include appropriate speed; issues affecting visibility such as, but not limited to, curves, equipment on adjacent tracks, and weather; and location of switches and derails.

WHEN A TRAIN TRAVELS INTO AN AREA WHERE THE METHOD OF OPERATION CHANGES FROM THE PREVIOUS METHOD, for example, but not limited to, moving from ABS to TCS, or from NS Rules to NORAC Rules, or to a Foreign Railroad, or signaled territory to unsignaled territory.

WHENEVER A CREW MEMBER WILL BE DISMOUNTING THE LOCOMOTIVE FOR ANY REASON. Discussion to include where best location to dismount is, live tracks, local walking conditions, factors affecting visibility, stretching exercise, **Rule GR-32**, and any other appropriate discussion necessary under the existing conditions.

NOTE: If a shoving move is being made when one of the above situations is encountered, the employee protecting the shoving movement must be included in the briefing by radio, along with those in the controlling unit.

LA-103-1. SAFETY STOPS

Except when necessary to spot cars for a revenue customer, do not place cars on stub tracks within 25 feet of end of track, wheel stops or bumping post. In addition, safety stop must be made prior to coupling.

Except when necessary to spot cars for a revenue customer, do not spot or leave cars closer than 50 feet to a derail.

LA-123(a)-1. CLEARING GRADE CROSSINGS

Rolling stock set off on line for storage must clear public crossings at grade by at least:

Ohio	— 500 feet
Indiana	— 1,500 feet
Michigan	— 500 feet
Illinois	— 500 feet

LAKE DIVISION

SPECIAL INSTRUCTIONS (CONT.)

LA-135-1. EXCESSIVE SPEED

As you know, speed restrictions are necessarily imposed to protect the safety interests of the public and our employees.

All of you are aware of past incidents in the railroad industry, which have involved loss of life, injury and damage to private property and equipment and service interruptions attributed to speed.

Speeding is unacceptable in any degree over the authorized operating limit(s).

However, in order to establish a uniform administration for **Rule 109** violations and to accommodate the variances in train operations and geography, these instructions are intended to define excessive speed.

Excessive speed is:

If the Speed Limit is:	Excessive Speed is in excess of:
From 5 MPH to 20 MPH	25% (2.0 to 5.0 MPH) above posted limit
From 21 MPH to 35 MPH	15% (3.0 to 5.0 MPH) above posted limit
From 36 MPH to 50 MPH	10% (4.0 to 5.0 MPH) above posted limit
Above 50 MPH	5% above posted limit.

The establishment of two (2) categories of speed violations is not intended to condone operation above the posted authorized speed. Excessive speed is considered a major rule violation. The purpose of these instructions is to save lives and prevent injury.

LA-504-1. M.O.C.

A Mechanical Desk staffed by personnel 24 hours a day, seven (7) days a week is established in the Control Center, Atlanta, GA, to assist Train and Engine Service employees who may require assistance and/or instructions concerning a locomotive malfunction. The Mechanical Desk now replaces all previous means of requesting assistance regarding locomotive problems.

The Mechanical Desk may be accessed on the appropriate District Channel by entering '123' on a radio's touch-tone pad.

LA-509. DOUBLE-CHECK

When using radio communication to make noncontinuous switching moves, shove moves, setouts, pickups or couplings: After switches and derails connected with movement are properly lined, the employee directing the move will communicate this information to the Engineer. The Engineer will acknowledge the information and advise the employee directing the movement to double-check the alignment of the switches and/or derails. Until notified again that the switches and derails are properly lined, the Engineer must not make a movement. Additionally, the Engineer must not move until he is given a direction of move and distance seen or known to be clear.

LAKE DIVISION

SPECIAL INSTRUCTIONS (CONT.)

LA-580-1. CROSSING ACCIDENTS

Train Involved in Crossing Accidents

Conductor will turn in at his final terminal the following:

1. Form 22G
2. CT25-A's
3. Copy of train consist and wheel report when applicable.
4. His copy of Train Clearance Bulletins used for his train.
5. Track Authority, if applicable.

All information should be forwarded to superintendent immediately. If practical, Conductor must call Chief Dispatcher upon arrival at final terminal to assure all facts are reported correctly.

LA-588. CYO

Lake Division crews will notify Central Yard Operations (CYO) via radio, advising pick-ups and set-offs made at all locations. As soon as practical after the work is completed, identify head and rear car numbers and position in train, lead locomotive number and arrival/departure time(s).

Unless superceded by local instructions, at crew change locations, inbound and outbound crews must notify CYO of their arrival or departure times.

Upon completion of their trip at final destination, crews must fax all paperwork to CYO outlining the following:

1. List of cars picked-up / set-out.
2. Name of track(s) cars picked-up / set-out.
3. Position of car(s) in train.
4. Time work was done.
5. Contact CYO to verify paperwork has been received and answer questions pertaining to the paperwork.

LA-614-1. L.E.T. OPERATIONS

Except on the instructions of a Division Officer, who is present in the operating compartment of the locomotive, an Engineer Trainee may operate the locomotive only under the direct supervision of a COACH TRAINED ENGINEER, who has had at least ONE YEAR OF SERVICE AS A PROMOTED ENGINEER with Norfolk Southern.

LAKE DIVISION

SPECIAL INSTRUCTIONS (CONT.)

LA-800-1. OPERATION OF ON-TRACK EQUIPMENT

Operation of On-Track Equipment

Except where protection has been provided by Track Authority Form, or flag, or by conditional stop sign, the following instructions will govern the operation of On-Track equipment on any portion of the track sections shown below:

Both Main Tracks

Between:

MP N 695.5, Valley Crossing
MP N 642, Omega
MP D 8.7, Oakwood Jct.

And:

MP N 657.0, Scioto
MP N 608.5, Vera
MP D 23.2, Belleville

For track time when conferring with the Train Dispatcher/Control Operator, the Operator or employee in direct charge must state his name, location, points between which it is desired to move, and the number of units of On-Track equipment to be moved. In addition, he must be advised by the Train Dispatcher/Control Operator that his movement has been protected by either:

1. A controlled signal; or
2. The Train Dispatcher/Control Operator instructing the Engineer of any concerned train not to pass a specified point without his permission.

This protection must be provided before the Train Dispatcher/Control Operator authorizes the On-Track equipment to occupy the Main Track.

Before granting authority for the On-Track equipment to occupy the Main Track, the Train Dispatcher/Control Operator must:

1. Know that the track section to be entered is clear of both opposing and following trains.
2. Where possible, provide block protection against opposing and following trains by use of a controlled signal. Blocking protection must be applied to the control machine.
3. Where signal protection is not practicable, the Train Dispatcher/Control Operator must contact the Engineer of any concerned train and must clearly instruct him not to pass a specific point (e.g., crossover, station, mile post, etc.), until authorized by the Train Dispatcher/Control Operator. These instructions must be written by a crew member on the controlling unit and repeated back to the Train Dispatcher/Control Operator. They will include time issued, time repeated, and the name of the copying employee. The repeat time will not be given until the Engineer has acknowledged receiving the instructions. The Train Dispatcher/Control Operator will make record of these instructions with the issued and repeat time in Train Order Book.
4. Enter the On-Track equipment movement on the prescribed form.
5. Advise the Operator or employee in direct charge of the On-Track equipment that his movement has been entered on the prescribed form and, when protection is being provided by use of a controlled signal, that protective blocking has been applied to the control machine.

LAKE DIVISION

SPECIAL INSTRUCTIONS (CONT.)

LA-1002-1. TAXI SERVICE

Employees are prohibited from operating a contract motor vehicle (taxi, van) used to transport crews between locations. If problems arise with vehicle or driver, contact the Chief Dispatcher or supervisor. Employees must not ride in or on any motor vehicle (non-rail) unless the employee can be seated in a standard seat equipped with a seat belt. Seat belt to be used when required.

LA-1080-1. RIDING EQUIPMENT

Employees are prohibited from riding equipment over a hump retarder. **Exception:** An employee can ride the locomotive platform maintaining a secure hand hold or ride in the operating compartment of the locomotive when moving over a retarder.

NOTES

NOTES



Our NS Goal-No Damage