



**CHICAGO DIVISION
TIMETABLE NO. 3**

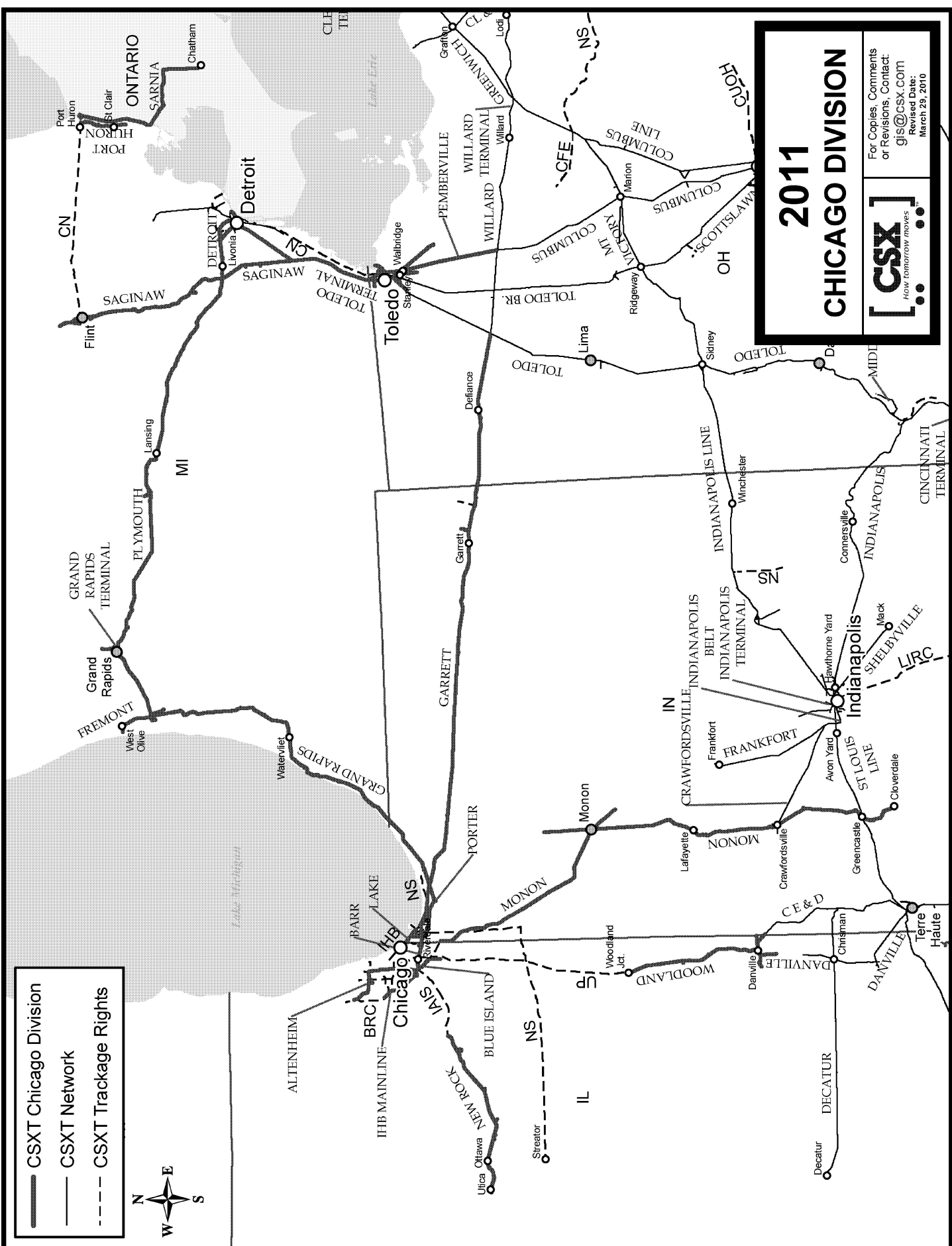
**EFFECTIVE
SATURDAY, JANUARY 15, 2011
AT 0001 HOURS
CSX STANDARD TIME**

**J.A. Bradley
Division Manager**

2011 CHICAGO DIVISION

For Copies, Comments or Revisions, Contact: GIS@CSX.COM
Revised Date: March 29, 2010

[CSX]
How tomorrow moves.



— CSXT Chicago Division
- - - CSXT Network
- - - - CSXT Trackage Rights



TABLE OF CONTENTS

GENERAL INFORMATION

NAME	PAGE
Table of Contents	i
Emergency Assistance	i
Timetable Legend	ii
Sample Subdivision	iii
Division Officers	iv
Division Dispatchers	vii

SUBDIVISIONS

NAME	CODE	DISP	PAGE
ALTENHEIM	AL	RB	1
BARR	M5	RA	5
BLUE ISLAND	BJ	RB	17
CHICAGO HEIGHTS	C5	RA	23
DETROIT	DT	RN	25
FREMONT	FR	RN	35
GARRETT	CQ	RM	37
GRAND RAPIDS	ZD	RN	47
GRAND RAPIDS TERMINAL	GR	RN	57
LAKE	LA	RA	63
LINCOLN	LI	RL	65
MONON	M0	RB	67
NEW ROCK	NK	RB	79
PEMBERVILLE	PJ	RL	85
PLYMOUTH	PO	RN	87
PORT HURON	PH	RN	95
PORTER	PB	RA	99
SAGINAW	TD	RN	101
SARNIA	S2		109
TOLEDO TERMINAL	TT	RL	113
WOODLAND	WQ	RA	129

DIVISION SPECIAL INSTRUCTIONS

NAME	PAGE
CHICAGO	133

PHONE NUMBERS

Emergency Assistance	
Division Safety Hotline	866-885-4027
CSX Railroad Police	800-232-0144
CSX Standard Clock	388-5000
	904-381-5000

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 letter identifier.

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

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

Abbreviations used are (P) – Passenger, (F) – Freight, (I) – Intermodal, (U) – Unit. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinance speeds will be shown in shaded blocks.

B. MILEPOST

The alpha-numeric reference point identifying a specific track location on a subdivision. At locations to check speed indicators the mileposts may be listed without alpha prefixes and will be shown with a wide border.

28.0
29.0

C. STATION

A named reference point identifying a specific track location on a subdivision.

D. TRACK DIAGRAM

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

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

F. NOTES

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

3 – SYMBOLS USED

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

SP – Refer to Speed Tables

ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

ABS Automatic Block Signal Rules
ATC Automatic Train Control Rules
CONN Connection Track
CPS Control Point Signal Rules
CSDG Controlled Siding
DB Drawbridge
DD Defect Detector
HE Head End Only
HP Hold Point
HIWI Clearance Detector
IND Industry Track
OTMT Other Than Main Track
(P) Passenger Station
PAS Power Assisted Switch
PM Passenger Main
RCS Remote Control Switch
RRX Railroad Crossing at Grade
SDF Slide Detector Fence
SDS Slide Detector Signal
SG Single
SR Self Restoring Power Operated Switch
ss Spring Switch
STG Storage
SSDG Signaled Siding
TO Turnout
WID Wheel Impact Detector
XOVER Crossover
YD Yard

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

CM DISP 94 – 7 RD - 08

LEGEND - SAMPLE SUBDIVISION - SS

AUTHORIZED SPEED REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST	EAST			
1 P	2 F	1 P	2 F							
60	50	60	50	CPQ 0.0	LEN	PBR Rwy SPARROW SD				
60	50	60	50			1	2	CR DISP 86-5 RD-08	ABS-261	
79	55	79	55	CPQ 9.2		13.8		Text boxes for Disp. Rd or Yd Communications	ABS-261	
		79	55	CPQ 13.8	NORTH EAST				CPS-261	
								Dead-end turnouts represent industry spurs, team tracks, etc.	S-261	
								BUFORD IT		
				17.0 18.0				Reference to Air Brake & Train Handling Rule (steep grade)	ABS-261	
					CPQ 20.0	EAST KENT		WAS EAS	CPS-261	
79	65				CPQ 20.3		2.0	SSDG 10,120 FT	ABS-261	
					CPQ 22.0	WEST KENT		SP	CPS-261	
65	55	55	50	CPQ 22.8				SEE SPEED TABLES	ABS-261	
								Yard channel for yarding instructions shown in a text box	ABS-261	
55	50			CPQ 23.5				KENT YD CH-28	ABS-261	
								Reference to Equipment Handling Rule (handling cars prone to rocking)	ABS-261	
55	50		40	CPQ 24.4	EAST LAUREL			SDG 8,750 FT SP	TWC-DCS	
								24.8 4453		
					CPQ 26.1 CPQ 26.4	WEST LAUREL		25.6		
40	40			CPQ 26.5				Defect detector		
								DD		
					CPQ 28.2	MOHAWK JUNCTION		2.1		
50	40	50	40					Connecting RR shown with dashed lines		
					CPQ 29.2 CPQ 29.5			NS		
50	45	50	45	CPQ 29.8				NS		
								1		
50	45	50	45	CPQ 30.6	ALEXANDRIA			2		
30.6 MILES LEN TO ALEXANDRIA										
STATION PAGE NOTES										
NOTE 1: Instructions for this location.										

**CHICAGO DIVISION
1700 167th St.
Calumet City, IL 60409**

Chicago Division Officers		
J.A. Bradley Division Manager		
L.W. Fulton Assistant Division Manager	S.E. Posey Superintendent Train Operations	K.L. Rice Manager of Safety and Operating Practices
R.L. Burkett Terminal Superintendent - Toledo	L.R. Koster III Terminal Superintendent - B&O CT	A.G. Ferrara Terminal Manager - Detroit
Z.P. Wright Director Train Operations	D.S. Grupa Director Train Operations	J.C. Parker Director Train Operations
D.A. Biegel Senior Road Foreman of Engines	W.J. Wilson Chief Train Dispatcher	L.G. Howery Mechanical Superintendent
E.D. Sparks II Division Engineer	S.J. Koster Division Signal Engineer	

Chicago Division Telephone Numbers		
	RNX	BELL
Division Manager	481-2061	708-832-2061
Assistant Division Manager	481-2279	708-832-2249
Manager of Safety and Operating Practices	481-2248	708-832-2248
Superintendent Train Operations	481-2171	708-832-2171
Director Train Operations	481-2066	708-832-2066
Manager - B&O CT	481-2126	708-832-2126
Senior Road Foreman of Engines	481-2179	708-832-2179
Chief Train Dispatcher	481-2065	708-832-2065
Mechanical Superintendent	481-2166	708-832-2166
Division Engineer	481-2254	708-832-2254
Division Signal Engineer	481-2164	708-832-2164
Division Departmental Support Clerks		
Transportation	481-2060	708-832-2060
Mechanical	481-2121	708-832-2121
Engineering	481-2288	708-832-2288
Division Safety Hot Line		866-885-4027
Public Safety Coordination Center (CSX Police)		800-232-0144
CSXT Standard Clock	388-5000	904-381-5000

B&O CT 13600 South Halsted Riverdale, IL 60924			
<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
L.R. Koster III	Terminal Superintendent	476-5232	708-201-5232
K.W. Miles	Assistant Terminal Superintendent	476-5232	708-201-5232
L.L. Taborn	Assistant Terminal Superintendent	476-5232	708-201-5232
K.C. Holton	Terminal Trainmaster	476-5232	708-201-5232
S.G. Marshek	Terminal Trainmaster	476-5232	708-201-5232
D.J. Maneiro	Terminal Trainmaster	476-5232	708-201-5232
M.J. McLaughlin	Terminal Trainmaster	476-5232	708-201-5232
J.H. Widowfield	Terminal Trainmaster	476-5232	708-201-5232

**Toledo Terminal
239 W. Union St.
Walbridge, OH 43465**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
R.L. Burkett	Terminal Superintendent	473-3057	419-661-3057
D.L. Sprandel	Assistant Terminal Superintendent	473-3057	419-661-3057
T.L. Brown	Assistant Terminal Superintendent	473-3057	419-661-3057
A.S. Bamford	Terminal Trainmaster	473-3057	419-661-3057
J.A. Brown	Terminal Trainmaster	473-3057	419-661-3057
E.B. Erickson	Terminal Trainmaster	473-3057	419-661-3057
N.A. Pecenka	Terminal Trainmaster	473-3057	419-661-3057
L.O. Givens	Terminal Trainmaster	473-3057	419-661-3057
J.H. Swalls	Terminal Trainmaster	473-3057	419-661-3057
H.G. Johns	Industrial Trainmaster	473-3057	419-661-3057

**Detroit Terminal
2001 Industrial Avenue
Dearborn, MI 48120**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
A.G. Ferrara	Terminal Manager	492-4865	734-464-4865
P.E. Parent	Terminal Trainmaster	492-4865	734-464-4865
Z. Luckhart	Terminal Trainmaster	492-4865	734-464-4865
N.R. Smith	Terminal Trainmaster	492-4865	734-464-4865

**B&O C.T.
1700 167th Street
Calumet City, IL 60409**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
Vacant	Transportation Operations Manager	481-2126	708-832-2126
D.I. Jester	Manager	481-2126	708-832-2126
Vacant	Manager	481-2126	708-832-2126
J.W. Robinson	Manager	481-2126	708-832-2126
Vacant	Manager	481-2126	708-832-2126

Chicago Division Officers- Line of Road Trainmasters and Territories

<u>Office Location</u>	<u>Subdivision(s)</u>	<u>Name</u>	<u>RNX</u>	<u>Bell</u>
Grand Rapids, MI	GR	R.E. Garafolo	493-5675	616-246-5675
Grand Rapids, MI	PO	E.P. Saloman	493-5675	616-246-5675
Garrett, IN	CQ	R.R. Reed	489-4896	260-357-4896
Garrett, IN	CQ	Vacant	489-4897	260-357-4897
Flint, MI	PH,TD	R.A. Bingham		810-789-2111
Layfayette, IN	MO	J.M. Welch		765-742-4119
Plymouth, MI	DT,LI,PO,TD	F.J. Dedrick	492-5728	734-464-5728
Danville, IL	WQ	M.B. Hinton	256-4129	217-442-4129
Ottawa, IL	NK	B.A. Wilkens	476-5081	815-433-5801

Chicago Division Officers- Road Foreman of Engines and Territories

<u>Office Location</u>	<u>Subdivision(s)</u>	<u>Name</u>	<u>RNX</u>	<u>Bell</u>
Chicago, IL	PB,NK,M5,AL,BJ,C5,LA	M.R. Alamprese	476-5046	708-201-5046
Chicago, IL	PB,NK,M5,AL,BJ,C5,LA	M.O. Smith	476-5247	708-201-5247
Chicago, IL	PB,NK,M5,AL,BJ,C5,LA	B.C. Edwards	476-5023	708-201-5023
Toledo, OH	TT,PJ	J.T. Quillen	473-3052	419-661-3052
Grand Rapids, MI	GR,FR,ZD,PO	R.D. Patterson	493-5654	616-246-5654
Livonia, MI	DT,PO,TD,PH,LI,S2	B.A. McCoy	492-4949	734-464-4929
Danville, IL	MO,WQ	M.C. Stafford	256-0180	217-442-0180
Garrett, IN	CQ	W.J. Relaford	489-5833	260-357-5833

Chicago Division Engineering Department

E.D. Sparks II
Division Engineer

C. Martinez
Engineer Track

A.L. Maust
Engineer Track

D.B. Jewel
Manager Work Equipment

M.A. Childs
Manager of Facilities

R.M. Perry
Assistant Division Engineer, Structures

J.M. Phillips
Staff Engineer

Chicago Roadmasters

<u>LOCATION</u>	<u>NAME</u>	<u>PHONE</u>
Chicago, IL	L. Carreno	708-201-5263
Chicago, IL	P.D. Beinor	708-201-5164
Danville, IL	B.D. Crossman	217-442-0126
Grand Rapids, MI	T.F. Bowen	616-246-5547
Livonia, MI	H.F. Shumpert	734-464-5654
Livonia, MI	M.A. Donohue	734-464-5650
Lafayette, IN	J.R. Fuller	765-429-6599
Walkerton, IN	D.C. Coffin	574-586-7844
Watervliet, MI	J.C. Cartier	269-463-4018
Walbridge, OH	R.D. Warpenburg	419-661-4694
Walbridge, OH	R.W. Hartzell	419-661-4621

Chicago Engineering - C&S

S.J. Koster
Division Signal Engineer

D. Kiser
Communications Supervisor

D.E. Hankins
Communications Supervisor

<u>LOCATION</u>	<u>SIGNAL MANAGER</u>	<u>PHONE</u>
Riverdale, IL	S.D. Ball	708-201-5152
Garrett, IN	S.C. Neighbor	904-716-9082
Watervliet, MI	D.E. Sears	269-463-4901
Livonia, MI	B.P. Chafin	734-464-5641
Lafayette, IN	R.L. Ricketts	765-477-1912
Walbridge, OH	L.D. Lewis	419-661-4780

Chicago Division Mechanical Department

L.G. Howery
Mechanical Superintendent

<u>LOCATION</u>	<u>MANAGER NAME</u>	<u>PHONE</u>
Chicago, IL	T.C. Good	708-201-5138
Grand Rapids, MI	R.A. Himebaugh	616-246-5573
Toledo, OH	J.J. Brinkmeier	419-661-4885
Flint, MI	S.J. Payer	810-789-2722
Detroit, MI	J.W. Buchholtz	734-464-5651

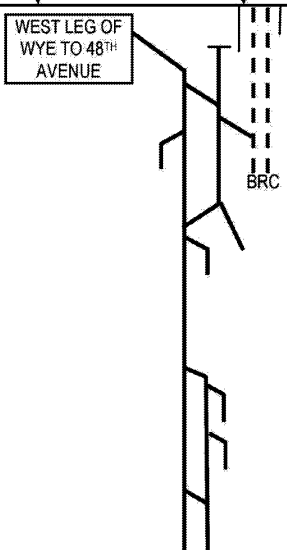
Chicago Division Train Dispatching Operations
1700 167th Street
Calumet City, IL 60409

	RNX	BELL		RNX	BELL	
Chief Dispatcher	481-2065	708-832-2065	Asst. Chief - East	481-2105	708-832-2105	
				Desks: RL RM RN	481-2091(FAX)	708-832-2091 (FAX)
Asst. Chief - West	481-2088	708-832-2088		RL Dispatcher	481-2118	708-832-2105
Desks: RA RB		708-832-2089 708-832-2091 (FAX)		Lincoln (LI) Pemberville (PJ) Toledo Terminal (TT)		708-832-2107 708-832-2172
RA Dispatcher	481-2072	708-832-2070		RM Dispatcher	481-2262	708-832-2262
Barr (M5) Chicago Heights (C5) Lake (LA) Woodland (WQ) Porter (PB)	481-2127 / 481-2073 (FAX)	708-832-2127 708-832-2073 (FAX)		Garrett (CQ)		708-832-2271
RB Dispatcher	481-2074	708-832-2074		RN Dispatcher	481-2281	708-832-2281
Altenheim (AL) Blue Island (BJ) New Rock (NK) Monon (MO)	481-2128 / 481-2075 (FAX)	708-832-2128 708-832-2075 (FAX)	Detroit (DT) Fremont (FR) Grand Rapids (ZD) Grand Rapids Terminal (GR) Plymouth (PO) Port Huron (PH) Saginaw (TD)	481-2283	708-832-2283	
			Canadian Rail Traffic Controller		519-627-7632	
			Sarnia (S2)		888-877-1118	

ALTENHEIM SUBDIVISION - AL

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ WEST	↓			
10	DC 32.9	END OF TRACK			ABS-251 (193) 1-W 2-E		
	DC 33.0	48 TH AVENUE					
	DC 34.1	CENTRAL AVENUE					
	DC 34.4	EAST BARRIE PARK					
	DC 35.0	WEST BARRIE PARK					
	DC 36.1	FERRARRA PAN SWITCH					
	DC 36.4	HANNAH STREET			ABS-251 (193) 1-W 2-E		
10	DC 37.1	MADISON STREET			ABS-251 (193) 1-W 2-E		
4.2 MILES END OF TRACK TO MADISON STREET							

ALTENHEIM SUBDIVISION - AL CICERO INDUSTRIAL TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
10	BIH 0.0	12 TH STREET CROSSOVER			96		1
10	BIH 1.9	END OF TRACK			96		

STATION PAGE NOTES
NOTE 1: East leg of wye to 46 th Ave. is out of service.

ALTENHEIM SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - ALTENHEIM

Trk	MP/Location	F
Both	DC 32.9 - 37.1	10

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281-1298 are in effect on the Altenheim Subdivision

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
DC 32.7	46th Ave	Continuous	08, 12-1	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Any equipment exceeding 18'0" must have Clearance Bureau documentation prior to movement.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
BIH 0.1	Royal Box	Dock/Platform
BIH 1.9	Hickman Williams	Building
DC 33.0	Gardiner Asphalt	Fence/ hook up station
DC 33.3	National Bakery	Fence
DC 36.1	Ferrara Pan	Loading Dock

8. MISCELLANEOUS

NONE

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BIH 0.9	Cicero Ave	163541C
BIH 0.9	16th St	163563C
BIH 1.2	50th Ave	163545E
BIH 1.4	Laramie	163549G
BIH 1.7	16 St	163553W
BIH 1.7	16 St	163561N
DC 37.1	Madison St	163539B

NOTES

BARR SUBDIVISION - M5

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1	2	3			WEST	EAST			
						GARRETT SD			
40	40		BI 236.4	0.2		1 2			
			BI 236.6	WILLOW CREEK		SP	CPS-261		
40	40		BI 237.1			PORTER SD			
60	60		BI 239.0	2.7		RA DISP 14-3 RD 08 DD	ABS-261		
			BI 239.3	MILLER			CPS-261		
			BI 240.8	WEST END MILLER SDG	4.0		CSDG 6,336 FT SP CSS	ABS-261	
			BI 243.3	EAST GARY			CPS-261		
					3.0		EAST GARY SETOUT TRACK BI 244.2	ABS-261	
			BI 246.3	EAST CURTIS			CPS-261		
			BI 248.1	WEST END CURTIS	2.5	NS	ABS-261		
60	60		BI 248.8 = DC 0.0	PINE JUNCTION			CPS-261		
40	40				0.4	BUFFINGTON CONNECTION LAKE SD SP	ABS-261		
			DC 0.4	CLARKE JUNCTION			CPS-261		
40	40					THATCHER ENGINEERING DC 0.8	ABS-261		

BARR SUBDIVISION - M5

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
					↓	↓				
1	2	3				WEST				
40	40				2.2	1 DC 1.3 NATIONAL PROCESSING	2		ABS-261	
			DC 2.6	CALUMET TOWER		CN HARBORSON WALKER LEAD	IHB		CPS-261	
					0.6				ABS-261	
			DC 3.2	REPUBLIC		IHB			CPS-261	
									ABS-261	
					2.8	C YARD WHITING INDUSTRIAL TRACK	DC 3.7 PEIGUSS YARD			
40	40		DC 5.6			DC 3.8 DC 4.7 DC 4.8			ABS-261	
25	25								CPS-261	
			DC 6.0	STATELINE		NS IHB			CPS-261	
					1.2	HEGEWISCH INDUSTRIAL TRACK			ABS-261	
			DC 7.2	CALUMET PARK		IHB CALUMET CITY YARD	IHB HIGH SPEED IHB 3 RUNNER		CPS-261	
25	25		DC 7.4			IHB KENSINGTON BRANCH	IHB NO 2 IHB NO 1		ABS-261	
40	40									

BARR SUBDIVISION - M5

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
					WEST					
1	2	3								
40	40		DC 9.9							
				3.2	ST GOBAIN GLASS DC 10.3					
					SAFETY KLEEN					
			DC 10.4	COTTAGE GROVE	CSX-UP LINCOLN AVENUE CONN. SP					
40	40		DC 10.5							
20	20		DC 10.7	DOLTON TOWER	UP					
			DC 10.9	138 TH STREET	NS BOTTLE CONNECTION					
					WESTWAY TERMINAL					
					CN CONN ACME LEAD					
		20	DC 11.4	RIVERDALE	3 SOUTH OPEN					
20	20									
30	30		DC 11.7		1	2				
				2.5	A1 NORTH OPEN					
					R LEAD OLD SPRINGER SWITCH					
					HALSTEAD ST CROSSOVER					
					F7 SWITCH F8 SWITCH F9 SWITCH					
					DC 12.9 DC 13.0					
					NEW CROSSOVER					
					ASHLAND HEAD END SW					
					1	2				
30	30	20								
					D YARD SWITCH CROSSOVER G YARD SWITCH					
					DC 13.1					

BARR SUBDIVISION - M5

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES		
					WEST							
1	2	3										
30	30	20			1	2	3	ABS-261				
			DC 13.9	ROLL AVENUE				CPS-261				
					0.2				ABS-261			
			DC 14.1	HARVEY JUNCTION					CPS-261			
					0.3				ABS-261			
			DC 14.4	CHATHAM					CPS-261			
				DC 15.0		0.7		1	2	3	ABS-261	
			DC 15.1	B. I. JUNCTION							CPS-261	
				DC 15.3		0.2					CPS-261	

27.7 MILES WILLOW CREEK TO VERMONT STREET

STATION PAGE NOTES

NOTE 1: Westbound trains – when a defect is indicated, will stop west of Perry Ave. if operating on the Barr SD or north of 130th Street if operating via UPRR.

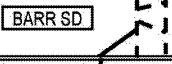
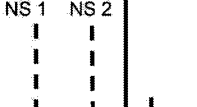
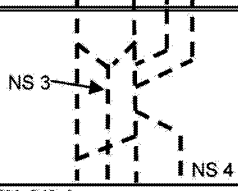
BARR SUBDIVISION - M5 HEGEWISCH INDUSTRIAL TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
5	BID 0.0	STATELINE			96		
			NS CONNECTION BID 0.5				
5	BID 1.8	END OF TRACK			96		

BARR SUBDIVISION - M5 WHITING INDUSTRIAL TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
	DCE 0.0	EAST CHICAGO			96		
	DCE 3.5	WHITING			96		

BARR SUBDIVISION - M5 BUFFINGTON CONNECTION TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH	SOUTH			
							
40	DC 0.0 = BIA 248.8	PINE JUNCTION			ABS-261		
40	BIA 249.4	(CP 501)			NS RULES		
0.6 MILES BIA 248.8 TO BIA 249.4							

BARR SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - BARR

Trk	MP/Location	F
Both	BI 236.4 - 237.1	40
Both	BI 237.1 - 248.8	60
Both	DC 0.0 - 5.6	40
Both	DC 5.6 - 7.4	25
Both	DC 7.4 - 10.5	40
Both	DC 10.5 - 11.4	20
Mains	DC 11.4 - 11.7	20
3	DC 11.7 - 14.1	20
Both	DC 11.7 - 14.1	30
Mains	DC 14.1 - 15.0	30
Both	DC 15.0 - 15.3	30

AUTHORIZED SPEEDS - - HEGEWISCH INDUSTRIAL TRACK

Trk	MP/Location	F
OTMT	BID 0.0 - 1.8	5

AUTHORIZED SPEEDS - - BUFFINGTON CONNECTION TRACK

Trk	MP/Location	F
SG	BIA 248.8 - 249.4	40

ADDITIONAL SPEEDS (SP) - - BARR

Location	Track Type	F
BI 236.6 - 236.6	CONN	30
BI 239.3 - 240.8	SDG	10
BI 248.8 - 249.4	CONN	40
DC 10.4 - 10.4		10
DC 10.9 - 10.9		

13 ENGINE BELL

DC 11.3 - Riverdale - Trains operating on #3 Main must continuously sound the bell.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BI 236.6	Willow Creek	CSX	Remotely Controlled	226-B (3) b
DC 2.6	Calumet Tower	CN		226-B (3) c
DC 2.6	Calumet Tower	IHB		
DC 3.2	Republic			
DC 6.0	Stateline	NS		226-B (3) b
DC 6.0	Stateline	IHB		
DC 10.7	Dolton Tower (Note 1)	UP		226-B (3) c

Note 1 - When STOP signal is displayed, contact Dolton control operator on Channel 58 for instructions.

100-D HIGHWAY-RAIL GRADE CROSSINGS

DC 1.1 Cline Ave - Do not block the crossings at Cline Ave for longer than five (5) minutes. If it becomes known you will be blocking longer than five (5) minutes, advise the RA Dispatcher of the issue.

DC 8.4 Paxton Ave - Do not block the grade crossing at Paxton Ave longer than five (5) minutes. If it becomes known that you will be blocking longer than five (5) minutes, advise the RA Dispatcher of the issue. If a train is going to be held for a signal at cottage Grove, hold off the crossing until advised by the RA Dispatcher to begin moving.

DC 11.4 Wentworth Ave - Eastward trains on No. 3 main track will not block Car Shop access road, Wentworth Ave. When necessary to stop, trains must remain clear of Wentworth Ave unless otherwise instructed by RA Dispatcher or are allowed to proceed by signal indication.

DC 13.3 Fireroad - Barr Yard - When necessary for westward trains to stop on No 1 or No 2 Main Tracks at fire emergency access road crossing, located at the west end of Barr Yard, approximately 500 feet east of Ashland Ave, they are to stop at the crew change point signs which are located approximately 500 feet east of the road crossing. If train is not clear of Riverdale interlocking, contact RA Dispatcher for further instructions.

East Chicago and Hammond Crossings - Any road crossing on the Barr Subdivision in Hammond or East Chicago, Indiana should not be blocked. Any time a train is stopped in excess of ten (10) minutes on any crossing, the RA Train Dispatcher is to be notified. The train crew is responsible to ensure the rear of their train clears all crossings. RA Train Dispatcher will inform the crew what action is required to clear crossings. When any crossing is blocked beyond ten (10) minutes, the dispatcher may instruct the crews to cut those crossings.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
DC 2.7	Kennedy Ave	Crews must approach crossings in sidings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
DC 4.7	Columbia Ave	
DC 5.6	Hohman Ave	
DC 5.7	Sheffield Ave	

103-A SWITCHING CARS

Cars cut off in motion must not exceed the following combinations:

2 Loads

1 Load and 1 Empty

5 Empties

Blocks of cars exceeding these combinations may be shoved to rest in the target track.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
DC 12.4	Barr Yard	1 Car = 1 Hand Brake
DC 12.4	Barr Yard	2 Cars = 2 Hand Brakes
DC 12.4	Barr Yard	3 or more Cars = 3 Hand Brakes

When cars are cut off in motion, a sufficient number of hand brakes are required to prevent cars from rolling the entire distance of the track.

104 HANDLING SWITCHES

DC 11.7 - Barr Yard scale Track - Do not kick cars into this track. All Cars for the scale track are to be shoved and secured in the scale track.

DC 13.1 - G2 Track Switch - The normal position of the switch located at track G2 is for movement into track G2. This switch is equipped with a switch lock. This switch will be placed back into normal position while not in use to traverse the G Yard ladder.

13.2 - Barr Yard - There is a S hook on the E Yard / C Yard divide switch at the west end of Ashland. This switch must have the hook applied whether attended or unattended.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281-1298 are in effect on the Barr Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BI 237.0	Willow Creek	Continuous	08, 14-3	Wayside
BI 246.3	East Curtis		46	NS Disp.
	Curtis Yard		10	EJE YM
BI 248.8	Pine Jct		46	NS Disp.
DC 3.0	East Chicago		08, 14-3	Wayside
DC 10.4	Cottage Grove		25	IHB Disp.
			20	UP Disp.
DC 10.7	Dolton		58	Operator
DC 11.4	Riverdale		08, 14-3	Wayside
DC 12.0	Loco. Svc. Area		11	Terminal
	Ashland Yard		80	
	Halsted Yard		19	
DC 15.3	BI Jct.		58	CN Opr.

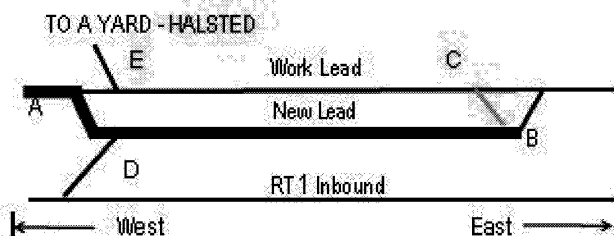
913 REMOTE CONTROL ZONES

Remote Control Locomotive (RCL) operation is established at Barr Yard, Riverdale, IL.

All Remote Control Zone (RCZ) signs will be left in the open position.

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

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



Bold line indicates Remote Control Zone number 1. Signs A through E indicate location of RCZ signs.

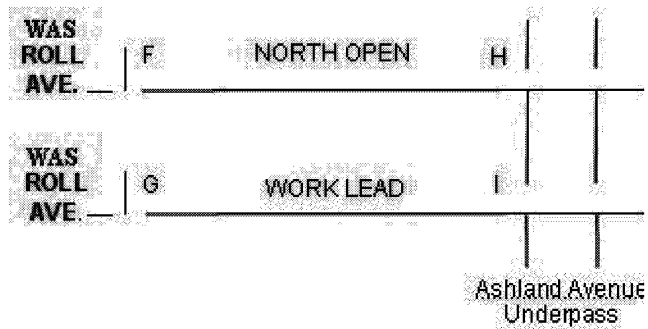
- Sign A is located 38 feet east of the yard road crossing.
- Sign B is located 489 feet east of the New Lead to Work Lead switch.
- Sign C is located 700 feet east of Work lead / New Lead divide switch.
- Sign D is located at the clearance point of Cab Track Pocket and New Lead.
- Sign E is located 359 feet east of the yard road crossing.

Remote Control Zones Established at the West End of Halsted Yard as follows:

1. Work Lead Zone - On the work lead from the west end of the Ashland Avenue underpass to the WAS at Roll Avenue.
2. North Open Zone - On the north open from the west end of the Ashland Avenue underpass to the WAS at Roll Avenue.

Remote Control Zone (RCZ) signs are posted as follows:

- Sign F is located 72 feet east of Roll Avenue.
- Sign G is located 72 feet east of Roll Avenue.
- Sign H is located 30 feet west of Ashland Avenue underpass.
- Sign I is located 13 feet west of Ashland Avenue underpass.



Pull Back Protection (PSP) for West End of Barr Yard -

1. If system fails or there are problems, contact must be made with the yardmaster or Mechanical Department to report the issue. If problem persists or cannot be resolved, point protection will be required to perform switching duties.
2. Remote control jobs working at the west end of Ashland and Halsted Yards will not require point protection, for stopping capability, if there are two engines in the consist and the cars and tonnage do not exceed the following:
 - West end of Ashland Yard - 18 cars per cut not exceeding 4200 tons.
 - West end of Halsted Yard - 23 cars per cut not exceeding 4400 tons.
3. In the event that only one unit is used on the Ashland Lead at the west end, a restriction of 12 car cuts with tonnage under 2100 tons will be used or point protection must be provided, due to track being a stub ended track.
4. In the event that only one unit is used on the Halsted lead at the west end, a restriction of 15 car cuts with tonnage not exceeding 2100 tons will be used or point protection will be provided, due to the absolute signal at Roll Avenue.

Remote Control Zone and Pullback Stopping Protection is established on the East end of Halsted yard on a portion of the "New Lead" and "Work Lead" as Follows:

1. From the clearance point of the "New Lead" and "North Open" on the east end of the "New Lead", to a point 300 feet west of the west end Halsted Avenue overpass on the "Work Lead".

A. Signs are placed as follows:

- 1 - From the clearance point of the "New Lead" and "North Open" on the east end of the "New Lead" on Halsted Yard.
- 2 - At the clearance point of track/switches providing access to the "New Lead" within the limits of the new Remote Control Zone, i.e., the cab track, work lead.
- 3 - At a point 300 feet west of the west end on the Halsted Avenue overpass on the "Work Lead".

B. Access to road crossing west of Halsted Avenue overpass within the RCZ will be restricted. Chains are in place to restrict access across the RCZ and cannot be entered without permission of the Remote Control Operator (RCO), when the RCZ is active.

C. Trains using this RCZ may not foul any portion of the RCZ without permission of the RCO on radio Channel 19-19, when the RCZ is active. If unable to contact the RCO, trains and OTE will contact the Halsted yardmaster to ascertain whether the RCZ is active and be governed accordingly.

2. Pullback Stopping Protection (PSP)

A. The following procedures apply to all RCO crews that are operating remote control equipment:

1. - After linking up and performing the required safety tests, the RCO's need to know that the point protection system is controlling the speed of the locomotive once the puck zone has been entered. To do this, the RCO's must, after starting work and upon making the first movement into the puck zone, or when changing the remote control locomotives, ride the leading end of the movement and observe the audible and visual outputs of the OCU, once the zone has been entered and the locomotive responds correctly to the first two (2) pucks, the PSP is known to be working properly.

2. - On every move into the PSP, the RCO must observe the audible and visual outputs of the OCU to determine that the PSP is responding properly. The OCU message will read "EPD 9 MPH, EPD 8 MPH". This message will be transmitted as the reader antenna passes over the initial transponder in PSP. If the message is not seen, the movement must be stopped and point protection must be provided per Rule 46.

3. PSP Override

A. PSP override is accomplished by: Simultaneously pressing and holding No/Function, Yes/Alarm reset buttons for greater than 3 seconds. Release buttons and observe message on the status display which should read, "STS or EPD system is being overridden".

B. If PSP is overridden for any reason, the RCO must remain

on the locomotive and provide point protection until it is again verified that the PSP is operating properly.

4. PSP tonnage restrictions

A. It is the responsibility of the RCO to ensure that the following tonnages are not exceeded:
 One 4-Axle Locomotive - 1800 tons
 Two 4-Axle Locomotives - 3600 tons

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-13 RIDING EQUIPMENT

BI 246.6 - When adjacent tracks are occupied, no Transportation employee is to ride a shoving or pulling move on the side of any car while in Curtis Yard due to close clearances.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BI 239.0	Miller	1	NONE
DC 9.9	Cottage Grove	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
DC 15.2	Blue Island, IL
BIF 16.0	Blue Island, IL

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Any equipment exceeding 20'2" must have Clearance Bureau documentaion prior to movement.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BI 236.4	Entire Subdivision	Cars with gross weight exceeding 315, 000 lbs.	Prohibited
DC 10.3	St. Gobain Warehouse District	Multiple units	
DC 15.3	Entire Subdivision	Cars with gross weight exceeding 315, 000 lbs	

7. CLOSE CLEARANCE

MP	Location	Remark
BI 248.0	Curtis Yard	All Tracks
DC 0.7	Thatcher Engineering	At Gate
DC 1.3	National Processing	Fence / bulding
DC 4.0	Amoco	At Gate
DC 4.0	Calumet Refinery	Beside I-Beam
DC 4.5	Transflo (BIDS)	Fence
DC 12.4	Barr Yard	A2 East end Halsted bridge
DC 12.4	Barr Yard	F3 Extension, air compressor
DC 12.5	D Yard Dock	D-1

8. MISCELLANEOUS

BI 246.3 Curtis Yard – Curtis Yard crews must report clear when departing. While working the yard crews must use Channel 08.

DC 11.4 Barr Yard – Trains entering Barr Yard at any signaled location or hand throw switch must secure permission of Yardmaster before passing signal or opening switches. Halsted Yardmaster on Channel 19 and Ashland Yardmaster on Channel 80.

Trains, engines or on-track equipment entering the eastbound yard, westbound yard, roundhouse dispatch tracks, the work lead or north open tracks are to contact the Yardmaster to determine if Remote Control Zones are active.

At the Locomotive Servicing Area (Ready Track), all trackage located east of the west derrails on RT 1,2,3 and 4 are part of the Locomotive Servicing track area. All crews are to comply with Rule GR-102, Blue Signal Protection when occupying this trackage. Ready track CH 11 - 11.

Unless in RCO operation on the main track, using selector 15 MPH on the OCU is not allowed on the Barr Subdivision.

Two Minute Warning - Yardmasters will provide an updated job briefing when crews are on their last assigned move of their shift. The purpose of the updated is to refocus all employees prior to the final move. The briefing will include but is not limited to:

Inspecting switch points

Securing Equipment

Protecting Shoves

Leaving Equipment in the clear

Car Shop and Ready Track

The following procedures are in effect in Barr Yard to prevent running over permanent / portable derails at the ready track and Car Shop:

Stop all equipment short of the blue and or yellow signals.

Contact the Mechanical Department for permission to enter the restricted area.

Foreman / Conductor will dismount equipment and visually confirm the removal of permanent / portable derails and blue signals and communicate this to the other crew members.

Foreman / conductor will provide point protection into the restricted areas.

**9. HIGHWAY ROAD CROSSINGS AT GRADE
EQUIPPED WITH AUTOMATIC WARNING DEVICES**

MP	Location	DOT#
BI 236.7	Portage Ave	155627R
BI 236.9	Willowcreek Rd	155628X
BI 239.0	County Line Rd	155632P
BI 240.7	Hobart Rd	155633U
BI 241.1	Howard St	155636P
BI 241.4	Lake St	155637W
BI 248.2	Clark Rd	155645N
DC 0.7	Industrial Hwy	163643V
DC 1.2	Cline Ave	163642N
DC 1.2	Cline Ave	163640A
DC 2.3	Euclid Ave	163639F
DC 2.7	Kennedy	163638Y
DC 3.5	Railroad Ave	163637S
DC 3.6	Tod Ave	163636K
DC 3.7	Indianapolis / SR 20	163635D
DC 3.8	Magoun Ave	163634W
DC 3.9	Baring Ave	163633P
DC 4.7	Columbia Ave	163632H
DC 4.9	Ash St	163630U
DC 5.2	Calumet Ave / US 41	163627L
DC 5.3	Torrence Ave	163626E
DC 5.3	Henry Ave	163625X
DC 5.4	Johnson Ave	163624R
DC 5.6	Hohman Ave	163621V
DC 5.7	Sheffield Ave	163620N
DC 10.0	Cottage Grove Ave	163613D
DC 10.6	Park Ave (Lincoln Ave)	163612W

DC 11.1	138 St	163611P
DC 11.3	137 St	163610H
DC 14.4	Chatham Ave	163413U
DC 11.7	Perry Ave	163609N
DC 14.7	Western Ave	163415H

BLUE ISLAND SUBDIVISION - BJ

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
				BARR SD				
1	2			1	2			
40	40	DC 15.3	VERMONT STREET	/		CPS-261		
			5.5	1	2	RB DISP 12-1 RD-08	ABS-261	
		DC 20.8	88 TH STREET	/		CPS-261		
40	40	DC 21.2	0.8			ABS-261		
25	25	DC 21.6	82 ND STREET	/		CPS-261		
			0.9	1	2	CSDG 4,200 FT SP FOREST HILL	ABS-261	
		DC 22.5	75 TH STREET	/		CPS-261		
			0.5	NEW WYE → DAMEN LEAD		ABS-261		
25	25	DC 23.0	BELT CONNECTION	← OLD WYE No. 2 TO OLD WYE SP		CPS-261		
40	40			1	2	CSDG 12,765 FT SP		
40	40			1 LEAD 13 LEAD 59 th ST INTERMODAL FACILITY		ABS-251 (193) 1-W 2-E		

BLUE ISLAND SUBDIVISION - BJ

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
1	2							
40	40		59 TH STREET INTERMODAL FACILITY 2.5	58 TH STREET INTERMODAL FACILITY 1 2	CSDG 12,765 FT SP	ABS-251 (193) 1-W 2-E		
		DC 25.5	51 ST STREET			CPS-261		1
			1.4	39 TH STREET EXTENSION CONTROLLED BY 59 TH ST YARDMASTER		ABS-261 (193) 1-W 2-E		
		DC 26.9	39 TH STREET	239 TRACK TO NS ASHLAND YARD		ABS-261 (193) 1-W 2-E		
		DC 27.0	PERSHING			CPS-261		
			0.4			ABS-251 (193) 1-W 2-E		
40	40	DC 27.4	BRIGHTON PARK	NS CJ3 NS CJ2	CN BNSF CORWITH	CPS-261		
25	25		0.6			ABS-251 (193) 1-W 2-E		
		DC 28.0	ASH STREET		CN	CPS-261 (193)		2
			DC 29.1 22 ND STREET		BNSF CICERO CONNECTION BNSF	ABS-251 (193) 1-W 2-E		
			DC 29.6 16 TH STREET			ABS-251 (193) 1-W 2-E		3

BLUE ISLAND SUBDIVISION - BJ

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
1	2							
25	25	DC 29.7	14 th STREET	2.2		ABS-251 (193) 1-W 2-E		4
10						193 YARD LIMITS		
10		DC 30.2	UP OGDEN JCT		END OF CSX	UP RULES		
14.9 MILES VERMONT STREET TO UP OGDEN JCT								

STATION PAGE NOTES	
NOTE 1:	At 51 st St., switches are hand throw; signals are dispatcher controlled. No signal west on No. 2 track or 3 rd Main.
NOTE 2:	NS CJ tracks from Ashland Avenue Yard to 16 th St. controlled by NS CJ dispatcher. Trains must secure permission of CJ dispatcher before using CJ tracks at all points. NS CJ dispatcher can be reached on AAR Channel 64.
NOTE 3:	Trains using 16 th St. Connection to UP must secure permission from NS CJ dispatcher and UP Terminal dispatcher before proceeding.
NOTE 4:	UP-Ogden Junction is controlled by UP Terminal Dispatcher CN 52-T*51. Trains must secure verbal permission before entering UP RR trackage at all points. Switches on UP have switch indicator lights. These lights convey position of switches only.

BLUE ISLAND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - BLUE ISLAND

Trk	MP/Location	F
Both	DC 15.3 - 21.2	40
Both	DC 21.2 - 23.0	25
Both	DC 23.0 - 27.4	40
Both	DC 27.4 - 29.7	25
1	DC 29.7 - 30.2	10

ADDITIONAL SPEEDS (SP) - - BLUE ISLAND

Location	Track Type	F
DC 21.6 - 22.5	CSDG	10
DC 22.9 - 25.5		
DC 23.0 - 23.0	CONN	

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
DC 16.5 - DC 21.0	Blue Island Subdivision	24 hours / day

When approaching these grade crossings the standard crossing warning signal, Rule 14(l), shall not be sounded with the engine horn.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
DC 22.5	75th St	NS	Remotely Controlled	226-B (3) b
DC 22.5	75th St	Metra		
DC 22.5	75th St	BRC		
DC 27.4	Brighton Park	CN		226-B (3) c
DC 28.0	Ash St			

100 HIGHWAY-RAIL GRADE CROSSINGS

CHICAGO 911 PROTOCOL

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

MP	Location	Instructions
DC 17.5	115th St	See Note
DC 17.7	113th St	
DC 18.0	111th St	
DC 19.0	103rd St	
DC 19.5	99th St	
DC 20.0	95th St	
DC 21.0	97th St	

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

DC 16.0 127th St. - Eastward trains with more than twenty (20) cars will not pass 127th St. except under signal indication or by permission of RB train dispatcher. If a train must stop on 127th St. the RB dispatcher is to be notified immediately.

DC 20.8 - Trains eastward on the Blue Island Subdivision must comply with the following instructions when being held at 88th St.

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

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

100-E HIGHWAY-RAIL GRADE CROSSINGS

All highway grade crossings on the Blue Island Subdivision are equipped with constant time motion detectors. Trains must operate in accordance with Rule 100-E(4) when approaching these crossings.

103-D SECURING EQUIPMENT

On all tracks other than main tracks within 59th Street Intermodal Yard, cars left standing on a track must be clear of other tracks where practicable. A minimum of one hand brake must be applied to hold the cars as well as a solid cut of cars when left unattended. All T&E crews involved with the securing of such cars will communicate the number and location of hand brakes they applied to the Yardmaster or Operations Manager at 59th Street Intermodal Yard. Personnel with intermodal operations will document and maintain this information and make it available for inspection. This information will include train assignment and train service personnel responsible for securing of equipment.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281-1298 are in effect on the Blue Island Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
DC 11.4	Riverdale	Continuous	06, 12-1	Wayside
DC 24.5	59th St Intermodal		84	Terminal
DC 27.2	NS CJ Dispatcher		64	
DC 27.7	BNSF Corwith Yardmaster		36	
DC 28.0	CN Ash St Dispatcher		54-4	Wayside (Note 1)
DC 29.1	BNSF Union Avenue Dispatcher		66	Terminal
DC 29.6	16th St UP Term Dispatcher		52 - * 51	Wayside

Note 1: CN Ash St Dispatcher can be reached at Telephone Number 708-208-6742

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
DC 28.1	Chicago, IL

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

Equipment Handling Rule 4453 will apply at the following locations:

MP	Location
DC 21.4	83rd St Curve
DC 22.1	79th St Curve

4463 HANDLING DOUBLE STACK CARS

The restrictions on placement of double stack equipment prescribed by Rule 4463 do not apply to trains on that portion of the Blue Island Subdivision between 51st Street (DC 25.5) and 75th Street (DC 22.5). When double stack equipment is handled on rear of this movement, the entire movement within these limits is restricted to a speed not exceeding 15 MPH.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Any equipment exceeding 20'2" must have Clearance Bureau documentation prior to movement.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
DC 27.8	Bridge 605C / 36th St	Cars with gross weight exceeding 286, 000 lbs.	10 MPH
DC 27.9	Bridge 592C / 35th St		

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

All trains that will operate into the Chicago Terminal via the Blue Island Subdivision will need to have in their possession NS paperwork to operate on the NS "CJ" tracks. The NS "CJ" dispatcher may be contacted at 773-538-9292.

DC 22.5 75 St. – All intermodal trains that are being held out of 59th St. yard at 75th St. are to contact the CSX Railroad Police on radio Channels 08-08 or 51-51 to advise held out status.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
DC 15.7	Union St	163418D
DC 16.0	Burr Oak Ave (127th St)	163419K
DC 16.5	123rd St	163421L
DC 16.9	119th St	163422T
DC 17.3	115th St	163423A
DC 17.7	113th St	163424G
DC 18.0	111th St	163425N
DC 18.2	109th St	163426V
DC 18.5	107th St	163427C
DC 18.7	105th St	163429R
DC 18.8	104th St	163430K
DC 19.0	103rd St	163431S
DC 19.5	99th St	163432Y
DC 20.0	95th St (US 12 & US 20)	163433F
DC 20.4	91st Golf Cart Xing	163435U
DC 20.5	91st St	163436B
DC 21.0	87th St	163437H
DC 23.0	71st St	163446G

NOTES

CHICAGO HEIGHTS SUBDIVISION - C5

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			CHATHAM DC 14.4	BARR SD HARVEY JCT DC 14.1			
10	DB 0.0	0.5			ABS-261 (193)		
	DB 0.5	NORTH HARVEY			CPS-261		
		2.2			193 YARD LIMITS		
10	DB 2.7 = (CN 22.6)	C.J.	1.2			CN RULES	
10	(CN 23.2) = DB 3.9	CN JUNCTION					
10	DB 8.1	END OF TRACK	4.2			193 YARD LIMITS	
8.1 MILES DB 0.0 TO END OF TRACK							

CHICAGO HEIGHTS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - CHICAGO HEIGHTS

Trk	MP/Location	F
SG	DB 0.0 - 2.7	10
SG	DB 3.9 - 8.1	10

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
DB 0.5	North Harvey	IHB	Remotely Controlled	226-B (3) b

100 HIGHWAY-RAIL GRADE CROSSINGS

DB 1.8 Wood St. – Southward trains must not foul Wood St. crossing until permission to enter CN main track is received.

DB 4.3 U.S. 6 – Northward trains that will not be able to clear US 6 must not foul US 6 until permission to enter CN main track has been received.

100-E HIGHWAY-RAIL GRADE CROSSINGS

DB 0.5 North Harvey – Due to rusty rail conditions on main track south of North Harvey, highway grade crossings protected by flasher lights and/or gates must not be fouled until it is known that flashers have been operated for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected in accordance with Rule 100-E.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal aspects and Indication Rules CR 1281 through CR 1292 are in effect for the signals governing movements at North Harvey DB 0.5 on the Chicago Heights Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
DB 2.7	C.J.	Continuous	28 - 90	CN Disp
DC 11.4	Riverdale		08, 14-3	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
DB 0.7	ATM Demolition	Trees and shrubs
DB 3.9	LB Steel	Fence
DB 4.4	Mid-Country Malt	Dock/Platform and Trees
DB 4.4	Oletex	Building-Both sides

8. MISCELLANEOUS

NONE

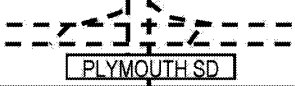
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
DB 0.1	136th St	163370D
DB 0.4	139th St	163372S
DB 0.8	141st St	915210U
DB 1.8	Wood St	163376U
DB 2.1	147th St	163378H
DB 2.2	Ashland Ave	163380J
DB 3.3	155th St	163388N
DB 4.0	Vincennes Rd	163391W
DB 4.3	US Hwy 6 / 159th St	163392D
DB 4.8	Taft / 163rd St	163394S
DB 4.9	Vincennes Rd	163395Y
DB 5.5	167th St	163396F
DB 6.8	Margaret St / Ridge Rd	163398U

DETROIT SUBDIVISION - DT

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
1	2			END OF TRACK				
10	10	CH 1.0	DETROIT-15 TH ST			96		
		CH 4.5 = DW 0.0	DELRAY			CPS-261		
		CH 5.0				96		
		CH 6.6	ROUGEMERE			CPS-261		
45	45		0.6			ABS-261	DTC BLOCK ROUGE	
		CH 7.2	SOUTHERN AVE	SP	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> RN DISP 84-4 RD 08 </div>	CPS-261		
			0.3			ABS-261		
		CH 7.5	MICHIGAN AVE CONN	SP		CPS-261		
45	45		1.2	CH 7.6			ABS-261	
30	30	CH 7.9				ABS-261		
		CH 8.7	P COMPANY JCT	SP SP		CPS-261		
30	30	CH 9.6		TO CR	CH 9.9	ABS-261	DTC BLOCK OAK	
		CH 12.1	PLYMOUTH ROAD			CPS-261		
30	30		1.1	OAK YARD		ABS-261		
		CH 13.2	OAK		SP SP	CPS-261		
30	30	CH 14.2				ABS-261	DTC BLOCK BELT	
45	45	15.0 CH 16.4 17.0	4.7	CH 15.3 DD	CH 14.7 EASTBOUND THIRD RAIL	ABS-261		
		CH 17.9	MIDDLEBELT			CPS-261		
			2.1	MIDDLEBELT YARD WESTBOUND THIRD RAIL CH 18.8	CH 18.9 ALLIED YARD CH 19.5	ABS-261	DTC BLOCK STARK	
		CH 20.0	STARK			CPS-261		
					THIRD RAIL CH 20.8 FORD YARD CH 21.3	ABS-261	DTC BLOCK ECKLES	
45	45			1 2		ABS-261		

DETROIT SUBDIVISION - DT

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
1	2							
45	45	CH 22.9	3.0	1	2	ABS-261	DTC BLOCK ECKLES	
25	25	CH 23.0	ECKLES ROAD	THIRD RAIL		CPS-261		
			1.1	PLYMOUTH EAST YARD	CH 23.9	ABS-261		
25	25	CH 24.1	HINES PARK	SP SP		CPS-261		
								
17.5 MILES ROUGEMERE TO HINES PARK								

DETROIT SUBDIVISION - DT DELRAY TO WEST DETROIT

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			CR				
15	DW 2.3	WEST DETROIT	0.7		193 YARD LIMITS		
	DW 1.6	WATERMAN			CR	193 YARD LIMITS	
15	DW 0.0	DELRAY			-- --	CPS-261	
2.3 MILES WEST DETROIT TO DELRAY							

DETROIT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- DETROIT

Trk	MP/Location	F
Both	CH 1.0 - 6.6	10
Both	CH 6.6 - 7.9	45
Both	CH 7.9 - 9.6	30
Both	CH 9.6 - 14.2 -- City Ordinance (HE)	30
Both	CH 14.2 - 22.9	45
Both	CH 22.9 - 24.1	25

AUTHORIZED SPEEDS -- DELRAY TO WEST DETROIT

Trk	MP/Location	F
SG	DW 2.3 - 0.0	15

ADDITIONAL SPEED RESTRICTIONS

Do not exceed 10 MPH through crossovers at P Company Jct., Oak and Hines Park.

Do not exceed 10 MPH through turnouts at Southern Ave. and Michigan Avenue Connection.

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

Do not exceed 7 MPH between CSN 1.5 - 6.0.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- DETROIT

Trk	MP/Location	F
Both	CH 9.6 - 14.2 (HE)	30

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CH 4.5	Delray	CR	Remotely Controlled	226-B (3) b
DW 1.6	Waterman			

100-D HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instruction
CH 1.1	West Grand Blvd	Simultaneous movements of trains and engines must not be made at any time.
CH 1.8	Vinewood Ave	
CH 1.8	Swains Ave	
CH 1.9	Scotten Ave	
CH 2.0	Clark Ave	
CH 2.1	McKinstry Ave	
CH 2.3	Summit Ave	

CH 4.5 Delray – Trains or engines must not foul any road crossings east of Delray unless it is known that the automatic grade crossing warning devices are operating properly or the crossings are protected by a member of the crew on the ground.

CH 13.4 Burt Rd – Westbound trains or engines from Oak Yard lead or siding must not exceed 10 MPH approaching crossing.

CH 14.2 Outer Dr – Eastbound trains stopping at Outer Dr must pull down and stay within 100 feet of crossing.

MP	Location	Instruction
CH 16.9	Inkster Rd	Movement on the Eastbound third rail must not be made over these crossings unless the automatic grade crossing warning devices are known to be operating properly or the crossings are protected by a member of the crew on the ground
CH 20.3	Stark Rd	
CH 21.4	Levan Rd	
CH 22.9	Eckles Rd	

CH 23.7 Haggerty Rd - Movement on the switching lead at Haggerty Rd must be not made over the crossing unless it is known that the automatic grade crossing warning devices are operating properly or the crossing is protected by a member of the crew on the ground.

CSN 1.5 All Crossings - Movements on all crossings between CSN 1.5 and CSN 6.03 must not be made unless it is known that the automatic grade crossing warning are operating properly or the crossing is protected by a member of the crew on the ground.

CSN 1.7 Warren Ave – Trains or engines must not exceed 6 MPH approaching crossing.

103-A SWITCHING CARS

Cars containing scrap and other shiftable loads (such as, but not limited to, pipe, lumber, flat steel, logs, poles, etc.) loaded multilevels and any other cars with long drawbars, are to be shoved to rest. They must not be kicked or cut-off in motion. When they are first out in a track, they must not be switched into with cars moving under their own momentum or coupled into with cars and locomotives with more force than is necessary to complete the coupling. They must not be held onto while kicking or cutting off other cars in motion.

104 HANDLING SWITCHES

RADIO CONTROLLED SWITCH AT DELRAY

DW 0.0 There is a GETS Model 3000 Hydra switch machine at DW 0.0, just north of Delray Tower. Normal switch position is for the switch to be lined for the northward track. This machine is equipped with a Switch Position Marker Light located on a pole that is mounted on 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 Position 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 the switch with the push button procedure listed below. If this fails, switch should then be placed in hand throw 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 may be operated using one of the following three (3) methods:

1) Radio Controlled Method

NOTE: Before requesting switch in either direction, ensure that a point from 100 feet in advance of switch point (facing point side) to a point 200 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. When train or engine is within 270 feet of the switch point, the Radio Access Code can be transmitted to operate the switch to the desired position. The Radio channel is #8. The Radio Access Code is #454.

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 normal position after a movement using switch reverse.

2) Push Button Method

NOTE: Before requesting switch in either direction, ensure that a point from 100 feet in advance of switch point (facing point side) to a point 200 feet approaching switch point (trailing point side) must be clear of trains or engine or equipment.

This method involves removing padlocks from the Local Push Button Box and Lock Out Box that is located on the switch ties behind the switch machine. First move toggle switch in Lock Out Box to Manual position. Depress push button located in the Local Push Button Box to operate switch. When finished, restore toggle switch in Lock Out Box to Auto position. Then restore padlocks to secure in both the Local Push Button Box and the Lock Out Box to secure both boxes.

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 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 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, 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.

193 MAIN TRACK YARD LIMITS

The Method of Operation between Delray and West Detroit is Rule 193 controlled by the Delray Operator.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules C1281 through C1298 are in effect on the Detroit Subdivision.

223 MOVEMENTS THAT MAY NOT SHUNT

CH 9.9 - Greenfield Road - Movements into and out of the West end of the third rail P Company Junction must be operated per Rule 223.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CH 4.6	Rougemere	Continuous	08	Terminal
CH 6.6	Dearborn		08, 84-4	Wayside
CH 12.5	Oak Yard			

913 REMOTE CONTROL ZONES

Remote Control Zones (RCZ) are established in Rougemere yard and RCZ signs are in place as follows:

EAST END ROUGEMERE

Zone A - Remote Control Zone (RCZ) limits are from the clearance point at the Tunnel office to the east end clearance points of tracks R07 through R29. Signs are posted on the field side (top sign) 100 feet west of tunnel office and the clearance point on the east end of R29 next to the road.

Zone B - Remote Control Zone (RCZ) on "West 2" W02 track from the clearance point at the R02 switch to the clearance

point at the "West 3" W03 switch. Signs posted on the field side (bottom sign) 100 feet west of tunnel office and field sign on the back lead at Dix Ave. bridge.

WEST END ROUGEMERE

Outbound Zone - Remote Control Zone (RCZ) limits are the west end of the Outbound stub track, CH 6.8, to the east end of the Outbound track, CH 6.5. Signs posted on the field side at the west end of the Outbound track at the crossover leading from the shop track (between the Outbound and Runaround tracks) and the Ferrous industry track.

SHOP ZONE

Remote Control Zone (RCZ) limits are at the clearance point on the east end of R28 and extends west to include all of R28, the Rip Lead, shop tracks 1, 2, 3 and E 13 , E12, E11. Signs are located on the field between the West end yard lead and shop tracks and the clearance point on the East end R28 next to the road.

RCZ signs are posted as follows:

RCZ signs, at Rougemere Yard, will be displayed at all times. Contact the Yardmaster to see if Zones are active. Pullback Stopping Protection (PSP)

A. The following procedures apply to all RCO crews that are operating Remote Control equipment within the RCZ established above:

1. The locomotive platform must be on the west end (direction of PSP) of consist with the short hood leading.
2. Determine visually that the locomotive platform being used has a PSP Reader antenna.
3. After linking up and performing required safety test, the RCO will press the status button to ensure the response "Pullback Protection On" is received. This will indicate that the PSP Reader is working.
4. On every movement into PSP, the RCO must monitor for the radio message "Pullback Protection On". This message will be transmitted as the reader antenna passes over the initial transponder in PSP. If the message is not heard, the RCO must immediately press the status button. If the "Pullback Stopping Protection On" message is not heard at this time, the movement must be stopped and point protection per Rule 46 must be provided.

PSP Override

A. PSP Override is accomplished by pushing the menu button on the MCU, then push the OK button until PSP override appears. Activate bell within ten (10) seconds to complete override procedure. Psp override will be shown on the MCU screen.

B. If PSP is overridden for any reason, the operator must remain on the locomotive and provide point protection until it is again verified the PSP is operating properly.

Item #4 - PSP Tonnage Restrictions

A. It is the responsibility of the RCO to ensure that the

following tonnages and entry speeds are not exceeded on the Outbound Track: Two 4-Axle Locomotives and RCL platform - 2500 tons, not exceeding seven (7) MPH.

1280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH OPERATING RULES

Signal Rule 1281 as shown below applies on the Detroit Subdivision.



Dwarf

Name - Clear
Indication - Proceed

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CH 16.4	Beech Daly	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CH 7.1	Dearborn, MI

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

CH 21.0 - BASF, LIVONIA, MICHIGAN

There are equipment height restrictions west of the Derail at BASF. Ensure that only tank cars are spotted at this facility due to these height restrictions. When taking an engine west past building, be aware of overhead clearance that could cause damage to locomotives equipped with non-standard equipment or RCO lights.

7. CLOSE CLEARANCE

MP	Location	Remark
CH 1.0	Transflo	Outside gate in all tracks
CH 1.0	Transflo	Hoses between 2/3 & 4/7 tracks
CH 1.0	Transflo	Gate along #1 track inside facility on North side
CH 3.5	Delray Connecting RR	Lead going into Zug Island
CH 3.5	Old Detroit Main - Delray Connecting RR	Poles on south side of track
CH 3.5	Delray Connecting RR	Bridge entering Zug Island
CH 4.0	Detroit Produce	Buildings on both sides of tracks east of crossing
CH 4.0	Detroit Produce	Fence along lead before industry crossing, North side of track
CH 4.6	Fort Iron & Steel	Fence on West side of industry lead, West of crossover
CH 4.6	Fort Iron & Steel	Pulley system by the crossover going from running track into facility
CH 4.6	Fort Iron & Steel	Debris on North side of industry lead
CH 6.5	Rougemere	Porch awning, Yardmasters Tower, Carmen shanty beside the engine dock
CH 6.5	Rougemere	Between tracks 7-8-9, 11-12-13-14-15
CH 6.5	Rougemere	S-1 at the rip track telephone pole
CH 6.5	Rougemere	Bridge over Dix. Ave. on East end of yard
CH 6.5	Rougemere	West side of R-1 switch, East end of yard
CH 6.5	Severstal	Close clearance between tracks in Fordson Yard
CH 6.6	Ferrous	Fence North side of scale track
CH 7.2	Xcel	Moveable overhead crane
CH 12.0	Oak yard	#2 track along the whole track there is fence on the intermodal side
CH 20.1	Awrey	Entrance to the building
CH 21.0	BASF	Entrance gate
CH 23.2	Atlas Tube	
CSN 6.0	Laramie Crane	Fence along lead between lead & I-96

CSN 6.0	Laramie Crane	Fence going into facility just across Foley St.
CSN 5.0	Kimmel Scrap	Fence along lead going into facility off the West Detroit Branch main
CSN 5.0	Kimmel Scrap	Metal doors / gates entering the facility
CSN 5.0	Kimmel Scrap	Debris along track inside the facility
CSN 4.0	Lutheran Brothers	Fence & hoses along side of the industry lead going into facility on Military Ave. side
CSN 4.0	Lutheran Brothers	Building when entering facility
CSN 2.0	Heatbath	Building & fence along the runaround track between Vancouver St. & Tireman Rd.
CSN 2.0	Heatbath	Industry lead inside of the gate of the industry
CSN 2.0	Heatbath	Building & fence along the runaround track between Linsdale St. & Vancouver St.
CSN 1.0	Coca-Cola	Hoses & loading rack inside the facility
CSN 1.0	Coca-Cola	Fence entering facility

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

MP	Location	Remark
CH 1.0	Transflo Terminal	All Tracks
CH 5.0	Rougemere Yard	E13, near rip track
CH 5.0	Rougemere Yard	W/E R 07
CH 6.6	Ferrous Processing	All Tracks
CSN 1.0	Coca Cola	Unloading Dock

Ford Motor Company Building - All crews whose duties require working inside Ford Motor company buildings will stop short of the entrance to the plant and dismount their cut. From this point on, a crew member must walk ahead of the cut into the plant, being vigilant for any truck or vehicular traffic and any close clearances that could result from parked trucks, trailers, racks, etc.

8. MISCELLANEOUS

EXCEPTED TRACK

CSN 8.5 - 1.0 All Tracks

CH 0.5 - 2.0 All Tracks

DW 0.0 West Detroit Branch - Movement on either the Livernois Industrial track or the Old Northbound main is authorized by the Delray Operator. All trains, engines, and on track equipment must secure permission from the Operator before occupying either track. The crossover connecting the single main and the Livernois Industrial track is under the jurisdiction of the Delray Operator. The normal position for this crossover is lined and locked for straight

away movement and trains, engines and on-track equipment must obtain permission to operate this crossover from the Delray Operator. After use, switches must be restored to normal position and this communicated to the Operator.

DW 1.6 Waterman - Trains, engines and on-track equipment must obtain permission or signal indication from the Conrail Dispatcher at Mt. Laurel (Detroit Line dispatcher) before passing the home signal of the interlocking limits at Waterman.

CH 1.0 TransFlo Terminal – When spotting this facility leave one (1) car length of room at the East End of each track.

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

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

CH 4.5 Rougemere - Before entering Rougemere Yard on any track from Delray, permission must be received from the Rougemere Terminal Yardmaster on duty. This applies to lite locomotives, on track equipment, and/or any combination of cars and power.

CH 5.0 Foreman Avenue Wye – Eastbound trains or engines will not occupy this track without permission from the Operator at Delray. Westbound trains or engines will not occupy this track without permission from the NS Operator at Rouge River Bridge.

CH 8.7 West Belt Junction – Trains or engines enroute from Conrail to CSX must obtain permission from the CSX train dispatcher before entering or fouling the No. 1 main track.

CH 4.5 Rougemere Rip Track, Shop Building – Electric doors have been installed at the Rougemere Rip track, shop building.

Switches that will open, close and stop the movement of the doors are located at each door inside and outside, approximately four (4) feet off the ground. Ensure that the door is fully open before starting any movement.

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

Upon completion of switching this facility, close all doors.

CH 4.5 Rougemere – Westbound trains or engines leaving Rougemere yard will STOP at CH 8.6 (Schaefer Road) until a favorable signal or permission from the train dispatcher is received.

CH 7.5 Michigan Avenue – All eastbound CP trains destined for Windsor Canada must contact the Rougemere yardmaster prior to entering the Michigan Avenue connection to determine if train has been cleared by United States Customs. If your train has not been cleared, do not

enter the Michigan Avenue connection; follow the instructions of the Rougemere Yardmaster.

CSN 1.6 Coca Cola Bottling Facility - Coca Cola Bottling Facility has an unloading rack with equipment restrictions. The only cars allowed to be spotted at this facility are AAR type T105. No other types will fit. Crews spotting this facility are required to use an appropriate amount of low side gondolas as buffer cars next to their locomotive to ensure being able to reach into the rack to spot and retrieve cars without impacting the locomotive.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CH 1.1	Jefferson / W Grand	477242P
CH 1.8	Vinewood Ave	477243W
CH 1.8	Swains Ave	477244D
CH 1.9	Scotten Ave	477245K
CH 2.0	Clark Ave	477246S
CH 2.1	McKinstry Ave	477247Y
CH 2.3	Summit Ave	477249M
CH 2.4	Ferdinand Ave	477252V
CH 2.5	Morrell Ave	477253C
CH 2.6	Junction Ave	477254J
CH 2.7	Campbell Ave	477255R
CH 2.8	Cavalry Ave	477256X
CH 2.8	Military Ave	477257E
CH 2.9	Dragon Ave	477258L
CH 3.0	Livernois Ave	477259T
CH 3.4	Rademacher Ave	477260M
CH 3.5	Waterman Ave	477261U
CH 3.6	Post Ave	477264P
CH 3.7	Green Ave	477265W
CH 3.8	West End Ave	477269Y
CH 4.3	Harbaugh Ave	477270T
CH 4.6	Dearborn Ave	477272G
CH 7.5	Southern Ave	155979W
CH 10.0	Greenfield Rd	234220T
CH 10.1	Tireman Ave	233740Y
CH 10.8	Joy Rd	234221A
CH 11.5	W Chicago Blvd	234224V
CH 13.4	Burt Rd	234281J
CH 14.1	W Outer Dr	234281G
CH 16.9	Inkster Rd	234292W
CH 20.3	Stark Rd	234296Y
CH 21.4	Levan Rd	234299U
CH 22.9	Eckles Rd	234302A
CH 23.7	Haggerty Rd	234303G
CH 24.4	N Holbrook Rd	234306C
CH 24.4	Mill St	234307J
CH 24.5	Starkweather St	234308R
CSN 1.5	McGraw Ave	234233U
CSN 1.7	Warren Ave	234234B
CSN 2.3	Tireman	234235H
CSN 2.5	Vancouver Ave	234236P
CSN 2.7	Linsdale Ave	234238D
CSN 2.9	Joy Rd	234239K
CSN 3.0	Livernois Ave	234240E

CSN 3.4	American Ave	234247C
CSN 3.6	W Chicago Rd	234250K
CSN 3.9	Oakman Blvd	234252Y
CSN 4.3	Plymouth Rd	234255U
CSN 4.4	Wyoming Ave	234256B
CSN 5.0	Meyers Rd	234263L
CSN 5.5	Schaefer Rd	234269C
CSN 6.0	Hubbell Ave	234271D

NOTES

FREMONT SUBDIVISION - FR

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH. FOR MOVE	TWC	NOTES
			↓	↓			
			MMRR				
10	CGC 34.5	DTC BLOCK SIGN		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> RN DISP 35 -2 RD 08 </div>	TWC-DTC		
25	CGC 33.6	WEST OLIVE	8.0	CONSUMERS ENERGY SPUR SP CGP 0.0		DTC BLOCK POWER	
	30.0 29.0			CGC 28.8 CGC 28.2			
	28.0 27.0			HARLEM SDG 2,900 FT SP			
	CGC 26.5	DTC BLOCK SIGN		OTTAWA BEACH BRANCH SP COW 0.0			
25	26.0						
	CGC 24.5		2.6			DTC BLOCK ROOST	
10					TWC-DTC		
	CGC 23.9	NORTH END WYE			CPS-261		
	CG 24.4	WAVERLY		GRAND RAPIDS SD			
10.6 MILES NORTH END WYE TO END CSX							

FREMONT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- FREMONT

Trk	MP/Location	F
SG	CGC 34.5 - 33.6	10
SG	CGC 33.6 - 24.5	25
SG	CGC 24.5 - 23.9	10

ADDITIONAL SPEEDS (SP) -- FREMONT

Location	Track Type	F
CGC 28.8 - 28.2	SDG	10

ADDITIONAL SPEEDS (SP) -- CONSUMERS ENERGY SPUR

Location	Track Type	F
CGP 0.0 - 2.8	OTMT	20

ADDITIONAL SPEEDS (SP) -- OTTAWA BEACH BRANCH

Location	Track Type	F
COW 0.0 - 1.3	OTMT	10

100-D HIGHWAY-RAIL GRADE CROSSINGS

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

103 SWITCHING

The practice of dropping cars from a static drop is prohibited. This is when the hand brake is released on standing cars and gravity provides the energy for car(s) to move past the standing locomotive on another track.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
CGC 33.6	J.H. Campbell Generating Facility	2 on strings of less than 50 cars. 1 on each end. 4 on strings of more than 50 cars, 2 on each end.

104-A HANDLING SWITCHES

CGC 33.6 West Olive – The normal position of the switch at CGC 33.6 is for movement to the Consumers Energy spur.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CGC 41.1	Grand Haven	Continuous	08, 35-2	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
CGC 29.0	West Michigan Mills	Doorway
CGC 26.0	Windquest Industries	Loading Dock
COW 2.1	Total Logistics Control	Loading Dock
COW 0.2	Deleeuw Lumber	Loading Dock

8. MISCELLANEOUS

EXCEPTED TRACK

Holland, MI Ottawa Beach Branch CPG 0.0 - 3.8.

CGC 33.6 Consumers Energy – Train and engines using the Consumers Energy spur must contact the Consumers Energy Fuel supervisor's office for yarding instructions before crossing Hiawatha Drive. The office phone number is 616-738-3344. The fuel supervisor's cell phone number is 616-836-9921.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CGC 33.2	West Olive Rd	235634X
CGC 32.9	Croswell	235633R
CGC 30.1	Port Sheldon	235629B
CGC 29.0	Van Buren St	235627M
CGC 28.0	New Holland	235626F
CGC 27.0	Quincy	235625Y
CGC 26.0	Riley	235623K
CGC 25.0	James	235622D
CGC 24.5	Lakewood Blvd	235621W
CGC 23.9	Roost	235620P

GARRETT SUBDIVISION - CQ

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					WEST				
					GREAT LAKES DIV WILLARD SD				
3	1	2							
60	60	60	BI 62.6	EAS WEST DESHLER 4.7	1 2	NO 4 TRACK	ABS-261	DTC BLOCK HAM	
			BI 67.3	EAST HAMLER			CPS-261		
60	60	60	BI 69.3	2.1	RM DISP 84-7 RD 08	BI 68.2 5,800 FT	ABS-261	DTC BLOCK HOLGATE	
40	40		BI 69.4	HAMLER			I&O		
40	40	40	BI 69.5	GERALD GRAIN	DD		ABS-261	DTC BLOCK HOLGATE	
60	60		BI 73.3	5.1			CPS-261		
			77.0				ABS-261	DTC BLOCK STAN	
			78.0	7.7			ABS-261	DTC BLOCK STAN	
			BI 82.2	WEST STANDLEY			CPS-261		
				1.3			ABS-261		
			BI 83.5	EAST DEFIANCE			CPS-261		
			BI 84.5	DEFIANCE YARD 1.7			ABS-261	DTC BLOCK DEFIANCE	
			BI 85.2	WEST DEFIANCE			CPS-261		
				2.7			ABS-261		
60	60	60	BI 87.9	DEFIANCE			CPS-261		
40	40	40	BI 88.0			MW		DTC BLOCK BEND	
			BI 88.1	9.4			ABS-261		
60	60	60	BI 93.0		DD				
			BI 97.3	SHERWOOD			CPS-261	DTC BLOCK ROSE	
				8.0			ABS-261		
			BI 105.3	ROSEDALE			CPS-261		
			BI 107.9	8.5	DD		ABS-261	DTC BLOCK INDY	
			BI 113.8	INDO			CPS-261		
				2.8			ABS-261	DTC BLOCK JOE	
60	60	60			1 2				

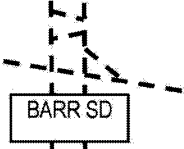
GARRETT SUBDIVISION - CQ

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					↓	↓			
3	1	2			WEST				
					1	2	ABS-261	DTC BLOCK JOE	
	60	60	BI 116.6	ST JOE	NS		CPS-261		
	50	50			SP				
	50	50	BI 116.7	1.2	CSDG 5,800 FT SP		ABS-261		
	60	60	BI 117.8	W STEEL DYN			CPS-261	DTC BLOCK CORD	
			119.0						
			120.0	6.9			ABS-261		
			BI 121.0		DD				
			BI 124.7	AUBURN			CPS-261		
			BI 125.0		AUBURN PORT AUTHORITY				
45					3	1	2	DTC BLOCK AUBURN	
45	60	60	BI 127.9	3.3			ABS-261		
30	30	30	BI 128.0	GARRETT			CPS-261		
30	30	30	BI 128.4	2.0			ABS-261	DTC BLOCK GARRETT	
45	60	60	BI 130.0	WEST GARRETT	1	2	CPS-261		
				2.0			ABS-261	DTC BLOCK AVILLA	
			BI 132.0	AVILLA			CPS-261		
			BI 138.4		DD		ABS-261	DTC BLOCK RIPLEY	
			140.0	8.0					
			BI 140.0	RIPLEY			CPS-261		
			141.0						
				12.6	RM DISP 12-4 RD 08		ABS-261	DTC BLOCK CROMWELL	
			BI 152.6	CROMWELL			CPS-261		
			BI 155.7		DD				
				13.1			ABS-261	DTC BLOCK MILFORD	
	60	60							

GARRETT SUBDIVISION - CQ

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
3	1	2			↓	WEST			
60	60	60	BI 165.7	MILFORD JUNCTION	-- -- NS		CPS-261	DTC BLOCK NAPANEE	
			40	40	1	2			
	60	60	BI 165.8	9.7	DD		ABS-261		
			BI 168.8						
	60	60	BI 175.4	NAPPANEE	<		CPS-261		
			7.6	ABS-261	DTC BLOCK BREMEN				
	60	60	BI 183.0	BREMEN	<		CPS-261		
			186.0 BI 186.5 187.0	8.9	DD		ABS-261		
	60	60	BI 191.9	GARDEN	<		CPS-261		
			7.2	ABS-261	DTC BLOCK WALKERTON				
	60	60	BI 199.1	WALKERTON	-- -- NS		CPS-261		
			3.6	ABS-261	DTC BLOCK QUINNS				
	60	60	BI 202.7	QUINNS	>		CPS-261		
			BI 204.5	11.1	DD		ABS-261		
	60	60	BI 213.7	WELLSBORO	CN = = = = CKIN		CPS-261		
			BI 213.8		1.2	WELLSBORO SDG 2,475 FT SP			
	60	60	BI 215.0	WEST WELLSBORO	>		CPS-261		
			2.5	1	2	ABS-261	DTC BLOCK WEBSTER		
	60	60	BI 217.5	WEBSTER	<		CPS-261		
			BI 225.8	9.2	DD		ABS-261		
60	60	BI 226.7	SUMAN	<		CPS-261			
		DTC BLOCK							

GARRETT SUBDIVISION - CQ

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
3	1	2			WEST			
60	60	60	229.0 230.0	9.7	1 2 1 2	ABS-261	DTC BLOCK WILLOW	
60	60	60	BI 236.4	WAS WILLOW CREEK				
173.8 MILES EAS WEST DESHLER TO WAS WILLOW CREEK								

GARRETT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - GARRETT

Trk	MP/Location	F
Both	BI 62.6 - 69.3	60
Both	BI 69.3 - 69.5	40
Both	BI 69.5 - 87.9	60
Both	BI 87.9 - 88.1	40
Both	BI 88.1 - 116.6	60
Both	BI 116.6 - 116.7	50
Both	BI 116.7 - 125.0	60
3	BI 125.0 - 127.9	45
Both	BI 125.0 - 127.9	60
Mains	BI 127.9 - 128.4	30
3	BI 128.4 - 130.0	45
Both	BI 128.4 - 130.0	60
Both	BI 130.0 - 165.7	60
Both	BI 165.7 - 165.8	40
Both	BI 165.8 - 213.7	60
Both	BI 213.7 - 213.8	40
Both	BI 213.8 - 236.4	60

ADDITIONAL SPEEDS (SP) - - GARRETT

Location	Track Type	F
BI 116.6 - 116.9	CONN	10
BI 116.9 - 117.8	CSDG	25
BI 213.8 - 215.0	SDG	10

GENERAL RULE R

For the Garrett Subdivision only, notification must be made to the train dispatcher when on duty seven (7) hours.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BI 69.4	Hamler	I&O	Remotely Controlled	226-B (3) b
BI 88.0	Defiance	MW		
BI 116.6	St. Joe	NS		
BI 165.7	Millford Jct			
BI 199.1	Walkerton			
BI 213.8	Wellsboro	CN	Automatic	226-B (3) c

Note: BI 213.8 - this location is not equipped with a time release, so Rule 226-B(3)c part 4 must be observed.

100-D HIGHWAY-RAIL GRADE CROSSINGS

BI 84.5 - SR 281 - On other than main track, trains and engines will STOP and not foul the crossing until a crew member provides crossing protection on the ground at the crossing.

BI 125.0 Auburn, 7th St. - Trains or engines must approach the crossing on the run-around track prepared to STOP, and must STOP within 70 feet, without fouling the crossing. The movement may proceed when the automatic traffic control devices have operated for 20 seconds or the crossing is protected by a crew member on the ground at the crossing.

BI 125.0 Auburn, 11th St. - On the Auburn spur, trains and engines will STOP and not foul the crossing until a crew member provides crossing protection on the ground at the crossing.

BI 125.0 Auburn Port Authority Track - All highway grade crossings on the Auburn Port Authority track are equipped with crossbucks only. When a train is going to operate on the Auburn Port Authority track, the Garrett yardmaster will contract the Auburn police department at 260-925-1500. The Auburn police department will assist the crews in protection over all road crossings on the Auburn industrial track.

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

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

BI 153.5 CROMWELL - Trains when operating in industry track at Cromwell must flag road crossing over State Route 5.

BI 175.4 NAPPANEE - Trains when operating in industry track at Nappanee must flag road crossing at Jackson St.

BI 234.8 McCool Set off track - Trains when operating over McCool set off track must flag crossing at McCool Road.

103 SWITCHING

The practice of dropping cars from a static drop is prohibited. This is when the hand brake is released on standing cars and gravity provides the energy for car(s) to move past the standing locomotive on another track.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281 - 1298 are in effect on the Garrett Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BI 87.0	Defiance	Continuous	08, 84-7	Wayside
	Auburn			
BI 124.0	Garrett Yard		70	Terminal
BI 128.0	Garrett		08, 84-7	Wayside
BI 150.0	Cromwell			
BI 190.0	LaPaz			
BI 227.0	Suman			
BI 233.0	Portage			
BI 237.0	Willow Creek			

Dispatcher Radio Channel and tone change at BI 142.6

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-17 BRAKE STICK

The use of a CSX approved brake stick is required to apply and release all vertical wheel hand brakes on rail cars in Garrett Yard.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BI 73.3	Holgate	1	NONE
BI 93.0	Bend	1	NONE
BI 107.9	Hicksville	1	NONE
BI 121.0	Concord	1	NONE
BI 138.4	Ripley	1	NONE
BI 155.7	Cromwell	1	NONE
BI 168.8	Gravelton	1	NONE
BI 186.5	Lapaz	1	NONE
BI 204.5	Quinns	1	NONE
BI 225.8	Suman	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BI 86.8	Defiance, OH
BI 94.8	Delaware Bend, OH

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BI 62.6	EAS West Deshler	Cars with gross weight exceeding 315,000 lbs	Prohibited
BI 236.9	To Willow Creek		
BI 128.6	South leg of Garrett Wye	More than 1 locomotive (see Note 1)	
BI 162.9	Milford Jct - Maple Leaf Farms	Cars longer than 64 feet	

Note 1: If more than one (1) locomotive needs to be operated around the wye, permission must be obtained from the Yardmaster. Do not exceed 5 MPH when moving 6-axle locomotives on wye track.

Note 2: Cars with rotating couplers moving in service

between Curtis Yard, Indiana and Pittsburgh, Pennsylvania are exempt from complying with Equipment Handling Rule 4467 on the Garrett Subdivision.

Six axle locomotives are prohibited on all Garrett Subdivision industry tracks EXCEPT:

BI 69.5 - Gerald Grain

BI 107.5 - Hicksville Elevator

BI 181.0 - Bremen tracks 1, 2, 3, 4 and lead

BI 190.0 - LaPaz Cargill

BI 213.8 - CKIN Lead

7. CLOSE CLEARANCE

MP	Location	Remark
BI 63.4	Deshler Alfa Supreme	Lead Track on North Side
BI 63.5	Deshler Elevator	Elevator Loading Spout
BI 79.9	Stanley Elevator	Elevator Loading Spout
BI 124.0	Reiki Corp	Overhead door at Loading Dock
BI 124.0	Alcoa Mfg	Unloading Dock
BI 124.5	Foamex	Overhead Door at Loading Dock
BI 132.3	Kautex	Unloading Area
BI 153.2	Zolman Farms	Elevator Unloading Spout
BI 160.7	National Products	At Unloading Dock
BI 163.0	Maple Leaf Farm	Elevator Loading Door
BI 166.2	Purina Mills	Unloading Area East and West of Overhead Door
BI 172.8	Fairmont Homes	At Unloading Dock
BI 183.0	Frick Services	At Fence Line on North Side
BI 183.0	Cargill Elevator	East and West end of yard tracks 1 - 4 next to elevator on tracks 6 and 7, and Quonset hut
BI 181.9	Johns Manville	Gate to Plant Entrance
BI 182.5	Prince Agra	Overhead Door to Unloading Area
BI 190.0	Cargill Elevator	Loading Area on South Side
BI 213.8	CKIN RR	Wellsboro Elevator Loading Area
BI 181.9	John Mansville	See Note
BI 220.5	Universal Forest Prod	See Note

NOTE: NO CLEARANCE. Do NOT ride side of car into loading dock or loading platform.

Note: NO CLEARANCE. Do NOT ride side of into loading dock or loading platform.

When riding equipment on the north side of #3 main, employees must safely stop and dismount equipment before entering area of West Garrett crew change pad and 360 feet east.

8. MISCELLANEOUS

EXCEPTED TRACK

BI 125.0 - Auburn Port Authority Tracks – All tracks

BI 125.0 - Auburn Port Authority Tracks – Only one four-axle engine may operate on the Auburn Port Authority. Do not take cars that are not being delivered to Auburn Port Authority customers onto the Auburn Port Authority track. The use of shoving platforms / Caboose is permitted on the Auburn Port Authority tracks.

BI 128.0 - Garrett Yard Office - Trains from any direction are required to sound bell and horn signal 14(p) approaching and passing this location.

BI 183.0 0 Breman Cargill - All tracks within this industry will not be spotted closer than 1 car from the end of tracks and compliance with the yellow ties. It is not permissible to pick up in track 7 with more than 15 cars. All crews working this industry must have a job briefing with a Garrett Trainmaster or the Garrett RFE prior to entering the facility.

ADDITIONAL STATIONS

MP	Station	Switch Opening
BI 63.9	WE Deshler	#1 West
BI 68.2	EE Hamler	#2 East
BI 69.3	WE Hamler	#2 West
BI 69.4	EE Gerald Grain	#1 East
BI 70.9	WE Gerald Grain	#1 West
BI 74.2	Holgate Grain	
BI 74.7	Holgate Ag Supply	#2 East
BI 79.9	Stanley Co-Op	#1 West
BI 88.1	Defiance - Omni Source	#2 East
BI 88.1	EE Big Bend	#1 East
BI 88.4	WE Big Bend	#1 West
BI 89.3	Standrich Color	#2 West
BI 97.2	Set Off Track	
BI 101.5	Mark Centre	#1 West
BI 103.3	Set Off Track	
BI 107.5	Hicksville Spur	#2 East
BI 113.8	EE Nucor Siding	
BI 114.4	WE Nucor Siding	#2 West
BI 115.7	Pickle Track	#1 West
BI 124.5	Foamex	#2 West
BI 126.5	IKG	
BI 127.2	EE Storage Track	#3 East
BI 127.8	WE Storage Track	#3 West
BI 132.3	Kautex	
BI 143.4		#2 West
BI 143.6	Albion Set Off Track	#1 West
BI 149.7	EE Kimmel	#2 East
BI 150.1	WE Kimmel	#2 West
BI 153.2	Zolman Farms	#2 East
BI 160.7	National Products	#1 West
BI 160.8	Set Off Track	#2 West

BI 162.9	Maple Leaf	
BI 164.3	EE Milford	#2 East
BI 165.6	WE Milford	
BI 166.2	Purina	#2 West
BI 173.0	EE Fairmont Homes	#2 East
BI 173.5	Crop Service Co-Op	#1 West
BI 173.8	WE Fairmont Homes	#2 East
BI 180.3	EE Cargill	#1 East
BI 181.4	WE Cargill	#1 West
BI 181.9	Johns Manville	
BI 182.5	Prince Agri	#2 East
BI 184.0	Fulton Marshall Co-Op	#2 West
BI 189.2	EE Cargill	
BI 199.2	Set Off Track	#2 East
BI 190.8	WE Cargill	
BI 208.4		#2 West
BI 209.9	Set Off Track	
BI 220.5	Universal Forest Products	#1 West
BI 221.1	Set Off Track	#2 East
BI 229.8	Woodville Set Off Track	#1 West
BI 234.7	McCool Set Off Track	#2 East

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BI 62.4	East Ave	142301M
BI 62.6	Keyser St	142303B
BI 62.8	Mulberry St	142302U
BI 63.4	Township Rd 3	142304H
BI 64.5	SR 65	142306W
BI 65.5	Twp Rd 5	142307D
BI 66.6	CR 6	142308K
BI 67.6	CR 7	142309S
BI 68.1	CR E	142310L
BI 69.2	CR 8B	142312A
BI 69.5	Main St	142313G
BI 69.6	Marion St	142314N
BI 69.7	1st St	142315V
BI 70.7	CR 10	142316C
BI 71.8	CR 11	142320S
BI 72.1	CR F	142321Y
BI 72.8	CR 10A	142323M
BI 73.9	CR 13	142325B
BI 74.7	Keyser St	142326H
BI 74.9	Wilhelm St	142328W
BI 75.0	Brayer St	142329D
BI 76.1	SR 18	142331E
BI 77.0	CR 16	142334A
BI 78.0	CR 17	142335G
BI 79.0	CR 18	142338C
BI 80.0	CR 19	142340D
BI 82.0	Harris Rd	142345M
BI 84.6	Hire Rd	142348H
BI 86.0	Squier St	142352X
BI 86.3	Ravine St	142353E
BI 86.5	Ottawa Ave	142356A
BI 87.8	Jackson St	142366F
BI 87.9	Deatrick St	142367M

BI 88.7	Atlantic St	142368U
BI 91.1	Krouse Rd	142370V
BI 92.1	Ashwood	142374X
BI 92.2	US 24	142375E
BI 95.2	The Bend Rd	142381H
BI 95.4	Delaware St	142382P
BI 97.2	Harrison St	142386S
BI 98.2	Behnfelt Rd	142387Y
BI 99.2	Openlander Rd	142388F
BI 101.2	Farmer Mark Rd	142390G
BI 102.2	Wonderly Rd	142392V
BI 103.2	Breininer	142394J
BI 104.3	Rosedale Rd	142396X
BI 106.3	Lake Rd	142402Y
BI 110.3	State Line Rd	155285T
BI 112.7	CR 71	155288N
BI 113.7	SR 101	155290P
BI 114.7	CR 63	155295Y
BI 115.3	1st St	155297M
BI 115.5	3rd St	155298U
BI 115.7	Spencerville Rd	155299B
BI 116.8	CR 55	155302G
BI 117.9	Lancaster Rd	155304V
BI 119.5	45 CR	155306J
BI 121.0	Prosser Rd	155311F
BI 121.5	37th Rd	155314B
BI 122.0	35 CR / Hook Rd	155315H
BI 123.1	Magginis Rd	155318D
BI 123.6	Cemetery Rd	155319K
BI 124.1	Wayne St S	155320E
BI 124.9	Township Rd	155322T
BI 126.0	19 CR	155326V
BI 127.0	Taylor Rd	155329R
BI 128.0	Randolph	155330K
BI 132.0	Lemper Rd	155341X
BI 134.1	Hill Rd / 900 E CR	155345A
BI 136.1	700 E CR	155349C
BI 136.3	100 N CR	155350W
BI 137.3	600 E CR	155353S
BI 138.4	CR 500E	155355F
BI 142.7	75 STR E / 7 STR	155362R
BI 143.5	Orange St	155363X
BI 143.5	York St	155365L
BI 148.1	CR 450 W	155371P
BI 148.6	500 W	155372W
BI 149.6	600 W / 300 N	155374K
BI 150.1	Clark St	155375S
BI 151.4	Sparta Lake Rd	155378M
BI 152.7	900 St W	155380N
BI 153.5	Main / Jefferson	155381V
BI 154.0	1025 St W / CR 99	155383J
BI 154.5	CR 1075 W / CR 97	155384R
BI 155.7	1200 West D	155385X
BI 156.7	E Wawasee / 900 E	155387L
BI 157.9	Bishop / 775 St E	155388T
BI 158.9	Warner Rd	155389A
BI 159.5	Shore Dr E	155390U
BI 160.4	7 St / Front	155391B
BI 160.6	Huntington 5	155393P

BI 161.0	Main / Syr-Web	155394W
BI 161.1	Oak St	155395D
BI 162.7	300 St E	155400X
BI 163.2	CR 250 E	155401E
BI 165.5	Old SR 15	155406N
BI 166.4	CR 21 / CR 50 W	155408C
BI 166.7	CR 75 W	155410D
BI 167.8	CR 200W	155411K
BI 168.8	300 St W	155414F
BI 169.9	CR 13 / 400 W / 41	155416U
BI 170.8	CR 11	155417B
BI 171.8	CR 9	155419P
BI 172.9	Oakland Ave	155420J
BI 173.5	Jackson St	155421R
BI 173.7	Madison St	155424L
BI 173.9	Main St	155423E
BI 174.1	Nappanee St	155426A
BI 174.2	Williams St	155427G
BI 175.4	Tomahawk	155431W
BI 177.9	Beech Rd	155435Y
BI 179.9	Dogwood Rd	155440V
BI 181.5	Center St	155443R
BI 181.9	Bowen St	155446L
BI 183.8	Miami Trl	155449G
BI 186.4	Jarrahd Rd	155454D
BI 187.4	King Rd	155455K
BI 188.2	Linden Rd	155456S
BI 189.2	Maple Rd	155458F
BI 192.0	Pine Rd	155464J
BI 192.7	1 Rd / Smith	155465R
BI 193.0	Quince Rd	155466X
BI 193.5	Main St (Queen St)	155467E
BI 194.0	Redwood Rd	155471U
BI 195.0	Sycamore Rd	155473H
BI 196.5	Thorn Rd	155476D
BI 197.9	Ule Rd	155477K
BI 198.8	Michigan / SR 23	155478S
BI 199.2	Adams St	155479Y
BI 199.6	State Rd 104	155481A
BI 200.6	Poplar Rd	155483N
BI 201.4	CR 875 E	155484V
BI 202.6	750 St E	155485C
BI 204.4	Kankakee	155487R
BI 207.2	Ordinance Rd/300 E	155488X
BI 210.1	Range Rd	155490Y
BI 212.4	SR 39	155492M
BI 213.4	Long Lane	155494B
BI 214.4	Water St	155495H
BI 215.4	500 W	155496P
BI 216.4	600 W SoCentralSch	155497W
BI 217.4	700 West	155498D
BI 218.4	800 W	155499K
BI 219.4	900 W	155600G
BI 220.4	421 US	155601N
BI 221.5	1100 W CR	155603C
BI 223.4	600 E CR	155605R
BI 225.6	400 E CR	155608L
BI 225.9	CR 700 N	155609T
BI 226.7	Old Suman Rd	155610M

BI 227.6	Mander Rd	155612B
BI 228.6	Tratebas Rd	155613H
BI 229.7	900 N	155615W
BI 230.7	Meridan Rd	155617K
BI 231.7	100 W	155619Y
BI 232.2	150 W / Babock Rd	155620T
BI 232.7	200 W	155621A
BI 233.8	Crocker / SR 149	155623N
BI 234.8	McCool Rd	155624V
BI 236.1	Hamstrom Rd	155626J

NOTES

GRAND RAPIDS SUBDIVISION - ZD

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
1		2				GRAND RAPIDS TERMINAL SD				
P	F	P	F							
SINGLE										
		30	30	CG 6.0	GRANDVILLE			CPS-261		
		30	30	CG 7.7		6.0		ABS-261	DTC BLOCK GRAND	
		60	50	CG 9.7						
		65	50	CG 11.5						
		40	40	CG 12.0	E/E HUDSONVILLE			CPS-261		
		40	40	CG 13.2		2.0	SSDG 8,500 FT SP	ABS-261		
		55	50	CG 14.0	W/E HUDSONVILLE			CPS-261		
		65	50	CG 14.1					DTC BLOCK ZEE	
		35	35	CG 19.1			DD	ABS-261		
		40	40	CG 19.9						
		35	35	CG 21.1		9.0				
		60	50	CG 21.7						
		50	50	CG 23.0	WAVERLY EAST			CPS-261		
						1.4	SSDG 4,600 FT SP	ABS-261	DTC BLOCK WAVE	
		50	50	CG 24.2						
		35	35	CG 24.4	WAVERLY			CPS-261		
						0.3	FREMONT SD	ABS-261		
				CG 24.7	WEST WYE WAVERLY			CPS-261		
						0.6	HOLLAND DOCK IT	ABS-261		
				CG 25.3	HOLLAND			CPS-261		
		35	35	CG 25.4	HOLLAND (P)				DTC BLOCK SAUGA	
		30	30	CG 25.5				ABS-261		
		65	50	CG 26.8		6.8				
				CG 32.1	EE EAST SAUGATUCK			CPS-261		
		65	50	CG 33.0		1.2	SSDG 5,000 FT SP	ABS-261	DTC BLOCK WELLS	
		40	35	CG 33.3	WE EAST SAUGATUCK			CPS-261		
		40	35	CG 36.2				ABS-261		
		55	50	CG 37.4	HELPER	4.1		CPS-261		
		55	50			4.0		ABS-261		

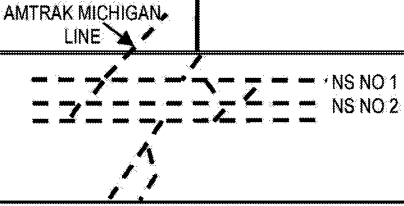
GRAND RAPIDS SUBDIVISION - ZD

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						↓	↓			
1		2								
P	F	P	F							
		SINGLE								
		65	50	CG 41.4	EE WELLS			CPS-261		
						1.9	SSDG 9,150 FT SP	ABS-261		DTC BLOCK WELLS
				CG 43.3	WE WELLS			CPS-261		
		65		CG 44.2			DD			
		55		CG 51.2		10.6		ABS-261		
		65		CG 52.0						DTC BLOCK JUNC
				CG 53.9	EE GRAND JUNCTION			CPS-261		
						1.7	SSDG 8,350 FT SP	ABS-261		
				CG 55.6	WE GRAND JUNCTION			CPS-261		
		65		CG 55.9						
		60	50	CG 58.4						
		50	45							
		65	50	CG 59.5		5.7		ABS-261		
		30	30	CG 60.4						DTC BLOCK BANG
		30	30	CG 60.5	BANGOR (P)		CH 60.6			
		50	50	CG 61.2						
		65		CG 61.4						
				CG 61.3	EE GROSS			CPS-261		
						1.8	SSDG 8,550 FT SP	ABS-261		
				CG 63.1	WE GROSS			CPS-261		
		65		CG 64.4						
		60		CG 65.1						
		65					DD			
		65	50	CG 66.2		7.1		ABS-261		
		35	35	CG 68.5						DTC BLOCK HARTFORD
		65	50	CG 69.6						
				CG 70.2	EE KIRK			CPS-261		
						2.1	SSDG 9,300 FT SP	ABS-261		
				CG 72.3	WE KIRK			CPS-261		
		65	50	CG 73.4						
		35	35	CG 74.6		7.8		ABS-261		DTC BLOCK COLOMA
		65	50							
		35	35	CG 75.9						
		65	50	CG 76.9						

GRAND RAPIDS SUBDIVISION - ZD

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
1		2								
P	F	P	F							
		65	50					ABS-261	DTC BLOCK COLOMA	
				CG 80.1	RIVERSIDE			CPS-261		
65	50	65	50		2.7		1 2	ABS-261		
				CG 82.8	GREY			CPS-261		
65	50	65	50	CG 85.4		4.2	CG 86.0 SP	ABS-261	DTC BLOCK RIVER	
30	30	30	30	CG 86.7			CG 86.2			
				CG 87.0	BENTON HARBOR			CPS-261		
		30	30	CG 87.4				ABS-261		
		15	15	CG 87.6	ST. JOSEPH BRIDGE		DB	CPS-261		
		15	15	CG 87.7						
		65	50	CG 87.9	ST. JOSEPH (P)		DD	ABS-261	DTC BLOCK LIVE	
				CG 91.9						
		65	60	CG 97.8		9.8				
				CG 97.4	EE LIVINGSTON			CPS-261		
		60				1.9	SSDG 9,300 FT SP	ABS-261		
				CG 99.3	WE LIVINGSTON			CPS-261		
		55		CG 100.4						
		65	50	CG 103.5		5.3		ABS-261		
				CG 104.6	EE SAWYER			CPS-261	DTC BLOCK SAW	
		45	45							
		65	50			1.8	SSDG 9,100 FT SP	ABS-261		
				CG 106.4	WE SAWYER			CPS-261		
				CG 108.9		7.5	DD	ABS-261		
				CG 113.9	EE NEW BUFFALO			CPS-261		
						2.6	NEW BUFFALO YARD	ABS-261	DTC BLOCK BUFF	
				CG 116.5	WE NEW BUFFALO			CPS-261		
		65		CG 117.9						
		79		CG 120.4						
		65		CG 121.4				ABS-261	DTC BLOCK MICH	
		60		CG 122.0		8.0				
		79		CG 123.6						
		40	40	CG 124.2						
		30	30	CG 124.5	JOY HOLDOUT			CPS-261		

GRAND RAPIDS SUBDIVISION - ZD

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
1		2								
P	F	P	F							
		30	30							
		25	25	CG 125.3	1.6			ABS-261	DTC BLOCK MICH	
				CG 126.1	EE MICHIGAN CITY			CPS-261		
		25	25	CG 126.2			SSDG 6,100 FT SP	ABS-261		
		45	45	CG 126.7	1.1					
		50	50	CG 127.2	WE MICHIGAN CITY			CPS-261		
		50		CG 127.9					DTC BLOCK PORTER	
		79		CG 129.7						
		60		CG 130.5						
		79		CG 131.3		DD				
		79		CG 134.7	9.3			ABS-261		
		70		CG 135.3						
		55								
		55	50	CG 136.0						
		25	25	CG 136.5						
					CP 482 (NS RR)		 AMTRAK MICHIGAN LINE	NS NO 1 NS NO 2		NS RULES

130.5 MILES GRANDVILLE TO CP 482

GRAND RAPIDS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- GRAND RAPIDS

Trk	MP/Location	P	F
SG	CG 6.0 - 7.7	30	30
SG	CG 7.7 - 9.7	60	50
SG	CG 9.7 - 11.5	65	50
SG	CG 11.5 - 13.2	40	40
SG	CG 13.2 - 14.1	55	50
SG	CG 14.1 - 19.9	65	50
SG	CG 19.9 - 21.1	35	35
SG	CG 21.1 - 21.7	40	40
SG	CG 21.7 - 23.0	60	50
SG	CG 23.0 - 24.4	50	50
SG	CG 24.4 - 25.5	35	35
SG	CG 25.5 - 26.8	30	30
SG	CG 26.8 - 33.0	65	50
SG	CG 33.0 - 36.2	40	35
SG	CG 36.2 - 41.4	55	50
SG	CG 41.4 - 51.2	65	50
SG	CG 51.2 - 52.0	55	50
SG	CG 52.0 - 55.9	65	50
SG	CG 55.9 - 58.4	60	50
SG	CG 58.4 - 59.5	50	45
SG	CG 59.5 - 60.4	65	50
SG	CG 60.4 - 61.2	30	30
SG	CG 61.2 - 61.4	50	50
SG	CG 61.4 - 64.4	65	50
SG	CG 64.4 - 65.1	60	50
SG	CG 65.1 - 68.5	65	50
SG	CG 68.5 - 69.6	35	35
SG	CG 69.6 - 73.4	65	50
SG	CG 73.4 - 74.6	35	35
SG	CG 74.6 - 75.9	65	50
SG	CG 75.9 - 76.9	35	35
SG	CG 76.9 - 80.1	65	50
Both	CG 80.1 - 85.4	65	50
Both	CG 85.4 - 87.0	30	30
SG	CG 87.0 - 87.4	30	30
SG	CG 87.4 - 87.7	15	15
SG	CG 87.7 - 97.8	65	50
SG	CG 97.8 - 99.3	60	50
SG	CG 99.3 - 100.4	55	50
SG	CG 100.4 - 103.5	65	50
SG	CG 103.5 - 104.6	45	45
SG	CG 104.6 - 117.9	65	50
SG	CG 117.9 - 120.4	79	50
SG	CG 120.4 - 121.4	65	50
SG	CG 121.4 - 122.0	60	50
SG	CG 122.0 - 123.6	79	50
SG	CG 123.6 - 124.2	40	40
SG	CG 124.2 - 125.3	30	30
SG	CG 125.3 - 126.2	25	25
SG	CG 126.2 - 126.7	45	45
SG	CG 126.7 - 127.9	50	50
SG	CG 127.9 - 129.7	79	50

SG	CG 129.7 - 130.5	60	50
SG	CG 130.5 - 134.7	79	50
SG	CG 134.7 - 135.3	70	50
SG	CG 135.3 - 136.0	55	50
SG	CG 136.0 - 136.5	25	25

ADDITIONAL SPEEDS (SP) -- GRAND RAPIDS

Location	Track Type	F
CG 12.0 - 14.0	SSDG	20
CG 23.0 - 24.2		
CG 24.4 - 25.3		
CG 32.1 - 33.3		
CG 41.4 - 43.3		
CG 53.9 - 55.6		
CG 61.3 - 63.1		
CG 70.2 - 72.3		
CG 97.4 - 99.3		
CG 104.6 - 106.4		
CG 113.9 - 116.5		
CG 126.1 - 127.2		

ADDITIONAL SPEED RESTRICTIONS

CG 86.7 - Head end must not exceed 30 MPH over switch on number 1 track at this location.

Trains exceeding 7,000 tons are restricted to 35 MPH unless further restricted.

97 DRAWBRIDGES

MP	Location	Hours Attended
CG 87.6	Saint Joseph, MI	0700-1600 / 7 Days per week

The St. Joe bridge is staffed by a CSX employee between the hours of 0700-1600 hours 7 - days per week. There will not be a bridge operator on duty at the St. Joe bridge between the hours of 1601 and 0659 hours. Train movement over the bridge in an eastward or westward direction will be governed by signal indication.

Movement past a "STOP" signal when bridge operator is on or off duty:

When controlled block signal indicates "STOP" in addition to securing permission of the train dispatcher to pass such signal, no part of train may be moved on the bridge until proceed signal 12 C is received from the drawbridge tender with a green flag by day and yellow light by night or verbal permission is received from drawbridge tender that bridge is in safe condition for movement. When bridge tender is not on duty and the bridge is lined for rail movement and permission has been received from the train dispatcher to pass such signal as prescribed by Rule 226-B, a member of the crew must ascertain that the draw span and lift rails are in proper position before movement is allowed to proceed.

100-D HIGHWAY-RAIL GRADE CROSSINGS

CG 6.1 Grandville, Franklin St. – Simultaneous movements on the main track, on Lumber Company Spur, and on the run around track must not be made. Trains will lay back of crossing until the main track is clear.

CG 11.8 Hudsonville, 32nd Ave – Westward trains or engines stopped or delayed within 2400 feet of white post located 441 feet east of 32nd Ave must not foul crossing until flashers have operated for at least 20 seconds.

CG 20.4 Centennial St., CG 20.7 Elm St., CG 20.8 Main St. – Movements on M.J. lead must not foul crossing unless gates are down or crossing protected by member of crew on ground.

CG 23.9 Waverly, 120th St. - When necessary for westward trains or engines on main track or siding to stop before reaching crossing, stop will be made before passing white posts located 1100 feet east of crossing. When necessary for eastward trains or engines on main track or siding to stop before reaching crossing, stop will be made before passing white post located 325 feet west of crossing. Trains or engines stopped or delayed within the limits will not exceed a speed of 9 mph approaching crossing. Motion detector has been applied to a portion of the eastward approach circuit on the siding, between the crossing and the white post located 325 feet west of the crossing.

CG 84.3 Grey, Bowater Industrial Lead - Trains operating on the Bowater Industrial Lead located at CG 84.3 must stop and flag both Paw Paw Rd and Enterprise Rd crossings.

CG 123.7 Michigan City, Roseke Ave – To prevent blocking crossings, westward trains receiving other than “clear” aspect on Signal 1228 (CG 122.8) must not pass Roseke Ave located 3428 feet west of CG 123.0 without instruction from the train dispatcher.

103 SWITCHING

The practice of making a static drop is prohibited. This is when the hand brake is released on standing cars and gravity provides the energy for car(s) to move past the standing locomotive on another track.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules C1281 - C1298 are in effect from Grandville, CG 6.0 through and including St. Joseph bridge, CG 87.6.

Signal Rules 1281 - 1298 are in effect from, but not including, St. Joseph bridge, CG 87.6, through CG 136.5.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CG 14.0	Hudsonville	Continuous	08, 35-2	Wayside
CG 32.0	East Saugatuck			
CG 55.8	Grand Junction			
CG 80.2	Riverside			
CG 103.5	Sawyer			
CG 122.0	Michigan City			

1280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH OPERATING RULES

Rule 1281 as shown below applies on the Grand Rapids Subdivision:



Dwarf

Name - Clear
Indication - Proceed

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CG 19.1	Zeeland	1	NONE
CG 44.2	Pearl	1	NONE
CG 66.2	Hartford	1	NONE
CG 91.9	Vine	1	NONE
CG 108.9	Lakeside	1	NONE
CG 131.3	Doran	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 - TRACTIVE EFFORT

A. Limiting the number of powered axles. Bullet point number 3 is changed to read:

18-on helper locomotives when the helper locomotives are shoving a train.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
CG 6.2	Standale Lumber	
CG 20.0	Zeeland Lumber	Gate, Unldg, Platform
CG 25.3	Holland, MI	Amtrak Psgr Platform
CG 60.5	Bangor, MI	Amtrak Psgr Platform
CG 76.0	Menasha / Paper	
CG 86.7	Benton Harbor / Bowater	See Note
CG 99.0	Techisand	Structures in Loading Area
CG 105.0	Arlington Metals	Doorway
CDT 1.0	Padnos Iron & Metal	Structures in Loading Area
CDT 2.0	Heinz, Inc	Gates, Doorway, Platform
CGB 20.0	AFCO	Doorway, Platform, Loading Area
CGB 20.0	Graham Packaging	Doorway, Platform, Loading Area
CGB 20.0	Prins, Inc	Doorway, Platform, Loading Area
CGB 20.0	Sherwin Williams	Gates, Structures in Loading/Unloading Area
CGB 20.0	American Bottling	Structures in Loading/Unloading Area
CGB 20.0	North Dakota Mills	Doorway, Platform Loading Area

Note 1: The inside of the building has NO Clearance. Crews are not to pass beyond close clearance signs at face of door. Crews will shove and pull full cuts only, crews will not do any switching inside of building.

CG 25.3 Holland - There is a close clearance along the platform of the Amtrak Station on the north side of the main track. The platform extends 8 inches above the top of the rail at 5 feet 6 inches north of the centerline of the track for 250 feet.

CG 60.5 Bangor, MI - There is a close clearance along the platform of the Amtrak Station on the north side of the main track. The platform extends 8 inches above the top of the rail at 5 feet 6 inches north of the centerline of the track for 200 feet.

8. MISCELLANEOUS

All passenger trains operating on the Grand Rapids subdivision are required to report their arrival and departure times for all station stops, to the RN dispatcher as soon as the delay is calculated.

CG 24.3 Waverly – Pocket Track – Before entering Pocket Track from a yard track, trains or engines must secure permission of train dispatcher and receive flashing yellow aspect on signal located on south side of switching lead at

point where switching lead enters Pocket Track. When signal displays red light, the Pocket Track must be cleared immediately, switch restored to normal position, and the train dispatcher notified.

CG 38.1 Doubling Saugatuck Hill – Trains in excess of 10,000 trailing tons will double Saugatuck Hill. If, after contacting the train dispatcher, you receive no doubling instructions to the contrary, you will arrange to make your cut just west of 128th Street, located at CG 38.1 and double from that point.

For West Olive coal trains, when doubling Saugatuck Hill and making a reverse movement to re-assemble train at East End of Saugatuck, up to 18 powered axles may be used to make this double AT THIS LOCATION ONLY. Use no more power than is necessary to start the movement smoothly. Pay close attention to the locomotive load indicator and avoid excessive loading.

EXCEPTION: Trains will not be required to double Saugatuck Hill when helper service is being utilized for their train.

CG 98.0 Livingston – Trains using Livingston Siding between 1700 feet and 3000 feet west of CG 98.0 will approach Sand Plant area looking out for sand over rails.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CG 6.2	EE Runaround Track	East
CG 6.5	WE Runaround Track	
CG 21.1	M&J Lead	West
CG 76.7	Menasha Paper Co.	
CG 78.4	APL	
CG 105.2	Arlington Metals	East

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CG 6.0	Wilson Ave	234585A
CG 6.1	Franklin St	234586G
CG 6.3	Division Ave	234587N
CG 6.5	Broadway	234589C
CG 7.3	Main St	234594Y
CG 7.6	Cottonwood Dr	234595F
CG 8.8	12th Ave	234598B
CG 9.2	Private Rd	234599H
CG 9.6	18th Ave	353175D
CG 10.1	Port Sheldon Rd	234501G
CG 11.8	Balsam Dr & 32nd	234602N
CG 12.1	School Ave	234504C
CG 12.4	36th Ave	234605J
CG 13.1	405 Ave	234606R
CG 13.6	New Holland	234609L
CG 14.2	48th St	234610F
CG 16.4	64th Ave	234622A
CG 17.5	72nd Ave	234625V
CG 18.6	80th Ave	234628R
CG 19.8	Fairview (88th Ave)	234632F
CG 20.4	Centennial St	234633M

CG 20.7	Elm	234634U
CG 20.8	State	234636H
CG 21.2	Jefferson St	234640X
CG 21.3	Franklyn 100th Ave	234641E
CG 21.9	James	234643T
CG 22.8	112 St	234645G
CG 23.7	Lakewood Blvd	234647V
CG 23.9	120th Ave	234648C
CG 25.4	8th St	234650D
CG 25.4	Lincoln St	234651K
CG 25.4	9th St	234652S
CG 25.5	10th St	234653Y
CG 25.6	11th St	234654F
CG 25.6	12th St	234655M
CG 25.7	13th St	234656U
CG 25.8	14th St	234657B
CG 25.8	15th St	234658H
CG 25.9	16th St	234659P
CG 26.0	17th St	234660J
CG 26.1	20th St	234661R
CG 26.4	24th (Lincoln)	234662X
CG 26.5	26th St	234664L
CG 26.9	32nd St	234668N
CG 27.9	48th St	234670P
CG 28.9	144th	234673K
CG 29.6	143rd	234675Y
CG 30.4	141st Ave	234677M
CG 31.9	138th Ave	234680V
CG 32.9	136th Ave	234681C
CG 36.3	57th	234689G
CG 38.1	128th Ave	234691H
CG 39.9	56th	234694D
CG 40.5	Main St	234695K
CG 41.3	57th	234696S
CG 43.6	118th	234700E
CG 46.0	113th Ave	234704G
CG 48.1	109th Ave	234706V
CG 51.6	102nd	234716B
CG 53.7	CR	234720R
CG 55.7	12th Ave	234723L
CG 57.8	20th Ave-Main St	234727N
CG 60.4	Center St	234731D
CG 60.7	Monroe (M-43)	234733S
CG 60.8	Charles	234735F
CG 60.9	Division	234738B
CG 62.2	60th	234741J
CG 62.4	34 Ave	234742R
CG 64.7	42nd & Main	234747A
CG 66.3	48 Ave	234751P
CG 67.3	52nd Ave	234753D
CG 67.5	64th St	234754K
CG 68.6	Prospect St	234756Y
CG 68.9	Red Arrow Hwy	234758M
CG 68.9	Red Arrow Hwy	234758M
CG 69.1	Bernard St	234761V
CG 71.9	County Line Rd	234766E
CG 72.6	Red Arrow Hwy	234768T
CG 73.8	Church St	234778Y
CG 73.8	Main M-140	234775D

CG 73.9	First St	234782N
CG 74.1	Pleasant St	234783V
CG 76.2	Main & Paw Paw	234789L
CG 76.3	West St	234790F
CG 77.7	Coloma Rd	234794H
CG 78.2	Bessemer Rd	234798K
CG 78.9	Kerlikowski Rd	234799S
CG 80.1	Riverside Rd	234802X
CG 80.2	Fikes Rd	234803E
CG 81.2	Hager Shore (Pier)	234804L
CG 82.0	Maple Lane Rd	234808N
CG 83.7	Riverside Rd	234812D
CG 84.3	Mendel Rd	234814S
CG 85.4	Paw Paw Ave	234815Y
CG 86.0	North Shore	234816F
CG 87.3	Upton Dr	234819B
CG 87.8	Broad	234821C
CG 90.1	Hilltop Rd	234824X
CG 90.6	Hawthorne	234825E
CG 91.2	Brown School	234827T
CG 92.3	Maiden Lane	234830B
CG 92.8	Glenlord Rd	234831H
CG 93.8	Marquette Woods	234833W
CG 94.1	St Joseph Ave	234834D
CG 94.9	John Beers	234839M
CG 95.0	Kimmel St	234840G
CG 95.5	Johnson Rd	234841N
CG 97.1	Linco	234843C
CG 98.3	Livingston Rd	234845R
CG 99.1	Lemon Creek	234846X
CG 99.8	Calf. Rd & Church St	234848L
CG 100.2	Lake St	234849T
CG 101.1	Baldwin Rd	234850M
CG 101.2	Rambo Rd	234851U
CG 103.5	Browntown	234855W
CG 104.1	Sizer (Flynn)	234857K
CG 104.6	Sawyer Rd	234858S
CG 105.6	Three Oaks	234860T
CG 106.6	Harbert	234861A
CG 106.7	Prairie Rd	234862G
CG 109.1	East Rd	234865C
CG 109.3	Lakeside	234866J
CG 110.1	Warren Woods Rd	234868X
CG 111.2	Town Line Rd	234870Y
CG 111.7	Community Rd	234872M
CG 112.6	Kruger	234873U
CG 112.6	Kruger	234873U
CG 113.9	Bell Ave	234875H
CG 114.9	Whittaker Rd	234877W
CG 116.9	Wilson	234879K
CG 118.7	1000N	232064C
CG 118.8	500W	232065J
CG 120.2	900N Freyer Rd	232068E
CG 120.2	600W	232069L
CG 120.9	SR 212	232076W
CG 121.6	Tryon	232070F
CG 122.0	Royal Rd	232071M
CG 123.7	Roeske	232074H
CG 123.8	Greenwood	232075P

CG 124.0	Carroll	232077D
CG 124.2	Woodland	232078K
CG 124.6	Jackson	233743U
CG 124.8	Tilden	232080L
CG 125.2	Franklin	232081T
CG 125.4	Wabash	232082A
CG 125.6	Buffalo	232085V
CG 125.7	Ohio	232087J
CG 126.3	Hitchcock	232088R
CG 127.6	County Line	232090S
CG 127.9	20 US	232092F
CG 128.3	1675n	232093M
CG 130.2	500E Brown Rd	232100V
CG 132.6	Brummitt	232106L
CG 132.8	1400 North	232107T
CG 135.3	Calumet	232112P
CG 135.6	Locust	232113W
CG 136.1	Waverly	232114D
CG 136.4	15th St	232115K

NOTES

GRAND RAPIDS TERMINAL SUBDIVISION - GR

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
1		2				PLYMOUTH SD				
P	F	P	F			1 2				
	25		25	CH 148.1	SEYMOUR			CPS-261		
						3.2	LINCOLN BRICK CH 148.2		ABS-251 1-W 2-E	DTC BLOCK SEYMOUR
	25		25	CH 151.3 = CGE 0.0	PLEASANT STREET					
	10		15	CH 151.7 = CGT 0.3	SUNNYSIDE	0.4		CPS-261		DTC BLOCK PLEASANT
			20				SUNNYSIDE LEAD →			
						1.7			ABS-261	DTC BLOCK PLASTER
			20	CGT 2.0	PLASTER CREEK		MAGGIES LEAD		CPS-261	
							WYOMING YARD YARDMASTER CH 08			
						1.5	OLD MAIN		96	
							ODD SIDE →			
				CGT 3.5 = CG 3.5	LAMAR				CPS-261	DTC BLOCK HUDSON
30	30	30	30							
						2.5	REEFER TRACK → CG 4.9		ABS-261	
							CG 5.1			
30	30	30	30	CG 6.0	GRANDVILLE		CG 5.3			
										GRAND RAPIDS SD
5.3 MILES SEYMOUR TO PLASTER CREEK										
2.5 MILES LAMAR TO GRANDVILLE										

GRAND RAPIDS TERMINAL SUBDIVISION - GR CGE MILEPOSTS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			MQT RR				
10	CGE 3.6	TURNER STREET 0.6			193 YARD LIMITS		
	CGE 3.0	FULLER			2.3	ABS-261	
	CGE 0.7	WATSON STREET				ABS-261	
					0.7	CPS-261	
	CGE 0.0 = CH 151.3	SUNNYSIDE PLEASANT ST				CPS-261	
			GRAND RAPIDS TERMINAL SD	CPS-261			
3.6 MILES SUNNYSIDE TO TURNER ST							

GRAND RAPIDS TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - GRAND RAPIDS TERMINAL

Trk	MP/Location	P	F
Both	CH 148.1 - 151.3	25	25
1	CH 151.3 - 151.7	10	10
2	CH 151.3 - 151.7	15	15
Both	CGT 0.3 - 2.0	20	20
Both	CG 3.5 - 6.0	30	30

AUTHORIZED SPEEDS - - CGE MILEPOSTS

Trk	MP/Location	F
SG	CGE 3.6 - 0.0	10

ADDITIONAL SPEEDS (SP) - - GRAND RAPIDS TERMINAL

Location	Track Type	F
CG 0.3 - 2.0	OTMT	20

ADDITIONAL SPEED RESTRICTIONS

Do not exceed 10 MPH on East and West leg of Sunnyside/Pleasant Street Wye.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CGE 3.0	Fuller	GRE	Remotely Controlled	226-B (3) b

100-D HIGHWAY-RAIL GRADE CROSSINGS

CH 151.7 Godfrey Ave - Movements on Old 17 Track must not exceed 7 MPH approaching Godfrey Ave.

103 SWITCHING

The practice of dropping cars from a static drop is prohibited. This is when the hand brake is released on standing cars and gravity provides the energy for car(s) to move past the standing locomotive on another track.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
CGT 3.0	Wyoming Yard	10% minimum, but not less than one or more hand brakes
CGT 3.0	Class Tks E02 through E40	
CGT 3.0	Class Tks W01 through W41	
CGT 3.0	Run through trains at any location with locomotives attached	
CGT 3.0	Cars on old main line	
CGT 3.0	Cars on service track	
CGT 3.0	Cars on the Hi-Line	
CGT 3.0	Tracks 143 through 155	
CGT 3.0	All other tracks in Wyoming Yard	Secured in accordance with Rule 103-D

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules C1281 - C1298 are in effect on the Grand Rapids Terminal Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CGT 3.0	Wyoming Yard	Continuous	70/70 when switching cars in the even yard	Terminal
			53/53 when switching cars in the odd yard	
			08	
CGT 1.0	Plaster Creek Yardmaster		08, 14-6	Wayside

913 REMOTE CONTROL ZONES

Remote Control Zones (RCZ) are established in Wyoming Yard and Remote Control Zone signs are in place at the following locations:

"Back Lead" Zone

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

RCZ signs for the Back Lead zone are located at the East end of the Back Lead near the air compressor building by the old cab track switch for Westward movements. At the clearance point at the west end of 43 lead, between 43 lead and I-61 (Highline) for Eastward movements.

"W-01 Track" Zone

W-01 track from the clearance point at the East end of W-01 to the clearance point at the east end of E-36 track to include the East even class ladder and lead (clearance point). The length of the W-01 zone is 3,200 feet.

There are no RCZ signs for the W-01 zone due to clearance restrictions.

"E-08 Track" Zone

E-08 track from the clearance point at the east end of E-08 to the clearance point at the west end of the crossover between E-08 and W-01. The length of the E-08 track zone is 2,134 feet.

There are no RCZ signs for the E-08 track zone due to clearance restrictions.

"Even Lead" Zone

East and even long (track E08, E06, E04 and E02) class ladder and leads (clearance point) from the East end of E08 track through the Even lead to 300 feet West of the Eastbound signal at Plaster Creek. The length of the Even Lead zone is 1,706 feet.

The sign for the Even lead is located 100 feet west of the eastbound signal at Plaster Creek for Westward movement. There is no sign located at the West end of the zone for Eastward movement.

"Old Even Lead" Zone

East end Odd class ladder and leads (clearance point) from the East end of w-41 track through the old even lead to approximately 300 feet west of the eastbound signal at Plaster Creek. The length of the Old Even Lead Zone is 3,193 feet.

There are two RCZ signs for the zone Old Even Lead/ East end odd for Westward movement. The first is located on the Old Even Lead 300 feet west of the Plaster Creek signal. The second is located on the inbound lead 250 feet east of the East end Odd Lead / Inbound Lead switch. There is no RCZ sign for Eastward movements due to clearance restrictions.

"33 Lead" Zone

From the West end W03 track clearance point and West end Odd class ladder and lead (clearance point) to the West end of the 33 lead track. The length of the "33 Lead" zone is 2,900 feet.

The RCZ sign for the 33 Lead zone / West end Odd is located just West of the W-33 lead / W-35 lead crossover for Eastward movements. There is no sign for this zone for Westward movement due to clearance restrictions.

A. The Remote Control Zones (RCZ) are established and the designated zone is activated when:

- 1. The RCOF has secured permission from the Yardmaster
 - 2. The road crossings have been made inaccessible.
- B. East end Even Long and Old Even Lead/ East end Odd zones

- 1. Positive Stop Protection equipment is installed on both the Old Even Lead and Even Lead.
- PSP, Positive Stop Protection is installed on the Old Even Lead. The PSP starts approximately 110 feet east of the W01 switch. The "10 MPH" puck is located here. The "0"

MPH puck is located approximately 340 feet west of the signal at Plaster Creek.

2. The following conditions will relieve Remote Control Operators from point protection on the Old Even Lead / East End Odd and the East Even Long Zones:

- A. Locomotive - PSP locomotives must be facing short hood east. PSP equipment is installed on the following locomotives:
CSXT 2639 - CSXT 2659 - CSXT 2667 - CSXT 2691 - CSXT 9156
- B. Locomotive - Must be set up as a RCL and linked to at least one OCU. The PSP override must not be activated. If it becomes necessary to override the PSP, point protection must be provided.

3. Speed selector settings - The Operator must not use the Coast or Coast B commands while operating in the PSP area.

4. Radio channel - All crews operating in Wyoming Yard will operate on radio channels as specified in Special Instructions.

- 5. Minimum cars with air brakes:
2000 to 4000 Tons require 5 Cars with air brakes
4001 to 7000 Tons require 10 Cars with air brakes
7001 to 8000 Tons require 12 Cars with air brakes
8001 to 9000 Tons require 14 Cars with air brakes
9001 to 10,000 Tons require 16 Cars with air brakes
10,001 to 11,000 Tons require 18 Cars with air brakes
11,001 to 12,000 Tons require 20 Cars with air brakes

D. Instructions for train, Engine and On-Track Equipment movements arriving Wyoming Yard.

All inbound train, engine or on-track equipment movements arriving Wyoming Yard will not proceed without contacting the Wyoming Yardmaster to determine if any Remote Control Zones are activated.

1280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH OPERATING RULES

Rule 1281 as shown below applies to the Grand Rapids Terminal Subdivision.



Dwarf

Name - Clear
Indication - Proceed

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CGE 0.2	Grand Rapids, MI

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

Rule 4453 applies between CGE 0.7 and CGE 0.9.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 - TRACTIVE EFFORT

A. Limiting the number of powered axles. Bullet point number 3 is changed to read:

18-on helper locomotives when the helper locomotives are shoving a train.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CGT 3.0	Grand Rapids Terminal	60 foot or longer cars	Prohibited
CGT 3.0	City Market Spur	85 foot or longer cars	
CGT 3.0	Wolverine Scrap		
CGT 3.0	Wyoming Yard	Locomotives	May operate over live rail of scale track not exceeding 5 MPH

7. CLOSE CLEARANCE

MP	Location	Remark
CG 1.0	Elro Steel	Inside Building
CG 1.0	Gelock	Inside Building
CG 1.0	Hager 1	At Gate
CG 5.2	PCA	Inside Building
CG 5.4	Padnos Ivanrest	Inside Building
CH 148.2	Lincoln Brick and Supply Co.	Building
CGT 2.0	T.W. Hager Lumber	All Tracks
CG 1.0	Michigan Natural Storage	At Dock and Building
CG 1.0	Hager 2	At Gate
CGE 2.3	Beldon Brick	At Dock

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CGT 3.0		Acme Lead
CGT 3.0		City Market
CGT 3.0		Upper Industry Tracks, 45 through 53
CGT 3.0		All Support Yard Tracks
CGT 3.0		All Coach and Rip Tracks

3rd Trick Wyoming Yard

Between the hours of 2300 and 0700, train crews will need to contact the RN Dispatcher to determine if there is a Yardmaster on duty. If there is no Yardmaster on duty, train crews will receive the yarding instructions for their trains from the Train Dispatcher. There is a brake stick available for use by the inbound crews located either in the North, Middle or West shanty. Crews are instructed to return the brake stick to the shanty upon completion of use. There is also a brake stick available next to the service track in front of the Wyoming Yard Office. Crews needing to gain entry into the Wyoming Yard Office between the hours of 2300 to 0700 will use the door at the Southeast end of the Yard Office or the door on the North side of the office. Both doors are equipped with a CSX switch lock to allow entrance to the building after hours.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CG 0.8	Oakland Ave	234562T
CG 1.0	Godfrey Ave	234563A
CG 3.1	Chicago Dr	234565N
CG 4.9	Ivanrest Ave	234561E
CG 5.8	Barrett St	908604S
CG 5.9	Ottawa Av	234584T
CGE 0.1	Wealthy St	235025W
CGE 0.2	Market St	235026D
CGE 0.4	Front St	235028S
CGE 0.4	Butterworth St	235037R
CGE 0.5	Fulton St	235045H
CGE 0.8	Lake Mich. Dr NW	235047W
CGE 1.1	Bridge St NW	235048D
CGE 1.2	2nd St NW	235050E
CGE 1.3	3rd St NW	235052T
CGE 1.4	4th St NW	235053A
CGE 1.5	6th St NW	235055N
CGE 1.6	7th St NW	235056V
CGE 1.8	11th St NW	235058J
CGE 2.1	Leonard St NW	235059R
CGE 2.2	Crosby NW	235060K
CGE 2.3	Myrtle NW	235061S
CGE 2.4	Webster NW	235062Y
CGE 2.6	Richmond NW	235063F
CGE 2.8	Ann St	235064M
CGE 3.7	Turner Rd	235070R

CH 148.5	Burton St	234543N
CH 148.7	Elliot & Silver	234544V
CH 149.2	Eastern Ave	234545C
CH 149.6	College Ave	234548X
CH 149.8	Madison Ave	234549E
CH 150.0	Jefferson Ave	234550Y
CH 150.2	Division Ave	234551F
CH 150.4	Stevens St	234552M
CH 150.7	Hall St	234554B
CH 151.2	Graham St	234558D
CH 151.5	Century Ave	234560E
CH 151.6	Grandville Ave	234561L

LAKE SUBDIVISION - LA

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
					NS RULES		
10	BIA 251.9	HICK	1.2			193 LAKE YARD LIMITS	
	BIA 253.1	YOUNGSTOWN	1.4				
	BIA 254.5	WHITING	3.1				
10	BIA 257.6	WEDT 100 TH STREET					
5.7 MILES HICK TO WEDT							

LAKE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - LAKE

Trk	MP/Location	F
Both	BIA 251.9 - 257.6	10

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BIA 253.1	Youngstown (Note 1)	CN	Automatic	226-B (3) d

Note 1: Whenever movement has been made through interlocker and a reverse move is necessary to re-couple to cars left on circuit, crew member must push button located on signal to obtain signal.

Rule 226-B (3) (e) (4) applies.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
BIA 254.2	Front St	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
BIA 254.5	117th St	
BIA 255.4	Lake Ave	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Any equipment exceeding 21'0" must have Clearance Bureau documentation prior to movement.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE


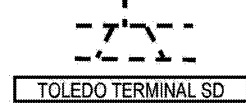
8. MISCELLANEOUS

NONE

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BIA 254.2	Front	156099V
BIA 254.5	117th St	156098N
BIA 255.4	Lake Ave	156097G

LINCOLN SUBDIVISION - LI

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			CONRAIL LINCOLN INDUSTRIAL TRACK		CR RULES		
15	QQL 136.4	ECORSE JCT	0.9		CR RULE 98		
20	QQL 135.5	DTC BLOCK SIGN		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;">RL DISP 35-5 RD 08</div>	DTC-TWC	DTC BLOCK OUTER	
49	QQL 134.4		2.5				
	QQL 133.0	DTC BLOCK SIGN					
	130.0 129.0		3.6			DTC BLOCK PENFORD	
	QQL 129.4	DTC BLOCK SIGN PENFORD		CN			
			5.4			DTC BLOCK SIBLEY	
	QQL 124.0	DTC BLOCK SIGN					
	123.0 122.0		4.8			DTC BLOCK GUARD	
	QQL 121.4			DD			
	QQL 119.2	DTC BLOCK SIGN	2.8			DTC BLOCK GRAFT	
49	QQL 116.4	DTC BLOCK SIGN			DTC-TWC		
	CC 105.1	CARLTON			CPS-261		
20.0 MILES ECORSE JCT TO CARLTON							

LINCOLN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LINCOLN

Trk	MP/Location	F
SG	QQL 136.4 - 135.5	15
SG	QQL 135.5 - 134.4	20
SG	QQL 134.4 - 116.4	49

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QQL 129.4	Penford (1)	CN	Automatic	226-B (3)d

Note: This crossing has a time out feature. Trains using more than eleven (11) minutes between the approach signals and the absolute signals can expect the absolute signal to display a STOP aspect.

Instructions on how to use the push button feature at Penford

Before Pushing Button:

- 1) If red indicator light is lit push button (if signal displays, proceed).
- 2) If red indicator light is not lit wait 7 minutes, if signal does not display and if no opposing trains are present, push button.

After Pushing Button:

- 1) If white indicator is lit move train past home signal without fouling the crossing, place lighted fuse on each side of crossing then proceed through interlocking.
- 2) If white indicator light is not lit wait 3 minutes. If signal does not display and if no opposing trains are present, move past home signal without fouling crossing. Place lighted fuses on each side of crossing then proceed through interlocking.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QQL 136.4	NS Bridge	Continuous	22	Terminal
CC 96.9	Romulus		08, 35-5	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QQL 121.4	Penford	2	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

QQL 136.4 Conrail Lincoln Industrial Track – Before entering Conrail Lincoln Industrial Track, obtain permission from the NS Operator at River Rouge bridge on AAR Channel 22.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
QQL 133.9	Cocotte	511041R
QQL 132.8	Champaign	511039P
QQL 132.1	London Rd	511037B
QQL 130.5	Reeck Rd	511035M
QQL 129.8	Allen Rd	511033Y
QQL 129.8	Northline Rd	511032S
QQL 128.3	Racho Rd	511029J
QQL 127.3	Pennsylvania Rd	511027V
QQL 125.7	Sibley Rd	511024A
QQL 124.4	King Rd	511022L
QQL 123.6	Inkster Rd	511020X
QQL 123.1	West Rd	511018W
QQL 122.1	Middlebelt Rd	511016H
QQL 121.8	Van Horn Rd	511015B
QQL 121.4	N. Huron River Dr	511013M
QQL 120.2	Park St	511011Y
QQL 119.2	Will Carleton Rd	511816U
QQL 117.4	Grafton	511814F

MONON SUBDIVISION - M0

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F			SOUTH				
		31.0 (CN)	MUNSTER (CN)	CN		CN RULES		
25	25	00Q 25.7	DTC BLOCK SIGN	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">RB DISP 12-7 RD 84</div>		TWC-DTC (ABS)		
		00Q 25.8						
50	40	00Q 27.9	DYER (P)					
		00Q 28.8	4.7					
40		00Q 29.1						
		00Q 29.2						
60		00Q 30.4	DTC BLOCK SIGN					
		33.0						
		00Q 33.2						
40		00Q 33.3						
		00Q 33.6						
		34.0	15.1					
60		35.0						
		36.0						
	40	00Q 36.8						
		00Q 43.3						
50	30	00Q 45.1						
60	40	00Q 45.5	DTC BLOCK SIGN					
60		00Q 52.6	SHELBY					
40		00Q 52.8						
60		00Q 54.1						
		00Q 56.5	NE ROSELAWN					
		00Q 57.7	SE ROSELAWN					
			22.6					
		00Q 67.1	NE SURREY					
		00Q 68.1	DTC BLOCK SIGN					
		SE SURREY						
		00Q 68.2						
60		00Q 72.3	RENSSELAER (P)					
50		00Q 73.0	NE RENSSELAER					
		00Q 73.2						
60		00Q 73.8	SE RENSSELAER					
	40	00Q 75.7						
				DD	TWC-DTC (ABS)			

MONON SUBDIVISION - M0

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				↓	↓				
P	F				SOUTH				
60	40	00Q 86.1	DTC BLOCK SIGN	18.0		TWC-DTC (ABS)	DTC BLOCK MONON		
		00Q 88.3		4.2				DTC BLOCK JUNCTION	
15	15	00Q 88.5							
60	40	00Q 90.3	DTC BLOCK SIGN						
		00Q 92.8		11.9		DD			
		00Q 95.7							
50	35	00Q 95.8				-- TPW			
		00Q 96.1	NE REYNOLDS PASS					DTC BLOCK CHAMLERS	
	40	00Q 96.4							
		00Q 97.5	SE REYNOLDS PASS						
60		00Q 102.2	DTC BLOCK SIGN						
		00Q 105.0	NE BROOKSTON						
		00Q 106.0		13.3		BROOKSTON SDG 5,100 FT SP		DTC BLOCK BROOKSTON	
40		00Q 106.2	SE BROOKSTON						
45		00Q 106.5							
60		00Q 108.0							
		112.0							
		00Q 112.6							
45		113.0				TWC-DTC (ABS)			
		00Q 113.3			DD				
60	40	00Q 115.5	DTC BLOCK SIGN						
		00Q 117.0		3.3	LAFAYETTE YD	193 (ABS)			
		00Q 118.8	LAFAYETTE YARD			CPS-261		1	

MONON SUBDIVISION - M0

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
20	20	00Q 119.3				193 (ABS)		1
40	40	00Q 119.4 SALEM ST	0.6		OLD YARD LEAD	CPS-261		
		00Q 120.1 LAFAYETTE (P)	1.3		D-YARD 00Q 119.6	193 (ABS)		
40		00Q 120.7 LAFAYETTE JUNCTION			KBSR NS	CPS-261		
50		00Q 120.9 DTC BLOCK SIGN LAFAYETTE JUNCTION SIDING	3.3	00Q 122.3 ss	SDG 4,700 FT SP	TWC-DTC (ABS)	DTC BLOCK INDUSTRY	
		00Q 124.0 DTC BLOCK SIGN						
50		125.0						
40		00Q 125.4	12.9				DTC BLOCK LINDEN	
60		126.0						
		00Q 126.4						
		127.0						
		128.0						
		00Q 130.6			DD			
		00Q 136.9 DTC BLOCK SIGN	11.6	00Q 135.5 ss LINDEN SDG 6,790 FT SP	ss ss			
60		00Q 145.3					DTC BLOCK AMES	
40	40	00Q 147.2						
25	25	00Q 147.4 CRAWFORDSVILLE (P)			00Q 148.2	TWC-DTC (ABS)		
		00Q 148.3						
		00Q 148.5 DTC BLOCK SIGN	6.8	AMES SIDING 5,360 FT SP	CRAWFORDSVILLE BRANCH SD GREAT LAKE DIV	TWC-DTC	DTC BLOCK NUCOR	
25	25				00Q 149.5			

MONON SUBDIVISION - M0

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				SOUTH					
P	F								
25	25	00Q 150.5		DD		TWC-DTC	DTC BLOCK NUCOR		
		00Q 155.3	DTC BLOCK SIGN	00Q 152.0 00Q 152.3	NUCOR STEEL			DTC BLOCK ROACHDALE	
		00Q 162.2	ROACHDALE SIDING	7.7	SDG			DTC BLOCK GREEN CASTLE	
		00Q 163.0	DTC BLOCK SIGN	3,930 FT 00Q 163.1 SP	6,000 FT 00Q 162.2			DTC BLOCK LIMEDALE	
		00Q 167.4		13.7	DD			DTC BLOCK CEMENT	
		00Q 176.7	DTC BLOCK SIGN	3.3	00Q 176.6			DTC BLOCK CLOVER	
		00Q 180.0	DTC BLOCK SIGN		ST LOUIS LINE SD GREAT LAKES DIV				
		00Q 182.0	DTC BLOCK SIGN	2.0	00Q 180.5 2,510 FT 00Q 180.9	CEMENT STG 50 CARS			
25	25	00Q 186.6	DTC BLOCK SIGN	4.6	END OF TRACK	TWC-DTC			
		00Q 189.1	CLOVERDALE		96				
160.9 MILES 00Q 25.7 TO END OF MAIN TRACK AT 00Q 186.6									

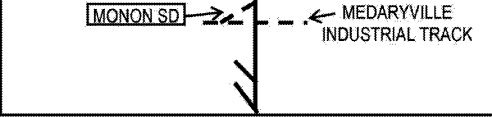
STATION PAGE NOTES

NOTE 1: The signal for Lafayette Junction is controlled by the NS- Decatur dispatcher. The NS dispatcher can be contacted via radio on channel 22-22 tone 341 or by telephone at 217-425-2059.

MONON SUBDIVISION - M0 MEDARYVILLE INDUSTRIAL TRK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
	0QB 15.2	MEDARYVILLE			96		
	0QB 0.0	MONON			96		

MONON SUBDIVISION - M0 MONTICELLO INDUSTRIAL TRK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
	0QA 88.4	MONON	SOUTH				
	0QA 98.0	MONTICELLO			96		
9.6 MILES MONON TO MONTICELLO							

MONON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MONON

Trk	MP/Location	P	F
SG	00Q 25.7 - 25.8	25	25
SG	00Q 25.8 - 28.8	50	40
SG	00Q 28.8 - 29.2	40	40
SG	00Q 29.2 - 33.2	60	40
SG	00Q 33.2 - 33.6	40	40
SG	00Q 33.6 - 43.3	60	40
SG	00Q 43.3 - 45.1	50	30
SG	00Q 45.1 - 52.6	60	40
SG	00Q 52.6 - 52.8	40	40
SG	00Q 52.8 - 73.0	60	40
SG	00Q 73.0 - 73.2	50	40
SG	00Q 73.2 - 88.3	60	40
SG	00Q 88.3 - 88.5	15	15
SG	00Q 88.5 - 95.7	60	40
SG	00Q 95.7 - 96.4	50	35
SG	00Q 96.4 - 106.0	60	40
SG	00Q 106.0 - 106.5	40	40
SG	00Q 106.5 - 108.0	45	40
SG	00Q 108.0 - 112.6	60	40
SG	00Q 112.6 - 113.3	45	40
SG	00Q 113.3 - 117.0	60	40
SG	00Q 117.0 - 119.3	20	20
SG	00Q 119.3 - 120.7	40	40
SG	00Q 120.7 - 125.4	50	40
SG	00Q 125.4 - 126.4	40	40
SG	00Q 126.4 - 145.3	60	40
SG	00Q 145.3 - 147.2	40	40
SG	00Q 147.2 - 186.6	25	25

ADDITIONAL SPEEDS (SP) -- MONON

Location	Track Type	F
00Q 29.2 - 30.4	SDG	10
00Q 56.5 - 57.7		
00Q 67.1 - 68.2		
00Q 86.1 - 87.4		
00Q 105.0 - 106.2		
00Q 120.9 - 122.3		
00Q 135.5 - 136.9		
00Q 148.4 - 149.5		
00Q 162.2 - 163.1		

ADDITIONAL SPEED RESTRICTIONS

00Q 176.6 - Greencastle Connection Track

All trains do not exceed 25 MPH Passenger and Freight.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
00Q 29.1	Dyer, IN (1)	NS / CN	Automatic	226-B (3) d
00Q 33.3	St. John, IN (2)	NS		
00Q 52.6	Shelby, IN (3)			
00Q 88.4	Monon, IN	CSX	Stop Signs	98-F
00Q 88.4	Medary, IN Tk			
00Q 95.8	Reynolds, IN (4)	TPW	Automatic	226-B (3) d
00Q 148.3	Ames, IN	CSX		

Note 1: Northbound and southbound signals at the EJE/NS crossing are equipped with a 10 minute timeout circuit. Southbound trains consuming more than 10 minutes between the NAS at Munster 00Q 25.8 and 00Q 28.5 (215th St) can expect the SAS at the EJE/NS crossing to display a STOP aspect. Northbound trains consuming more than 10 minutes between 00Q 33.3 and 00Q 29.4 (US Hwy 30) can expect the NAS at the EJE/NS crossing to display a STOP aspect.

Note 2: Northbound and southbound signals at the NS crossing are equipped with a 12 minute timeout circuit. Southbound trains consuming more than 12 minutes between the NAS at Dyer 00Q 29.3 and the SAS at St. John 00Q 33.3 can expect the SAS at the NS crossing to display a STOP aspect. Northbound trains consuming more than 12 minutes between 00Q 36.8 and the NAS at St. John 00Q 33.3 can expect the NAS at the NS crossing to display a STOP aspect.

Note 3: Northbound and southbound signals at the NS crossing are equipped with a 7 minute and 45 second timeout circuit. Southbound trains consuming more than 7 minutes 45 seconds between 00Q 47.3 and the SAS at Shelby 00Q 52.6 can expect the SAS at the NS Crossing to display a STOP aspect. Northbound trains consuming more than 7 minutes 45 seconds between 00Q 57.2 and the NAS at Shelby 00Q 52.6 can expect the NAS at the NS crossing to display a STOP aspect.

Note 4: Northbound and southbound signals at the TP & W crossing are equipped with a 5 minute timeout circuit. Southbound trains consuming more than 5 minutes between 00Q 91.0 and the SAS at Reynolds 00Q 95.8 can expect the SAS at the TP & W crossing to display a STOP aspect. Northbound trains consuming more than 5 minutes between 00Q 102.2 and the NAS at Reynolds 00Q 95.8 can expect the TP & W crossing to display a STOP aspect.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
00Q 25.9	45th St	Crews must approach crossings in sidings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

104-A HANDLING SWITCHES

00Q 148.2 Ames, IN – The normal position for the switch at this location is lined for the connection track. The normal position for the derail at this location is in the “OFF” position.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
00Q 56.5	NE Roselawn	Main Track	10
00Q 57.7	SE Roselawn		
00Q 67.1	NE Surrey		
00Q 68.2	SE Surrey		
00Q 122.3	SE Lafayette		
00Q 135.5	NE Linden		
00Q 136.9	SE Linden		

193 MAIN TRACK YARD LIMITS

After securing permission to occupy the main track within Yard Limits from the RA Dispatcher, all train crews must contact the yardmaster at Lafayette for further instructions, if a yardmaster is on duty.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281- 1298 are in effect on the Monon Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
00Q 36.0	St. John, In	Continuous	14-7, 84	Wayside
00Q 75.0	Parr, IN			
00Q 89.0	Monon, IN		08, 84	Terminal
00Q 118.0	Lafayette Yard			
00Q 120.7	Lafayette Jct		22 - 341	NS Disp.
00Q 118.0	Lafayette, IN		14-7, 84	Wayside
00Q 167.0	Bainbridge		32-7, 84	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
00Q 36.8	Cedar Lake	1	NONE
00Q 54.1	Thayer	1	NONE
00Q 75.7	Rensselaer	1	NONE
00Q 92.8	Monon	1	NONE
00Q 113.3	Battleground	1	NONE
00Q 130.6	South Raub	1	NONE
00Q 150.5	Crawfordsville	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
00Q 115.7	Battleground, IN

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5212 - AIR BRAKE TEST CERTIFICATION

All inbound trains into Lafayette Terminal area, will inform the Yardmaster of the status of their air brake test slip. If the train is to be parked for any reason, other than a direct crew change, the Conductor or Engineer will bring the air slip to the Lafayette Yardmaster. If your hours of service have expired, the Conductor or Engineer will advise the Lafayette Yardmaster of the exact location where the air test slip will be left.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
00Q 25.8	Munster, IN - General Electric	6-Axle Locomotives	Permitted to operate on industry tracks
00Q 66.0	Parr, IN - Demeter Grain		
00Q 15.2	Medaryville Wye	Cars exceeding 263, 000 lbs - gross weight	Prohibited
00Q 15.2			

7. CLOSE CLEARANCE

MP	Location	Remark
00Q 25.9	General Electric	Next to Building
00Q 56.3	Argo-Key	Next to Building
00Q 72.5	AG Alliance	Next to Building
00Q 73.8	Genova Plastics	At Unloading Station
00Q 77.3	Argo-Key	At Unloading Station
00Q 77.5	Iroquois Bio Energy	At Building, Loading & Unloading Station
00Q 121.7	Cargill-Lafayette	At Building & Unloading Station
00Q 145.3	Grefco	At Building
00Q 180.5	Buzzi Unicem	At Building & Unloading Station
00Q 32.9	Schilling Brothers Lumber	Next to Building
00Q 73.7	National Gypsum	At Building & Unloading Station
00Q 96.5	White County Farm Bureau	At Loading Station
00Q 160.7	Peavy-Hawcreek	At Loading Station

8. MISCELLANEOUS

00Q 148.2 Ames – Southward trains enroute Avon must contact the IC dispatcher 30 minutes prior to arriving at the Ames connection track and inform him of the trains expected arrival times.

00Q 150.5 Crawfordsville - Hazardous walking conditions may exist between Ames Connection track (00Q 148.2) and Main Street (00Q 147.6). During heavy rain situations, when T&E employees determine that hazardous conditions exist, it is suggested that trainmen on all Northbound trains ride the rear car of their train north of Market Street, after restoring the switch and derail at Ames. After clearing Market Street, trainmen may then safely walk to the head end of their train.

Amtrak trains operating on the Monon subdivision will only take the Dyer, Surrey, Monon and Linden sidings when necessary for train meets or when directed by the Train Dispatcher. Amtrak trains are not required to make a reverse move out of these sidings. Amtrak trains are not permitted to operate on any other sidings other than the Dyer, Surrey, Monon, and Linden without permission from the Chief Dispatcher and will be required to make a reverse move out of these other sidings.

All passenger trains operating on the Monon Subdivision are required to report their arrival and departure time, for all station stops, to the dispatcher as soon as the delay is calculated.

ADDITIONAL STATIONS

MP	Station	Switch Opening
00Q 25.9	General Electric	North
00Q 32.8	Shilling Brothers Siding	South
00Q 44.7	NE Globe Ind. Runaround	North
00Q 44.8	Backtrack	
00Q 45.1	SE Globe Ind. Runaround	South
00Q 66.1	Parr Ceres Solutions	
00Q 66.5	SE Parr Elevator	
00Q 72.9	Storage Track	North
00Q 73.2	NE Northway Runaround	
00Q 73.4	SE Northway Runaround	South
00Q 73.7	Iroquois Bio Energy	
00Q 73.8	NE Air Line #1	North
00Q 76.9	SE Air Line#1	
00Q 77.1	NE Pocket Track	South
00Q 77.8	SE Pocket Track	
00Q 77.9	Iroquois Bio Energy	North
00Q 87.3	NE Airline #1	South
00Q 88.3	SE Airline #1	North
00Q 88.5	NE Pocket Track	South
00Q 89.2	SE Pocket Track	North
00Q 95.5	Excel Co-Op	South
00Q 95.9	TP&W Wye	North
00Q 101.8	Chalmers House Track	South
00Q 117.3	NE Gaza Strip Lafayette Yard	
00Q 117.9	Old Yard Lead	North
00Q 117.9	Lower Crossover	South
00Q 118.8	Old 1 Pocket	North
00Q 118.9	9th Street	South
00Q 121.6	Cargill	
00Q 122.6	Eli Lilly	North
00Q 123.8	Chemrock	South
00Q 132.5	Romney Co-Op	
00Q 132.7	Andersons Fertilizer	North
00Q 139.4	Clifton Quigg	South
00Q 142.1	NE Cherry Grove ADM	North
00Q 142.4	SE Cherry Grove ADM	South
00Q 145.2	Grefco	North
00Q 145.2	Closure System	South
00Q 147.3	Crawfordsville House Track	North
00Q 153.7	NE Whitesville ADM	
00Q 154.8	SE Whitesville ADM	South
00Q 160.8	Haw Creek	
00Q 168.8	Bainbridge House Track	
00Q 177.8	Greencastle House Track	North
00Q 179.3	Oxford Stamping	
00Q 186.2	Poet's Biofuel	South
00Q 188.8	NE Cloverdale Siding	North
00Q 189.0	SE Cloverdale Siding	

**9. HIGHWAY ROAD CROSSINGS AT GRADE
EQUIPPED WITH AUTOMATIC WARNING DEVICES**

MP	Location	DOT#
00Q 25.9	45th St	341134P
00Q 27.7	Sheffield Ave	341136D
00Q 28.3	213th St	341137K
00Q 28.6	215th St	341138S
00Q 28.9	Edmond	341139Y
00Q 29.4	Lincoln Hwy / US 30	341140T
00Q 30.6	77th St	341141A
00Q 31.4	81st Ave	341142G
00Q 31.7	Patterson Ave	341143N
00Q 33.3	W 93rd Ave	341147R
00Q 33.5	Thelen St	341148X
00Q 33.8	Joliet St	341149E
00Q 35.9	113th Ave	341154B
00Q 36.2	Parrish St	341155H
00Q 39.0	137th Ave	341161L
00Q 39.5	141st Ave	341163A
00Q 39.7	142nd Place	341164G
00Q 41.5	Creston Rd / W 155th	341166V
00Q 41.6	Cline Ave / CR 21	341167C
00Q 42.0	159th Ave	341168J
00Q 44.5	Main St	341174M
00Q 44.7	Washington Ave	341175U
00Q 44.7	Commercial Ave / SR 2	341176B
00Q 44.9	Oakley Ave	341177H
00Q 46.3	Belshaw Rd	341179W
00Q 47.2	197th St	341181X
00Q 48.1	Clark St	341182E
00Q 48.4	W 205th Ave	341183L
00Q 50.2	Chase St	341186G
00Q 52.0	231st Ave	341188V
00Q 52.6	South Ave	341189C
00Q 53.2	First St	341191D
00Q 54.1	Front St 1200 N	341192K
00Q 54.3	SR 55	341193S
00Q 56.2	400 E	341195F
00Q 56.3	Roselawn Rd	341196M
00Q 57.6	900 N	341197U
00Q 61.1	500 N	341201G
00Q 62.0	1100 W	341202N
00Q 62.3	400 N	452304V
00Q 63.9	1000 W	341204C
00Q 65.8	SR 14	341206R
00Q 66.2	900 W	341207X
00Q 66.9	Division Rd	341208E
00Q 67.2	850 W	341209L
00Q 68.1	100 S	341210F
00Q 69.1	200 S	341211M
00Q 70.4	700 W	341215P
00Q 72.6	Cullen St	341221T
00Q 72.8	McKinley St	341223G
00Q 72.9	Franklin St	341224N
00Q 72.9	Webster St	341225V
00Q 73.2	Melville St	341227J
00Q 74.3	400 W	341228R
00Q 75.8	250 W	341230S

00Q 76.9	150 W	341231Y
00Q 77.0	114 SR	341232F
00Q 87.1	Broadway Ave / SR 16	341246N
00Q 88.2	Market St	341249J
00Q 88.3	Market St	341251K
00Q 92.1	CR 375 N	341259P
00Q 94.9	CR 100 N	341262X
00Q 95.8	Jefferson St	341264L
00Q 95.9	Logan St	341267G
00Q 96.0	2nd St	341268N
00Q 96.1	3rd St	341269V
00Q 96.9	100 S CR	341271W
00Q 102.0	Walnut St	341278U
00Q 102.1	Main St	341279B
00Q 103.0	CR 700 S	341282J
00Q 105.0	CR 900 S	341285E
00Q 106.0	1st St West	341286L
00Q 106.2	3rd St	341287T
00Q 106.2	4th St West	341288A
00Q 106.5	8th St	341289G
00Q 108.6	CR 1250 S	341292P
00Q 110.1	900 N	341294D
00Q 112.5	Railroad St	341299M
00Q 112.9	North St	341300E
00Q 115.3	Swisher Rd	341304G
00Q 121.7	Wabash Ave	341343X
00Q 121.7	Wabash Ave	341347A
00Q 123.1	Lilly Rd	341349N
00Q 126.5	550 S	341355S
00Q 127.6	625 S	341357F
00Q 129.5	800 S	341360N
00Q 132.4	SR 28	341362C
00Q 132.9	1150 S	341363J
00Q 136.5	CR 1100 N	341367L
00Q 137.3	Walnut St	341371B
00Q 137.4	South St	341374W
00Q 139.4	800 N	341379F
00Q 140.4	700 North	341382N
00Q 142.1	CR 550 N	341386R
00Q 142.7	Koch Storage	341388E
00Q 143.6	400 N / CR 58	341390F
00Q 145.2	CR 55	341393B
00Q 147.5	Market St	341400J
00Q 147.7	Main St	341404L
00Q 148.6	Elmore St	341410P
00Q 151.3	CR 300 S	341413K
00Q 152.1	CR 400 S	341415Y
00Q 153.8	Ladoga Rd	341417M
00Q 157.4	Ladoga Rd	341424X
00Q 157.7	College St	341425E
00Q 157.8	Taylor St	341433W
00Q 157.9	Elm	341435K
00Q 158.0	Main St	341437Y
00Q 159.5	CR 1050 S	341443C
00Q 162.4	Forest Home	341453H
00Q 168.5	US 36	341462G
00Q 168.5	Main St	341463N
00Q 170.6	500 North / US 36	341467R
00Q 177.8	Jackson St	341480E

00Q 177.9	Madison	341481L
00Q 178.4	Walnut St	341485N
00Q 179.3	Manhattan Rd	341487C
00Q 180.4	Lone Star Cement	341490K
00Q 182.7	CR 47	341494M
00Q 186.6	CR 8	341498P
00Q 188.9	Robert Weist Ave	341501V
0QA 97.0	Sixth	342025P
0QB 0.6	16 SR	341862A
0QB 8.7	Montgomery St	341875B
0QB 13.6	Base St - SR14	341882L

NOTES

NEW ROCK SUBDIVISION - NK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
	DIH 15.4	FRANCISCO	LONG TRACK INDUSTRY TRACK	IHB 1 CN OPERATOR BI JUNCTION CH 58	CN RULES		
10	BIF 15.4	NEW ROCK SD RB DISPR 12-1 RD-08	IAIS EVANS YARD	METRA NO 2 METRA NO 1	193 9 TRACK YARD LIMITS		
	BIF 16.8	INTERCHANGE					
10	BIF 17.0	METRA INTERCHANGE TRACK	139 TH ST		METRA RULES		1
	BIF 17.2	ROBBINS					
	BIF 40.6	UD TOWER		METRA DISP 82-82			
10	BIF 40.7	BRIDGE 407	DB		193 ROCKDALE YARD LIMITS		
20	BIF 41.1		BIF 42.3 WEST PASS	BIF 42.6 EAST PASS			
			BIF 43.3				
20	BIF 46.4	DTC BLOCK SIGN	ROCKDALE XO	BIF 43.5	193 ROCKDALE YARD LIMITS		
40	BIF 51.4	DTC BLOCK SIGN	DD	AMACO SPUR	TWC-DTC	DTC BLOCK MINO	
	BIF 56.8	DTC BLOCK SIGN				DTC BLOCK ROCKET	
	BIF 64.8	DTC BLOCK SIGN				DTC BLOCK SENECA	
40	BIF 72.6	EE SENECA SIDING DTC BLOCK SIGN	BIF 71.3	SENECA YARD ETI LEAD			
25	BIF 74.2	DTC BLOCK SIGN	SS	SENECA SIDING 8,600 FT SP		DTC BLOCK SAND	
40	BIF 74.3	WE SENECA SIDING	SS		TWC-DTC	DTC	

NEW ROCK SUBDIVISION - NK

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	BIF 74.8		2.8	DD	TWC-DTC	DTC BLOCK MAR-SEILLES	
	BIF 77.0	DTC BLOCK SIGN	6.8				DTC BLOCK OTTAWA
40	BIF 83.8	DTC BLOCK SIGN			TWC-DTC		
20	BIF 84.9			----- IR	193 OTTAWA YARD LIMITS		
			4.2	BIF 86.0 OTTAWA YARD BIF 87.2			
20	BIF 88.0	DTC BLOCK SIGN					
25			4.8		TWC-DTC	DTC BLOCK UTICA	
	BIF 92.8	DTC BLOCK SIGN					
			2.2	BIF 94.0		DTC BLOCK LASALLE	
25	BIF 95.0	DTC BLOCK SIGN			TWC-DTC		
		END CSX/ BEGIN IAIS					
54.4 MILES BIF 40.6 TO IAIS – END CSX							

STATION PAGE NOTES
NOTE 1: Track between Interchange and Robbins is controlled by METRA operator at BI Vermont Street and may be contacted on AAR radio channel 82.

NEW ROCK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - NEW ROCK

Trk	MP/Location	F
SG	BIF 15.4 - 17.2	10
SG	BIF 40.7 - 41.1	10
SG	BIF 41.1 - 46.4	20
SG	BIF 46.4 - 72.6	40
SG	BIF 72.6 - 74.3	25
SG	BIF 74.3 - 83.8	40
SG	BIF 83.8 - 88.0	20
SG	BIF 88.0 - 95.0	25

ADDITIONAL SPEEDS (SP) - - NEW ROCK

Location	Track Type	F
BIF 72.6 - 74.3	SDG	10

95-A ENTERING AND MOVING WITHIN A SIDING

Trains entering Seneca siding from either direction must have train dispatcher permission before occupying the siding track.

97 DRAWBRIDGES

MP	Location	Hours Attended
BIF 40.7	Joliet, IL	See Note 1
BIF 72.0	Seneca	See Note 2

Note 1: Bridge 40.7 is manned 0200 to 2200 Monday through Friday and 0200 to 1200 on Saturday and Sunday. Outside of these hours trains needing to use this bridge must arrange for the on-call bridge tender to be called by calling the CSX Operations Center through the CSX RB Dispatcher.

Note 2: The following will govern train movement over the drawbridge on the ETI Lead at Seneca at BIF 72.0. The following procedure shall be utilized in the operation of lowering the bridge:

The trainman will visually scan the river, both upstream and downstream, for approaching towboats. The trainman will then announce on the VHF-FM radio Channels 14 and 16 the following message:

"The Chessie Railroad bridge at mile 254.1 Illinois River will close to navigation in five minutes"

This message will be broadcast and repeated every minute, counting down the time remaining until closure. If a towboat responds back to the trainman that they are approaching the draw span, the trainman will hold the bridge open for navigation until the towboat passes. If no response from navigation is received, the trainman will proceed with lowering the draw span. After the train crosses the drawbridge, the trainman will then raise the draw span back to the open to navigation position.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BIF 84.9	Ottawa	IR	Automatic	226-B (3) d

100-D HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instruction
BIF 40.7 - BIF 95.0	Entire Subdivision	Trains using other than main tracks must approach railroad-highway grade crossing provided with automatic railroad highway traffic control devices prepared to STOP and protect against vehicular traffic in the event flashers and/or gates fail to operate.

104-A HANDLING SWITCHES

BIF 72.6 Seneca Siding - The normal position for the East end siding switch is lined for the main track. The normal position for the West end siding switch is lined for the siding.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BIF 72.6	Seneca Siding East End	Main Track	25
BIF 74.3	Seneca Siding West End	Siding	

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BIF 40.7	Joliet	Continuous	08, 12-1	Wayside
BIF 60.5	Morris			
BIF 84.5	Ottawa			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BIF 51.4	Morris	1	NONE
BIF 74.8	Seneca	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BIF 16.0	Blue Island, IL
BIF 40.7	Joliet, IL
BIF 72.0	Seneca, IL

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BIF 40.7 - BIF 95.0	Entire Subdivision	Equipment over 11' 0" wide or 90'0" long	Must have Clearance Bureau instructions
BIF 40.7 - BIF 95.0	Entire Subdivision - All Yard and Industrial Tracks	6-Axle Locomotives	Must not operate except as specified below
BIF 42.7 - BIF 46.6	Rockdale		Are permitted to operate on Industry tracks only
BIF 60.5 - BIF 61.6	Morris		
BIF 71.4 - BIF 72.0	Seneca		
BIF 75.5 - BIF 75.9	Marseilles		
BIF 84.5 - BIF 88.0	Ottawa		
BIF 92.8 - BIF 94.0	Utica		Are permitted to operate on all Ottawa Yard tracks and on Industry track.

7. CLOSE CLEARANCE

MP	Location	Remark
BIF 43.7	Johns Manville	South side of car approaching building and at access door
BIF 44.5	Ecolab	North side of car along fence track
BIF 46.3	Canal Terminal	South side at Loading/Unloading stations
BIF 46.3	Canal Barge	South side of car at loading stations
BIF 72.0	Reihold Chemical	Access door leading into building and east side of car at ethylene spot
BIF 72.0	Seneca Shipyard Terminal	Maintenance siding at unloading ramp, east side of car
BIF 75.9	Glen Gery Brick North	Side of car at loading/unloading station
BIF 75.9	Independence Tube	All doors leading into building, both sides of cars
BIF 75.9	Inframetals	All doors leading into building and inside of building, both sides of cars.
BIF 81.0	ADM	East side of set off track
BIF 82.8	SIKA	East side of car at building
BIF 83.0	Ottawa Railcar	Both sides of car at cleanout building
BIF 86.0	US Silica	Tracks 2, 3, 4, 5 and 6 at loading tipple, north and south side of car
BIF 86.0	Pilkington	East and west side of car at unloading spot
BIF 86.1	Loop Logistics	Both sides of car, entire track
BIF 86.5	Ottawa Yard	Roof on scale track
BIF 94.0	PQ Corp.	Track 2 north side at ash/sand unloading spot
BIF 94.0	PQ Corp.	Track 3 north side at loading/unloading station, south side of car entire track
BIF 94.0	CSX Industry track and CSX East Pass track	Directly across from tipple of Unimin Corp.

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
BIF 41.3	Scrap Services	West
BIF 52.3	Cold Storage	
BIF 52.4	North American Stainless	
BIF 56.8	Equistar	
BIF 60.5	Sponge Cushion	East
BIF 65.3	Stockdale	West
BIF 75.9	PCS	
BIF 79.3	EE GE Siding	East
BIF 81.7	WE GE Siding	West
BIF 82.2	Minigrip-Zip Pack	East
BIF 82.5	Maintenance of Way	
BIF 83.0	EE Ottawa Rail Car	
BIF 83.8	WE Ottawa Rail Car	West
BIF 86.1	Loop Logistics	
BIF 92.8	EE Utica Siding	East
BIF 93.9	WE Utica Siding	West
BIF 94.0	PQ Corp.	
BIF 94.2	Unimin	

BIF 80.8	Canal Rd (ADM)	603799L
BIF 80.9	Material Service Corp	603798E
BIF 82.9	Rutland	603801K
BIF 83.9	Champlain St	603803Y
BIF 84.4	Guion St	603804F
BIF 84.6	Columbus St	603805M
BIF 84.7	LaSalle St	603806U
BIF 85.0	Chestnut St	603807B
BIF 85.8	Boyce Memorial Dr	603810J
BIF 86.2	Norris Dr	603811R
BIF 94.1	Mill St	603815T
BIF 94.2	Division St	603816A

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BIF 41.2	McDonough St	608216P
BIF 41.4	Cherry St	608217W
BIF 42.2	Brandon Rd	608219K
BIF 42.6	Midland Ave	608220E
BIF 45.5	Bush Rd	608223A
BIF 46.3	Ollin Rd	606593W
BIF 48.4	Shepley / Lynks	608226V
BIF 49.5	Ingolsby / Ford Rd	608227C
BIF 51.2	Wabene St	603739C
BIF 51.3	Osceola Walk	603740W
BIF 51.7	Ridge Rd	603741D
BIF 52.8	McLindon Rd	603742K
BIF 55.4	Tabler Rd	603746M
BIF 59.2	Gun Club Rd	603750C
BIF 60.5	Ashley Rd	603751J
BIF 61.6	Grant St	603756T
BIF 61.9	Liberty St	603758G
BIF 61.9	Wauponsee St	603759N
BIF 62.2	Union St	603762W
BIF 62.6	Shabbona	877597V
BIF 64.7	Saratoga Rd	603764K
BIF 72.1	Main St	603776E
BIF 72.3	Crotty Ln	603778T
BIF 74.7	Hooker Chemical	603781B
BIF 75.6	Nitrogen Rd	603782H
BIF 76.7	Lasalle St	603785D
BIF 76.8	Chicago St	603786K
BIF 77.0	Pearl St	603787S
BIF 77.3	Aurora St	603788Y
BIF 77.5	Main St	603789F
BIF 78.1	Glen St	603793V
BIF 79.4	Canal Rd	603794C

NOTES

PEMBERVILLE SUBDIVISION - PJ

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
				FOSTORIA SD GREAT LAKES DIV				
1	2							
35	35	CD 88.1	EAS TOWN ST			RL DISP 35-5 RD 08	ABS-261	DTC BLOCK FOSTER
50	50	CD 88.5		1.1				
		CD 89.2	EE FOSTORIA SDG				CPS-261	
				1.7	1	2	SSDG 7,051 FT SP	
		CD 90.9	WE FOSTORIA SDG				CPS-261	
		CD 95.7		12.8	DD		ABS-261	
		CD 103.7	EE PEMBERVILLE				CPS-261	
				1.5		SSDG 7,414 FT SP	ABS-261	
		CD 105.2	WE. PEMBERVILLE				CPS-261	
		110.0 111.0 CD 111.4		6.3	DD		ABS-261	
		CD 111.5	LEMOYNE				CPS261	
				2.9			ABS-261	
50	50	CD 114.4	TURNPIKE		1	2	CPS-261	
30	30	CD 114.5 = CDA 114.5		0.6			ABS-261	
		CDA 115.0	VR TOWER				CPS-261	
					TOLEDO TERMINALS D			
26.9 MILES EAS TOWN STREET TO VR TOWER								

STATION PAGE NOTES
NOTE 1: Between CD 88.4 and F Tower CD 87.7 eastbound trains or engines operating in accordance with a signal indication requiring medium speed will not exceed 20 MPH.

PEMBERVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - PEMBERVILLE

Trk	MP/Location	F
Both	CD 88.1 - 88.5	35
Both	CD 88.5 - 114.4	50
Both	CD 114.4 - 114.5	30
Both	CDA 114.5 - 115.0	30

CD 88.1 - 114.4 -Trains in excess of 10,000 tons, but not exceeding 20,000 tons will not exceed 40 MPH.

CD 88.1 - 114.4 -Trains in excess of 20,000 tons will not exceed 35 MPH.

ADDITIONAL SPEEDS (SP) - - PEMBERVILLE

Location	Track Type	F
CD 89.2 - 90.9	SSDG	30
CD 103.7 - 105.2		

100-D HIGHWAY-RAIL GRADE CROSSINGS

CD 88.7 Jackson St. Fostoria - Switch key control is located on the relay house in the northeast quadrant of the crossing to operate gates on the south side of the main tracks when switching over this crossing.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules C 1281 - C 1298 are in effect on the Pemberville Subdivision.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CD 95.7	Rising Sun	2	NONE
CD 111.4	Lemoyne	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CD 95.3	Rising Sun	6-Axle Locomotives	Prohibited
CD 95.3	S & D Applications	ALL Engines	
CD 101.0	F & L Farmers Track		Prohibited 12 reacher cars must be used

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

NONE

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CD 88.2	North St	228786C
CD 88.3	Fremont St	228787J
CD 88.4	Sandusky St	228788R
CD 88.4	High St	228789X
CD 88.7	Jackson St	228790S
CD 89.0	Culbertson St	228791Y
CD 89.7	Jones Rd	228792F
CD 90.7	Ecker Rd	228794U
CD 91.2	Grove Rd	228795B
CD 92.2	County Rd 28	228797P
CD 92.6	Longley Crossing / State Rt 23	228798W
CD 94.7	Cygnnet Rd	228803R
CD 95.8	Main St	228805E
CD 97.8	Mermill Rd	228809G
CD 98.8	Greensburg Pike	228810B
CD 99.2	Bradner Rd	228811H
CD 99.6	W. Crocker St	228812P
CD 99.7	Church St / SR 281	228814D
CD 101.0	US 6	228816S
CD 105.1	South St (Eisenhower Rd)	228825R
CD 105.4	Forrest St	228826X
CD 105.8	Elmore Rd	228827E
CD 105.8	E. Front St	228828L
CD 106.0	Pemberville Rd / Bierly Ave	228829T
CD 106.9	Sugar Ridge Rd	228832B
CD 108.7	SR 582	228836D
CD 111.5	Lemoyne Rd	228841A
CD 113.0	Genoa Rd / State Rt 163	228843N
CD 113.4	Libbey Rd	228844V

PLYMOUTH SUBDIVISION - PO

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2			WEST	EAST			
			HINES PARK	DETROIT SD				
25		CH 24.1	EAS HINES PARK	0.4		ABS-261		
		CH 24.5 = CC 82.0	PLYMOUTH			CPS-261		DTC BLOCK VILLAGE
		CH 25.0	MILEPOST 25	0.5	IO TRACK	ABS-261 CPS-261		
25		CH 26.3		2.0	SSDG 10,000 FT SP	ABS-261		DTC BLOCK SALE
	40	CH 27.0	BECK ROAD			CPS-261		
				9.2		ABS-261		
		CH 36.2	EE SOUTH LYON			CPS-261		
				1.5	SSDG 6,750 FT SP	ABS-261		DTC BLOCK LYON
		CH 37.7	WE SOUTH LYON			CPS-261		
	40	CH 39.1		7.6	DD	ABS-261		
		CH 44.2						
	35	CH 45.3	EE BRIGHTON			CPS-261		
		CH 45.7		1.5	SSDG 7,000 FT SP	ABS-261		DTC BLOCK PERE
		CH 46.8	WE BRIGHTON			CPS-261		
				6.0		ABS-261		
		CH 52.8	ANN PERE		- - - GLC	CPS-261		
				1.4	SSDG 5,450 FT SP	ABS-261		DTC BLOCK HOWELL
		CH 54.2	HOWELL			CPS-261		
				6.5		ABS-261		
		CH 60.7	EE FOWLerville			CPS-261		
				1.3	SSDG 7,060 FT SP	ABS-261		DTC BLOCK WEBB
		CH 62.0	WE FOWLerville			CPS-261		
		CH 64.0		9.5	DD CH 68.4	ABS-261		
		CH 71.5	EE WILLIAMSTON		WEBBERVILLE ELEVATOR TRK	CPS-261		
				1.5	SSDG 7,150 FT SP	ABS-261		DTC BLOCK WEBB
		CH 73.0	WE WILLIAMSTON			CPS-261		
		CH 79.9			DD	ABS-261		DTC BLOCK WILL
40				10.1				

PLYMOUTH SUBDIVISION - PO

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
1	2							
SINGLE								
40		CH 83.1	EE TROWBRIDGE			CPS-261	DTC BLOCK LANCE	
			1.7	CH 84.7 MSU POWER	SSDG 8,000 FT SP	ABS-261		
		CH 84.8	WE TROWBRIDGE			CPS-261		
40		CH 84.9	2.4		--- : CN	ABS-261		
30		CH 86.0			NS			
		CH 87.2	MA		RN DISP 14-6 RD 08	CPS-261		
			1.1			ABS-261		
30		CH 88.3	N LANSING			CPS-261	DTC BLOCK ENSEL	
30	20		1.7	ENSEL YARD	NS SAGINAW YARD	ABS-261		
		CH 90.0	ENSEL			CPS-261		
30		CH 90.7		7.8	CONRAD YELVINGTON		TWC-DTC (ABS)	DTC BLOCK CASH
40		CH 97.8	DTC BLOCK SIGN EE GRAND LEDGE	1.3	GRAND LEDGE YARD	ss CSDG 5,650 FT SP		DTC BLOCK LEDGE
30		CH 98.5						
		CH 99.1	DTC BLOCK SIGN WE GRAND LEDGE	11.9		GRAND LEDGE INDUSTRIAL TRK		DTC BLOCK FIELD
30		CH 100.7						
40		CH 104.3	DTC BLOCK SIGN EE SUNFIELD	1.3	DD	CSDG 5,750 FT SP		DTC JORDAN
		CH 111.0						
		CH 112.3	DTC BLOCK SIGN WE SUNFIELD	8.1		ss		DTC BLOCK LAKO
		CH 119.0				CH 120.1	TWC-DTC (ABS)	
		CH 120.4	EE LAKE ODESSA	1.3		SSDG 5,400 FT SP	CPS-261	DTC BLOCK ELM
							ABS-261	
		CH 121.7	WE LAKE ODESSA	8.7			CPS-261	
		CH 126.3			DD		ABS-261	
		CH 130.4	EE ELMDALE	1.3		SSDG 5,500 FT SP	CPS-261	DTC BLOCK ALTO
							ABS-261	
		CH 131.7	WE ELMDALE	10.1			CPS-261	
40							ABS-261	

PLYMOUTH SUBDIVISION - PO

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
1 SINGLE	2							
40		CH 141.8	EE FOX	1.5	SSDG 7,000 FT SP	CPS-261	DTC BLOCK ALTO	
		CH 143.3	WE FOX	4.8	CH 143.6 STEELCASE IT	CPS-261	DTC BLOCK FOX	
40		CH 148.1	SEYMOUR			CPS-261		
				GRAND RAPIDS TERM SD	1 12			
124.0 MILES EAS HINES PARK TO SEYMOUR								

PLYMOUTH SUBDIVISION - PO MIDDLE RIVER TO JOHN HIX

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			SAGINAW SD		ABS-261		
	CC 80.8	MIDDLE RIVER			CPS-261		
40					ABS-261	DTC BLOCK NORTH- VILLE	
30	CC 81.9	1.2					
	CC 82.0	PLYMOUTH			CPS-261		
30					ABS-261	DTC BLOCK PLYMOUTH	
40	CC 83.1	5.2					
	CC 87.2	JOHN HIX			CPS-261		
			SAGINAW SD				
6.4 MILES MIDDLE RIVER TO JOHN HIX							

PLYMOUTH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- PLYMOUTH

Trk	MP/Location	F
SG	CH 24.1 - 26.3	25
SG	CH 26.3 - 44.2	40
SG	CH 44.2 - 45.7 -- City Ordinance (HE)	35
SG	CH 45.7 - 86.0	40
SG	CH 86.0 - 88.3	30
1	CH 88.3 - 90.0	30
2	CH 88.3 - 90.0	20
SG	CH 90.0 - 90.7	30
SG	CH 90.7 - 98.5	40
SG	CH 98.5 - 100.7	30
SG	CH 100.7 - 148.1	40

AUTHORIZED SPEEDS -- MIDDLE RIVER TO JOHN HIX

Trk	MP/Location	F
SG	CC 80.9 - 81.9	40
SG	CC 81.9 - 83.1	30
SG	CC 83.1 - 87.2	40

Trains in excess of 14,000 tons are restricted to 35 MPH.

ADDITIONAL SPEEDS (SP) -- PLYMOUTH

Location	Track Type	F
CH 25.0 - 27.0	SSDG	10
CH 36.2 - 37.7		20
CH 45.3 - 46.8		10
CH 52.8 - 54.2		
CH 60.7 - 62.0		
CH 71.5 - 73.0		25
CH 83.1 - 84.8		
CH 97.8 - 99.1	CSDG	10
CH 111.0 - 112.3		
CH 120.4 - 121.7	SSDG	
CH 130.4 - 131.7		
CH 141.8 - 143.3		

ADDITIONAL SPEEDS (SP) -- MIDDLE RIVER TO JOHN HIX

Location	Track Type	F
CC 82.0 - 87.2	SSDG	20
CC 82.0 - 82.0	10	10

ADDITIONAL SPEED RESTRICTIONS

CC 82.0 - Do not exceed 10 MPH on the Saginaw Wye, the Toledo Wye the SW Wye or 10 Track.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- PLYMOUTH

Trk	MP/Location	F
SG	CH 44.2 - 45.7 (HE)	35

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CH 24.5	Plymouth	CSX	Remotely Controlled	226-B (3) b
CH 52.8	Ann Pere	GLC		
CH 84.9	W / E Trowbridge	CN	Automatic	226-B (3) d

100-D HIGHWAY-RAIL GRADE CROSSINGS

CH 61.3 Fowlerville – Road crossings at these locations, especially Cemetery Rd must not be blocked between the hours of 0700-0900 and 1430-1600.

CH 83.6 Trowbridge - Farm Lane Road - The National BI Company service roads at Ford Road and C track intersection must not be blocked between the hours of 0600 and 1900, April 1 through November 30 and between the hours of 0800 and 1700 December 15 through March 31. The time schedule will also include Saturday hours between 0700 and 1200.

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

CH 112.3 Sunfield Rd – Westward trains on siding must not foul main track until eastward trains are clear of flasher light circuits.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
CH 61.3	Fowlerville Cemetery Rd	Crews must approach crossings in sidings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
CH 61.5	Van Riper Rd	
CH 99.2	Grand Ledge Clinton St	
CH 99.4	Grand Ledge West St	
CH 120.1	Tupper Lake Rd	
CH 144.3	Kentwood, MI 36th St	

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
CH 90.0	Lansing, Ensel Yard P01 thru L06	One hand brake for one car. Two hand brakes for two cars. More than two cars, a minimum of two hand brakes, plus sufficient number of additional hand brakes to secure the cut of cars
CH 90.0	Lansing, Ensel Yard. All tracks other than above.	Rule 103-D applies

104-A HANDLING SWITCHES

CC 81.9 / Plymouth - No. 9 and No. 11 Track switches located at the south end of the north yard must be left lined for No. 10 track after use.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CH 97.8	E / E Grand Ledge	Main Track	10
CH 112.3	W / E Sunfield		

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281 - 1298 are in effect on the Plymouth Subdivision except as noted below:

Signal Rules C 1281 - C 1298 are in effect on the Plymouth Subdivision between CC 80.0 Middle River and CC 87.2 John Hix.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CH 32.2	Plymouth	Continuous	08, 84-5	Wayside
CH 54.7	Howell		08	Terminal
CH 82.7	Lansing	0630-1830 Sun - Thu	08, 70	Terminal
CH 107.2	Millikin	Continuous	08, 14-6	Wayside
CH 133.8	Alto			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CH 39.1	Green Oak	1	NONE
CH 64.0	Fowlerville	1	NONE
CH 79.9	Okemos	1	NONE
CH 104.3	Milliken	1	NONE
CH 126.3	Clarksville	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5204 - MAKING A CLASS II BRAKE TEST

The following location is designated as a place where a Class II brake test can be performed in compliance with CSX Air Brake and Train Handling Rules:

CH 90.0 - Lansing, MI - Ensel Yard

5502 - TRACTIVE EFFORT

A. Limiting the number of powered axles. Bullet point number 3 is changed to read:

18-on helper locomotives when the helper locomotives are shoving a train.

This is only between CH 148.1 (Seymour) and CH 130.4 (E / E Elmdale)

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

6-Axle Locomotives may operate on the following industry tracks:

MP	Location	Equipment	Restriction
CH 55.4	Ohigara	6-Axle Locomotives	Run Around Track
CH 68.4	Webberville		Elevator Track
CH 84.7	Trowbridge		Michigan State University
CH 88.0	Lansing		Conrad Yelvington Industrial Tk
CH 88.0			Cashway Lumber Tk (Note 1)
CH 90.5			Conrad Yelvington Distributors
CH 98.4	Grand Ledge		Industrial Track
CH 98.4			Lowes Industrial Track
CH 120.0	Lake Odessa		Caledonia Farmers Industrial Tk
CH 120.1			House Track
CH 130.6	Elmdale		Storage Track

NOTE 1: 6-Axle Engines may operate no more than one (1) car length, fifty (50) feet beyond the derail which is located approximately 150 feet from the main track switch.

CH 99.0 - Grand Ledge

Archer Daniels Midland - Certain rail equipment will not clear the structures at the loading area. Use caution when approaching the loading area to ensure all rail equipment will clear prior to movement at the loading area.

7. CLOSE CLEARANCE

MP	Location	Remark
CH 25.3	PCA	Overhead Door entrance to building
CH 39.1	Century Truss	Gate at Entrance
CH 55.0	International Paper	Door into Building
CH 55.4	Oghiara	Loading Dock
CH 57.7	Pinckney Plastics	Gates at Entrance
CH 61.8	Asahi Kasei Plastics	Unloading Tubes
CH 61.9	American Chemical	Door into Plant
CH 62.2	Van Gilder Farms	Building
CH 62.9	Excelda Mft.	Door into Building
CH 63.4	Retch Plastics	Gates at Entrance / Loading Tubes
CH 68.7	Anderson's Inc.	Grainery
CH 68.7	ADM Grain	Fuel Station at Track 6
CH 89.1	Ashland Chemical	Fence Line
CH 89.1	Lafarge Cement	Platform
CH 90.0	Ensel Yard	P01, L01, L02, L03, L06
CH 98.4	Lowes, Inc.	Platform Inside Building
CH 99.0	Cotton Seed	Loading Dock
CH 111.9	Sunfield Elevator	Building
CH 116.2	Crop Production Services	Building
CH 116.5	U.S. Bio	Loading Racks
CH 118.3	Caledonia Co-Op	Unloading Rack
CH 120.0	Lake Odessa - Cotton Seed	Loading Docks
CH 120.0	Lake Odessa Elevator	Loading Docks
CH 133.2	Alto Underground Storage	Loading/Unloading Racks
CH 142.1	Huttig Lumber	At Dock
CH 143.0	Cascade Engineering	Side of Building At Dock
CH 143.7	Advance Packaging	Between Building and South Side of Rail
CH 143.7	Elston Richards	Platforms & Doorways
CH 144.5	Mich Pack	Inside Building

CH 90.0 Ensel Yard – Due to close clearance in yard, crews are prohibited from riding cars in to and out of tracks.

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

8. MISCELLANEOUS

CH 24.5 - Plymouth - All crews must secure permission from the Rougemere Yardmaster before using 10 Track in the North Yard. All switches associated with 10 Track must be returned for straight line movement on 10 Track after use.

CC 82.0 Plymouth Yard - 11 Switch/Split Point Derail - Every train using the 11 switch/split point derail at the switching signal on the yard lead at south end, north yard must ensure a proper job briefing is performed between the crew, yardmaster and train dispatcher. The job briefing must include the number of times the signal will be used. The dispatcher must be notified when the moves are complete. At that time the split point derail must be restored to its normal position by the train dispatcher.

CH 26.8 Plymouth - The practice of kicking or switching cars with locomotive detached at Visteon (Ford Heater) is prohibited.

CH 62.0 Fowlerville - The RN Dispatcher must be notified when equipment is occupying industry track between CH 62.0 and CH 63.0. Any train handling high and wide restricted shipments on the main track at Fowlerville, must ascertain that no cars are located on the elevator track before passing that location.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CH 27.0	Beck Rd	234310S
CH 28.1	Ridge Rd	234312F
CH 28.3	5 Mile Rd	234313M
CH 29.2	Napier Rd	234314U
CH 30.2	Chubb Rd	234316H
CH 30.9	Six Mile Rd	234317P
CH 31.8	Currie Rd	234318W
CH 32.2	Seven Mile Rd	234319D
CH 34.7	Griswold Rd	234323T
CH 34.9	9 Mile Rd	234324A
CH 36.0	Mill St	234325G
CH 36.1	10 Mile Rd - Lakest	234326N
CH 36.3	Reece	234327V
CH 36.5	Pontiac Trail	234328C
CH 38.2	12 Mile Rd	234332S
CH 39.4	Silver Lake Rd	234335M
CH 44.4	Rickett Rd	234341R
CH 44.8	Brighton-Lake	234342X
CH 45.0	Hyne St	234343E
CH 45.1	Main St	234344L
CH 45.4	4th St	234345T
CH 46.7	Challis	234347G
CH 48.0	Bauer	234348N
CH 48.3	Dorr	234349V
CH 48.4	Crooked Lake	234350P
CH 51.3	Beck	234356F
CH 52.2	Chilson	234358U
CH 53.1	Lucy Rd	234359B
CH 54.1	Dearborn St	234361C
CH 54.3	Michigan Ave	234362J
CH 54.4	Walnut	234363R
CH 55.5	S. Highlander Wy.	233678R
CH 57.2	Packard Dr	233758J
CH 57.8	Burkhart	234371H
CH 60.8	Hogback Rd	234377Y
CH 61.3	Cemetery	234378F

CH 61.5	Van Riper Rd	234379M
CH 62.4	Grand Ave	234380G
CH 63.5	Gregory Rd	234381N
CH 64.5	Nicholson	234383C
CH 66.3	Wallace St	234385R
CH 67.9	Elm St	234387E
CH 69.0	Stockbridge (M52)	234391U
CH 70.6	Dietz Rd	234394P
CH 73.4	Putman & Williamton	234397K
CH 74.4	Crowin Rd	234398S
CH 74.9	Zimmer Rd	234399Y
CH 77.5	Meridian Rd	234401X
CH 78.3	Vanatta Rd	234402E
CH 80.0	Dobie	234404T
CH 81.2	Okemos	234405A
CH 81.6	Hullett	234406G
CH 82.8	Hagadorn Rd	234407N
CH 83.0	Mt. Hope	234408V
CH 84.4	Harrison Rd	234410W
CH 86.6	S. Holmes St	234413S
CH 86.8	Pennsylvania	234415F
CH 87.0	Hosmer	234416M
CH 87.1	Kalamazoo	234417U
CH 87.4	Michigan Ave	915178D
CH 87.6	Shiawassee Rd	915179K
CH 87.9	May St	915207L
CH 88.0	Sheridan Rd	915177W
CH 88.3	E. Grand River Ave	234418B
CH 88.6	Larch St	234419H
CH 88.7	North St	234420C
CH 88.9	Turner St	234421J
CH 90.0	Logan (M-99)	234422R
CH 91.2	Airport Rd	234423X
CH 94.2	Clinton Rd	234435S
CH 95.3	Forest Hill Rd	234429N
CH 97.0	Wacousta Rd	234432W
CH 97.3	Eaton Hwy	234433D
CH 99.2	Clinton St	234435S
CH 99.4	West St	234451B
CH 99.8	Main S	234452H
CH 100.8	Lawson	234457S
CH 101.3	Oneida Rd	234458Y
CH 103.3	Benton Rd	234460A
CH 107.3	Charlotte	234465J
CH 110.5	Dow Rd	234469L
CH 112.3	Sunfield Rd	234471M
CH 116.4	Saddlebag Lake Rd	234474H
CH 118.4	Eaton Hwy	234478K
CH 119.7	Jordan Lake Rd	234481T
CH 119.8	2nd Second	234482A
CH 120.0	4th St	234485V
CH 120.1	Tupper Lake Rd	234486C
CH 123.4	Jackson Rd	234494U
CH 126.4	Main St Nash Hwy	234503R
CH 127.2	Clarksville Rd	234505E
CH 131.3	Pratt Lake	234513W
CH 133.3	Alden Nash M-50	234515K
CH 133.8	Bancroft Ave	234516S
CH 134.4	60th-Timpson	234518F

CH 135.4	Morse Lake Rd	234520G
CH 137.3	McCords	234524J
CH 138.1	Whitneyville Rd	234526X
CH 144.2	East Paris St	234534P
CH 144.3	36TH St	234535W
CH 145.3	32nd St	234536D
CH 145.4	Schaffer Ave	234538S
CH 146.5	Breton Ave	234539Y
CH 148.1	Kalamazoo Ave	234542G
CH 80.1	Mill St	232219S
CC 82.2	Farmer St	232217D
CC 82.5	Main St	232216W
CC 82.9	Ann Arbor Trail	232214H
CC 83.1	S. Mill St Lilly	232213B
CC 84.2	Joy Rd	232209L
CC 84.6	Haggerty Rd	232208E
CC 85.1	Koppernick Rd	232206R
CC 85.9	Warren Rd	232205J
CC 86.5	Ford Rd Service	232204C
CC 87.2	Hix Rd	232202N

PORT HURON SUBDIVISION - PH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
	CBD 87.9	END OF TRACK			96		
	CBD 86.5	MICHIGAN AVENUE			96		

PORT HURON SUBDIVISION - PH INDUSTRIAL TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			SOUTH	↓	96		
			CBF 0.6 CBF 1.0 CBF 4.3 STG TRK 30 CARS CBF 5.0 MUST HUNTSMAN FR YARD YANKEE YARD CFB 10.1 CFB 10.4 CFB 10.8 BP CFB 13.5 CFB 13.9	CBF 4.6 CHRYSLER CBF 6.3 MARYLAND ELEVATOR CFB 6.6 CFB 6.6 CFB 7.3 CFB 7.6 CFB 8.5 CFB 9.0 CFB 9.3 CLINTON SIDING CARGILL SALT CFB 11.5 DETROIT EDISON	96		

PORT HURON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100-D HIGHWAY-RAIL GRADE CROSSINGS

CBF 11.4 M-29 Highway – Crews will not operate over the M-29 highway crossing at St. Clair until it is ascertained that the gates are functioning or the crossing is flagged by a member of the crew on the ground.

103-I TEST FOR SUFFICIENT HAND BRAKES ON CARS LEFT STANDING

When operating conditions exist such as, but not limited to tonnage, unique situations related to spotting / setting off cars, holding onto a large cut of cars, or doubling a grade, the following exceptions are added to Rule 103-I:

Apply a minimum of 10 percent (all hand brakes must be applied on 2 or less cars) to dead end of cars left standing.

Push or stretch cars that will be left standing.

If it is determined sufficient hand brakes are not applied, add additional hand brakes and repeat test.

104 HANDLING SWITCHES

The normal position for all switches on the PHD Industrial Tracks are lined for the PHD Industrial Track.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CBF 7.5	St. Clair	0700 - 2300 Daily	08, 70	Terminal

913 REMOTE CONTROL ZONES

Remote Control Zone (RCZ) is established on Yard track known as "PH Main" from CBD 87.1 in an Eastward direction to CBD 87.6

Remote Control Zone signs are posted.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
CBF 6.8	MUST Terminal	At loading racks and 5 track
CBF 11.0	Amoco	At loading racks
CBF 11.5	Cargill Salt	At door

8. MISCELLANEOUS

OTE movements will not be made without first advising the Yardmaster at St. Clair.

CBF 11.0 Amoco – Sign reading "Tank Car Connected" on the track will require trains or engines to STOP, and not couple to cars, until it is known if the cars are clear and free of attachments. When spotting Amoco, crews will STOP all movement before coming in contact with the bumping blocks. Do not exceed 5 MPH on Amoco tracks.

CBF 11.5 Cargill Salt – Crews must handle loads and empties separately when switching Cargill Salt Co.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CBF 1.1	Dove Rd	842967X
CBF 2.2	Ravenswood Rd	842985V
CBF 2.8	Gratiot Blvd	842986C
CBF 3.5	River Rd	842989X
CBF 4.2	Huron Blvd	842990S
CBF 4.9	Michigan Ave	842992F
CBF 6.3	Busha Hwy	842994U
CBF 6.6	Davis Rd	842995B
CBF 8.6	Yankee Rd	842996H
CBF 9.6	Brown St	842997P
CBF 9.9	Vine St	842998W
CBF 10.4	Clinton Ave	843002S
CBF 10.7	Fred Moore Hwy	855190T
CBF 11.4	St. Clair Highway	855193N
CBF 11.8	Bree Rd	855195C
CBF 12.0	S. Riverside Ave	855225S

NOTES

PORTER SUBDIVISION - PB

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				WEST					
1 SINGLE						NS RULES			
									2
40	10	QFP 240.7		2.8			ABS-261		
		QFP 243.5	CP 243		1	2	CPS-261		
				3.2				ABS-261	
		QFP 246.7	WILLOW CREEK				CPS-261		
				9.6			ABS-261		
		QFP 256.3	TOLLESTON					CPS-261	
		QFP 259.1		3.1	DD		ABS-261		
40		QFP 259.4							
						IHB RULES			
18.7 MILES QFP 240.7 TO QFP 259.4									

PORTER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- PORTER

Trk	MP/Location	F
1	QFP 240.7 - 243.5	40
2	QFP 240.7 - 243.5	10
SG	QFP 243.5 - 259.4	40

ADDITIONAL SPEEDS (SP) -- PORTER

Location	Track Type	F
QFP 246.7 - 246.7	CONN	30
QFP 256.3 - 256.3		20

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QFP 246.7	Willow Creek	CSX	Remotely Controlled	226-B (3) b

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QFP 241.4	Porter Rd	See Note A
QFP 242.7	Babcock Rd	

Note A: Crews must approach crossings on No. 2 Track prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1281 - CR 1294a are in effect on the Porter Subdivision except the EAS at Willow Creek is 1281-1298

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QFP 259.1	Colfax Road	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

NONE

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
QFP 241.4	Porter Rd	522765S
QFP 242.7	Babcock Rd	522766Y
QFP 243.5	Indiana / SR 149	522768M
QFP 245.0	Samuelson Rd	522771V
QFP 246.1	Crisman Rd	522772C
QFP 247.5	Swanson	522773J
QFP 248.3	Dombey Rd	522775X
QFP 249.5	Union St	522776E
QFP 249.6	Ripley St	522778T
QFP 250.0	Pike St	522779A
QFP 250.7	Grand Blvd	522780U
QFP 251.3	Gibson St	522781B
QFP 251.5	De Kalb St	522782H
QFP 251.7	Clay St	522783P
QFP 254.1	ML King Dr	522786K
QFP 254.7	Virginia St	522787S
QFP 254.9	Massachusetts St	522788Y
QFP 255.1	Broadway St	522789F
QFP 255.3	Madison St	522790A
QFP 255.6	Harrison St	522791G
QFP 256.1	Grant St	522795J
QFP 256.5	Roosevelt St	522797X
QFP 256.6	Taft St	522798E
QFP 257.1	Chase St	522799L
QFP 258.0	Clark Rd	522800D
QFP 258.5	Burr St	522801K
QFP 259.1	Colfax Ave	522802S

SAGINAW SUBDIVISION - TD

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				↓	↓				
2	1 SINGLE			↓	↓				
				SBS RY.	↓				
	35	CC 26.0	0.2			ABS-261	DTC BLOCK MORRIS		
		CC 26.2		MT. MORRIS		CPS-261			
			3.0	CC 28.0	SSDG 15,875 FT SP	ABS-261			
				CC 29.1					
	35	CC 29.2		MCGREW		CPS-261	DTC BLOCK FLINT		
			1.5	MCGREW YARD	RN DISP 84-4 RD 08	ABS-261			
		CC 30.7		SOUTH MCGREW		CPS-261			
	35						DTC BLOCK FLINT		
		CC 31.9	2.2		CC 32.1 DORT PASS	ABS-261			
		CC 32.9		NORTH KEARSLEY		CPS-261			
			0.6		2 1	ABS-261	DTC BLOCK ATWOOD		
		CC 33.5		SOUTH KEARSLEY	--- CN	CPS-261			
		34.0 36.0	2.6			ABS-261			
	35	CC 36.1		ATWOOD WYE		CPS-261	DTC BLOCK ATWOOD		
			1.6			ABS-261			
		37.0							
	20						DTC BLOCK BLANC		
		CC 37.7		ATWOOD JCT		CPS-261			
			1.8			ABS-261			
		CC 39.5		NE GRAND BLANC		CPS-261	DTC BLOCK BLANC		
	35							DTC BLOCK BLANC	
		CC 40.9	1.5	GRAND BLANC YARD	SSDG 4,281 FT SP	ABS-261			
	40						DTC BLOCK NEWARK		
		CC 41.0		SE GRAND BLANC		CPS-261			
			3.0	YARD LEAD	CC 41.8	ABS-261			
		CC 44.0		NE NEWARK		CPS-261	DTC BLOCK NEWARK		
			1.1		SSDG 7,258 FT SP	ABS-261			
		CC 45.1		SE NEWARK		CPS-261			
						ABS-261	DTC BLOCK HOLLY		

SAGINAW SUBDIVISION - TD

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
2	1 SINGLE							
	40	46.0 CC 46.5 47.0 48.0		3.7	DD			
	40	CC 48.3				ABS-261	DTC BLOCK HOLLY	
	25	CC 48.8	N HOLLY			CPS-261		
	25	49.0 CC 49.8		1.4				
	15	50.0 CC 50.2	HOLLY		- - - - - ↘ - - - - - CN	ABS-261	CPS-261	
	15	CC 50.9		1.3		ABS-261	DTC BLOCK CLYDE	
	40	CC 51.5	S HOLLY			CPS-261		
		58.0		6.7		ABS-261		
		CC 58.2	NE CLYDE			CPS-261		
		59.0		2.9		SSDG 14,074 FT SP	ABS-261	
		CC 61.1	SE CLYDE			CPS-261		
	40	CC 64.9						
	30	CC 65.2		7.0		ABS-261	DTC BLOCK WIXOM	
	40	CC 67.9			DD			
		CC 68.1	NE WIXOM			CPS-261		
				2.2		SSDG 10,250 FT SP		ABS-261
		CC 70.3	SE WIXOM			CPS-261		
				0.2		ABS-261	DTC BLOCK LINCOLN	
		CC 70.5	NE LINCOLN			CPS-261		
				1.5		CSDG LINCOLN PASS NO 2 7,500 FT SP		ABS-261
						CSDG LINCOLN PASS NO 1 6,600 FT SP		ABS-261
	40	CC 72.0	SE LINCOLN			CPS-261		
	35			1.6		ABS-261	DTC BLOCK NOVI	
		CC 73.6	NE NOVI			CPS-261		
				1.2		SSDG 7,098 FT SP		ABS-261
		CC 74.8	SE NOVI			CPS-261		
	35						DTC BLOCK NORTH- VILLE	
	40	CC 76.0		6.0		ABS-261		

SAGINAW SUBDIVISION - TD

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
				↓	↓					
2	1 SINGLE									
40	40	CC 80.8	MIDDLE RIVER			CPS-261	DTC BLOCK NORTH-VILLE			
				1.2	NORTH 1 TRACK NORTH 10 TRACK NORTH YARD	ABS-261				
	30	CC 81.9	PLYMOUTH		10 TRACK SP PLYMOUTH SD	SAGINAW WYE SP			CPS-261	
		CC 82.0			SOUTH ONE SOUTHWEST WYE SP	TOLEDO WYE SP				
	30	CC 83.1		5.2	WEYERHAEUSER	SSDG - PLYMOUTH 23,600 FT SP			ABS-261	DTC BLOCK PLYMOUTH
	40	CC 87.2	JOHN HIX			CPS-261				
40			1.1		ABS-261					
40	40	CC 88.2	NEWBURGH			CPS-261	DTC BLOCK WAYNE			
				1.2	NEWBURGH YARD	SSDG 6,330 FT SP		ABS-261		
		CC 89.4	GLENWOOD			CPS-261				
				0.7	WAYNE SIDING WAYNE YARD	CSDG 3,696 FT SP		ABS-261		
		CC 90.1	WAYNE		NS	CPS-261				
				2.6	BACK TRACK	SSDG 13,700 FT SP		ABS-261		
		CC 92.7	WICK ROAD			CPS-261		DTC BLOCK WAYNE		
				1.1		ABS-261				
		CC 93.8	ROMULUS		NS	CPS-261				
				1.9		ABS-261				
40	40	CC 95.7	EUREKA ROAD		2 1	CPS-261	DTC BLOCK KELSEY			
				2.3		ABS-261				
		CC 98.0	SIBLEY			CPS-261				
				7.1	DD	ABS-261				
40	40	CC 105.1	CARLETON		2 1	CPS-261				
				I&O	TOLEDO TERMINAL SD					
79.1 MILES FROM CC 26.0 TO CARLETON										

SAGINAW SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SAGINAW

Trk	MP/Location	F
SG	CC 26.0 - 29.2	35
Both	CC 29.2 - 30.7	35
1	CC 30.7 - 31.9	35
2	CC 30.7 - 31.9	25
Both	CC 31.9 - 36.1	35
1	CC 36.1 - 37.7	35
2	CC 36.1 - 37.7 (HE)	20
SG	CC 37.7 - 40.9	35
SG	CC 40.9 - 48.3	40
SG	CC 48.3 - 49.8	25
SG	CC 49.8 - 50.9	15
SG	CC 50.9 - 64.9	40
SG	CC 64.9 - 65.2	30
SG	CC 65.2 - 72.0	40
SG	CC 72.0 - 76.0	35
SG	CC 76.0 - 80.9	40
SG	CC 87.2 - 90.1	40
SG	CC 90.1 - 90.2	30
SG	CC 90.2 - 93.8	40
Both	CC 93.8 - 105.1	40

Trains in excess of 7,000 trailing tons are restricted to 35 MPH.

ADDITIONAL SPEEDS (SP) -- SAGINAW

Location	Track Type	F
CC 26.2 - 29.2	SSDG	10
CC 36.1 - 36.1	XOVER	25
CC 39.5 - 41.0	SSDG	10
CC 44.0 - 45.1		
CC 58.2 - 61.1		
CC 68.1 - 70.3		
CC 70.6 - 72.2	CSDG	
CC 70.7 - 72.1		
CC 73.6 - 74.8	SSDG	
CC 88.2 - 89.4		
CC 89.4 - 90.1	CSDG	
CC 90.1 - 92.7	SSDG	
CC 95.8 - 95.8	XOVER	
CC 98.0 - 98.0		

ADDITIONAL SPEED RESTRICTIONS

CC 82.0 - Do not exceed 10 MPH on 10 Track, Saginaw Wye, Toledo Wye and Southwest Wye.

CC 82.5 - 87.2 - Do not exceed 20 MPH on SSDG.

94 MAIN TRACK DESIGNATION

On the Saginaw Subdivision the following main track designations apply:

The track to the east is identified as No. 1 track and the track to the west is identified as the No. 2 track.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CC 33.5	South Kearsley Note 1	CN	Automatic	226-B3d
CC 50.2	Holly Note 2	CSX	Remotely Controlled	226-B3c
CC 82.0	Plymouth			
CC 90.1	Wayne Note 3			
CC 93.8	Romulus Note 4	NS		

NOTE 1: The South Kearsley crossing has no push button and has a 5 minute interval. When trains are stopped at this crossing, crews must first contact the RN Dispatcher and follow their instructions. When signal displays STOP indication and no conflicting movement is evident, be governed as follows:

Leading end of train must be stopped not more than 250 feet from the signal and it must remain at that location during the time release.

Wait 10 minutes.

If signal changes, proceed.

If signal does not change its indication at the expiration of the time release interval, follow instructions below:

After stopping and permission has been granted to pass the STOP signal, pull by signal at least 30 feet, stopping clear of the intersecting line.

Wait 5 minutes and then proceed at Restricted Speed to the next signal.

Note 2: The Holly railroad crossing at grade is not equipped with a push button and has no time release interval. When trains are stopped at this crossing, crews must first contact the RN Dispatcher and follow their instructions. Upon receiving the instructions from the CSX Dispatcher, the crew must then contact the CN Dispatcher and follow their instructions. If the CN Dispatcher gives the instructions that they have control of the railroad crossing at grade and the train crew is given permission to pass the STOP indication Rule 226-B(3) will govern. If the CN Dispatcher gives the instructions that he does not have control over the railroad crossing at grade, then Rule 226-B(3)(c) 1, 2 and 4 will govern.

Note 3: When trains are stopped at the Wayne railroad crossing at grade, crews must contact the RN Dispatcher and follow their instructions. Crews must then contact the NS Dispatcher, who has control over this crossing, and follow their instructions. If the NS Dispatcher states that they have control of the crossing, the Rule 226-B (3)(b) applies.

If the NS Disatcher states that they do not have control of the crossing then Rule 226-B (3)(c)(4) applies.

Note 4: When trains are stopped at the Romulus railroad crossing at grade, the time release for this crossing is 8 minutes and Rule 226-B(3)(c) applies. Instructions for using the push button at this location are:

- 1 - Determine NS train or engine is not fouling or approaching crossing by observing red light marked NNW signal at STOP.
- 2 - Depress and hold "CSX Clear" push button for 3 seconds.
- 3 - Wait 8 minutes.
- 4 - Signal should clear. If signal does not display aspect to proceed, secure permission of train dispatcher and pass signal at least 30 feet but not fouling the crossing.
- 5 - Wait 5 minutes.
- 6 - Proceed at Restricted Speed to the next signal.

A timeout feature is provided for the north bound approach circuit on No. 1 and No. 2 main tracks to the NS crossing. North bound trains using more than 15 minutes between NAS Eureka Rd to NAS Romulus (Goddard Road) can expect the absolute signal to display a STOP aspect.

OTE Instructions for operating through control point at Wayne, Michigan.

On-Track equipment (insulated or non-insulated) must stop at the stop signal and, if no apparent conflicting move is evident, immediately contact the NS Dearborn Dispatcher for instructions before proceeding. The NS Dearborn Dispatcher will give verbal permission to authorize the movement. After the OTE operator correctly repeats the permission, the movement may proceed at Restricted Speed. In the event that the control point is not immediately cleared by the OTE movement, additional permission is required. The NS Dearborn Dispatcher can be reached on AAR Channel 46 or touch pad 642.

100-D HIGHWAY-RAIL GRADE CROSSINGS

CC 32.4 Davison Rd crossing — The operating circuits on the Dort pass track; Dort Industrial Lead tracks 1 and 2 extend 165 feet from the center of the crossing in each direction. Movements must not exceed 5 MPH approaching the crossing and must not foul the crossing until the gates are down or the crossing is protected by a member of the crew on the ground at the crossing.

CC 58.2 Clyde St, Wardlow St and the first private crossing 675 north of Wardlow St — Trains waiting to occupy Clyde siding and/or Main track will clear both crossings.

CH 91.9 Romulus, Ecorse Rd – The blocking of this road crossing with standing equipment is prohibited.

CH 96.9 Pennsylvania Rd, New Boston – Trains or engines on switching lead must stop 30 feet from crossing at STOP signs and must not move over crossing unless it is

known that the automatic grade crossing warning devices are activated properly or unless crossing is protected by a member of crew on the ground.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
CC 26.0	Union St	Crews must approach crossings in sidings at the following locations prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided
CC 27.0	Stanley	
CC 29.1	Carpenter	
CC 32.4	Davison	
CC 39.2	Hill Rd	
CC 40.5	Reid	
CC 40.6	Union St	
CC 40.7	Grand Blanc St	
CC 45.2	Belford	
CC 58.2	Clyde St	
CC 60.0	Wardlow Rd	
CC 69.7	W Maple St	
CC 71.7	Beck Road - on No 1 Pass Track only	

103-I TEST FOR SUFFICIENT HAND BRAKES ON CARS LEFT STANDING

CC 35.0 - Coldwater Yard

All hand brakes will be applied to the south end of all trains, cars or standing cuts or cars.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules C1281 - C198 are in effect on the Saginaw Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CC 33.0	Flint	Continuous	08, 84-4	Wayside
CC 50.1	Holly		08	Terminal
CC 70.4	Wixom		08, 84-4	Wayside
CC 73.5	Novi		08	
CC 82.0	Plymouth		70	Terminal
CC 90.0	Wayne		08, 84-4	Wayside
CC 96.9	Romulus		0700-2300 Daily	08, 12

Radio contact for Railroad Crossing at Grade:

MP	Location	RR	Radio Channels	Tone
CC 33.5	South Kersley	CN	74-74	2
CC 50.2	Holly		28-28	1
CC 82.0	Plymouth	CSX	84-84	4
CC 90.1	Wayne	NS	46-46	642
CC 93.8	Romulus		22-22	923

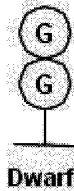
913 REMOTE CONTROL ZONES

Remote Control Zones (RCZ) are established in Flint Yard and RCZ signs are in place as follows:

A. North Coldwater lead from CC 28.1 north on the lead to CC 27.1.

1280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH OPERATING RULES

Rule 1281 as shown below applies to the Saginaw Subdivision.



Name - Clear
Indication - Proceed

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CC 46.5	Newark	1	NONE
CC 67.9	Wixom	1	NONE
CC 99.1	New Boston	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CC 100.0	New Boston	High Cars and High Engines	Prohibited from operating within 10 feet of overhead doors.
CC 100.0	Michigan Steel Processing		

7. CLOSE CLEARANCE

MP	Location	Remark
CC 29.4	Conrad Yelvington	At Gate and on Track 36
CC 65.5	Inversion Lumber	Loading Dock
CC 70.2	Korex	Building
CC 70.4	MAL	Bridge walkway and handholds
CC 74.8	Novi, Amcor Pet Pkg	Loading Racks on North Side of Track
CC 88.4	Vitro Glass	Walkway and building entrance
CC 88.4	Detroit Forest Products	Walkway and loading dock
CC 92.1	Bay Logistics	Building entrance
CC 95.0	Unibar	Unloading dock
CC 95.0	KA Steel Industries	Building
CC 95.0	Home Depot	Gate entrance & building entrances
CC 100.0	Set Industries	Overhead door entrance

Employees are not to ride the cars through the unloading building at Environmental Quality Company in Romulus, Michigan due to close clearance.

8. MISCELLANEOUS

EXCEPTED TRACK

Flint, MI

Atwood Yard

McGrew Yard, south of Carpenter Rd Except:

No. 1 yard track south Carpenter Rd to the roundhouse.

Yard Lead from south Carpenter Rd to key switch No. 12, No. 12, 14 and 16 tracks.

Grand Blanc Yard, MI

CC 68.1 WIXOM, MI –The practice of doubling up outbound loaded auto trains through the crossover from Wixom Pass No. 2 (WP2) to No. 1 yard track (W01) is prohibited. However, it is permissible to double up loaded auto trains through the crossover from No. 1 yard track (W01) to the Wixom Pass No. 2 (WP2). This will enable the train to be doubled up on straight track.

CC 82.0 Plymouth Yard – 11 Switch/Split Point Derail – Every train using the 11 switch/split point derail at the switching signal on the yard lead at south end, north yard must insure a proper job briefing is performed between the crew, yardmaster and train dispatcher. The job briefing must include the number of times the signal will be used. The dispatcher must be notified when the moves are complete. At that time the split point derail must be restored to its normal position by the train dispatcher.

CC 87.1 John Hix - Northward trains that receive an approach signal at John Hix must stop short of Lilley Rd at CC 83.0 unless instructions to proceed are received from the train dispatcher.

CC 89.4 Wayne, MI – Siding track between Newburgh Road and SAS Wayne cannot be used without the permission of the train dispatcher and must report clear and line switches normal.

CC 97.0 New Boston TDSI Terminal – Movements to tracks 1 through 7 in the north yard will not be made without permission of TDSI employees. Employees must protect the leading car of shoving movements looking out for TDSI equipment.

TDSI personnel will perform Class I tests on all outbound trains at the New Boston TDSI facility. They will leave the documentation in the appropriate mailbox for CSX.

When New Boston TDSI facility is unmanned, permission and instructions for operation will be received from the Rougemere Yardmaster or the RN Dispatcher.

Saginaw Subdivision trains will operate between SAS Middle River and the NAS John Hix using the Plymouth Subdivision. This is indicated by a series of dashed lines in the Station Listing and Diagram pages.

INSTRUCTIONS RELATED TO OPERATING ON CN TRACKAGE NORTH KEARSLEY TO TAPPAN

Before departing Flint, MI, trains destined for CN trackage between North Kearsley and Tappan must inform the CN dispatcher of anydimensional loads or restricted equipment and must have in their possession the current:

- 1 - CN USOR Book
- 2 - CN Chicago Division Timetable
- 3 - CN U.S. System Special Instructions
- 4 - CN Track Authority Form / Book
- 5 - CN TGBO (Dispatcher Bulletins)

Trains in excess of 3,400 feet must not pass South McGrew without permission of CN train dispatcher.

CN train dispatcher can be reached at 248-740-6773 or on radio Channel 74-74.

Trenton Coal Plant - Any crew operating to and from the Trenton Coal Plan at QQ 16.0 must have in their possession:

- 1 - CN USOR Book
- 2 - CN Chicago Division Timetable
- 3 - CN US System Special Instructions
- 4 - CN Track Authority book
- 5 - CN TGBO (Dispatcher Bulletins)
- 6 - NS Operating Rule Book

7 - NS Dearborn Division Timetable

8 - NS TA1 Book/Form

9 - Conrail Timetable

10 - NORAC Operating Rule Book

11 - Conrail Dispatcher Bulletin

12 - Form-D

ADDITIONAL STATIONS

MP	Station	Switch Opening
CC 32.1	Dort Pass	
CC 36.6	NE Atwood Yard	#2 North
CC 38.4	SE Atwood Yard	#2 South
CC 50.2	Hokie Spur	
CC 65.4	Possible Lumber Co.	South
CC 88.3	NE Newburgh Yard	SDG-North
CC 88.8	SE Newburgh Yard	SDG-South
CC 94.9	NE Kelsey Yard	#2 North
CC 95.4	SE Kelsey Yard	#2 South
CC 95.9	NE New Boston Yard	#2 North
CC 97.9	SE New Boston Yard	#2 South

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CC 26.0	Union St	232408N
CC 27.0	Stanley	232406A
CC 29.1	Carpenter	232403E
CC 31.1	Richfield	232366E
CC 31.7	Western Rd	232365X
CC 31.7	Leigh St	232364R
CC 32.4	Davison	232363J
CC 32.9	Robert T Longway	232362C
CC 33.4	Court St	232361V
CC 34.0	Lapeer Rd	232359U
CC 34.4	Lippincott Blvd	232358M
CC 35.5	Atherton Rd	232357F
CC 36.0	Hemphill Rd	232356Y
CC 36.5	Bristol Rd	232355S
CC 37.0	Bristol M-21	232374W
CC 37.4	Dort Hwy M-54	232373P
CC 37.5	Maple Ave	232354K
CC 39.2	Hill Rd	232353D
CC 40.6	Reid	232348G
CC 40.7	Union St	232346T
CC 40.8	Grand Blanc St	232345L
CC 42.2	Holly Rd	232344E
CC 45.2	Belford	232338B
CC 48.4	Quick	232335F
CC 48.9	Grange Hall Rd	232334Y
CC 49.7	Elm	232329C
CC 50.0	Maple	232328V
CC 50.0	Martha	232327N
CC 50.3	Sherman	232325A
CC 51.3	Milford Rd	232324T

CC 54.1	South Milford Rd	232319W
CC 54.8	Rose Ctr. Milford	232317H
CC 56.7	Munger	232314M
CC 58.2	Clyde or Main	232284X
CC 60.0	Wardlow Rd	232278U
CC 61.3	Livingstone Grubb	232274S
CC 64.4	Summit or Milford	232268N
CC 65.1	Huron St	232264L
CC 65.5	Garden Rd	232263E
CC 65.7	Old Plank Rd	232262X
CC 68.0	Buno Rd	232260J
CC 69.8	W Maple St	232257B
CC 70.6	N Wicom Rd	232256U
CC 70.6	Pontiac Trail	232255M
CC 71.5	Wixom Rd	232252S
CC 71.8	Beck Rd	232250D
CC 72.2	West Rd	232249J
CC 73.4	12 Mile Rd	232248C
CC 75.1	Novi Rd	232240X
CC 75.9	10 Mile Rd	232238W
CC 76.9	9 Mile Rd	232237P
CC 78.0	Baseline Rd	232234U
CC 79.0	7 Mile Rd	232231Y
CC 80.1	Mill St	232219S
CC 82.2	Farmer St	232217D
CC 82.5	Main St	232216W
CC 82.9	Ann Arbor Trail	232214H
CC 83.1	S Mill St Lilley	232213B
CC 84.2	Joy Rd	232209L
CC 84.6	Haggerty Rd	232208E
CC 85.1	Koppernick	232206R
CC 85.9	Warren Rd	232205J
CC 86.5	Ford Rd Service	232204C
CC 86.5	Ford Rd Service	232203V
CC 87.2	Hix Rd	232202N
CC 87.7	Cherry Hill Rd	232201G
CC 88.9	Palmer Rd	232198B
CC 89.4	Glenwood Rd	232197U
CC 90.4	Annapolis	232195F
CC 90.9	Van Born Rd	232194Y
CC 91.9	Ecorse Rd	232192K
CC 92.9	Wick Rd	232191D
CC 93.4	Tobine Rd	232190W
CC 93.9	Goddard Rd Main	232188V
CC 94.1	Bibbins St	232187N
CC 94.4	Grant St	232186G
CC 94.9	Northline	232185A
CC 95.4	Wabash Rd	232182E
CC 95.4	Huron River Dr	232183L
CC 95.9	Eureka Rd	232176B
CC 96.9	Pennsylvania Rd	232175U
CC 97.9	Sibley Rd	232174M
CC 98.4	Huron River Dr	232173F
CC 98.8	Judd Rd	232172Y
CC 99.8	S Huron Rd	232170K
CC 100.6	Felt Rd	232169R
CC 101.3	Willow	232168J
CC 102.4	Waltz Rd	232166V
CC 102.8	Oakville-Waltz	232165N

CC 103.8	Newberg Rd	232164G
CC 105.1	Ash St	232161L
CC 105.2	Monroe St	232160E

SARNIA SUBDIVISION - S2

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			CN I				
10	CEA 71.4	SARNIA	7.4		105		
10	CEA 67.6						
15							
15	CEA 64.0	SOUTH SARNIA			105		
25					OCS		
	CEA 58.0	WATSON	6.0				
	CEA 55.5		4.7				
25							
10	CEA 55.3						
25							
	CEA 53.3	NE SOMBRIA	0.5				
	CEA 52.8	SE SOMBRIA					
	CEA 51.0						
25	CEA 49.5						
15			12.5				
25	CEA 48.5						
	CEA 41.7						
	CEA 40.3	NE WALLACEBURG					
	CEA 39.3	SE WALLACEBURG	1.0				
	CEA 33.0						
	CEA 30.8		14.7				
	CEA 30.2						
25	CEA 29.5						
40							
	CEA 24.6	NE EBERTS	0.6				
	CEA 24.0	SE EBERTS					
	CEA 20.0						
			5.7				
40	CEA 18.3	END OF MAIN TRACK			OCS		
					105		
					105		

53.1 MILES SARNIA TO END OF MAIN TRACK AT CEA 18.3

SARNIA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - SARNIA

Trk	MP/Location	F
SG	CEA 71.4 - 67.6	10
SG	CEA 67.6 - 64.0	15
SG	CEA 64.0 - 55.5	25
SG	CEA 55.5 - 55.3	10
SG	CEA 55.3 - 49.5	25
SG	CEA 49.5 - 48.5	15
SG	CEA 48.5 - 29.5	25
SG	CEA 29.5 - 18.3	40

14 ENGINE BELL AND HORN SIGNALS

CEA 71.4 - Sarnia

Sounding of engine whistle or bell is prohibited within the city limits between CEA 71.4 and LaSalle Rd CEA 67.6 between 2200 and 0600 hours except the bell may be sounded when an engine is within 75 feet of the crossing. Whistle may be sounded to prevent an accident, which is evident.

CEA 17.9 - Chatham

Sounding of engine whistle or bell is prohibited within the city limits between CEA 20.0 and CEA 16.6, at crossings except the bell is to be sounded when engine is within 75 feet of the crossing. Whistle may be sounded to prevent accident, which is evident.

CROR 83 BULLETIN BOOK LOCATIONS

Bulletin books are located in the Sarnia Crew Room

97 DRAWBRIDGES

MP	Location	Hours Attended
CEA 41.7	Wallaceburg	As Needed

Drawbridge tender is called on an as and when necessary basis. Between December 15 and April 15 the bridge is lined for rail traffic. Between April 16 and December 14 the bridge is lined for river traffic. After the bridge is lined for rail it is necessary to use the southbound or northbound emergency switch on the bridge console for the impending direction of train travel. When the home signal at the drawbridge indicates stop, a crew member will operate the key release at the home signal. If the signal remains at stop, the Rail Traffic controller must be notified at once. Movement beyond the stop signal must not be made until a signal maintainer arrives and grants authority to proceed. Movement may then be made over the bridge at timetable speed.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
CEA 29.8	Hwy - 21	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
CEA 27.8	Lindsay Rd	
CEA 24.2	Kent Rd No. 35	
CEA 20.5	Gregory Drive	
CEA 19.3	McNaughton Ave	

Due to restricted sight lines the following conditions will apply for the designated directions and trains.

CEA 62.0 - Southbound trains must stop before fouling and may then proceed.

CEA 61.0 - All trains must not exceed 10 MPH until crossing is fully occupied.

CEA 48.0 - Southbound trains must not exceed 10 MPH until crossing is fully occupied.

CEA 37.9 - Southbound trains must not exceed 10 MPH until crossing is fully occupied.

CEA 33.0 - Northbound trains must not exceed 10 MPH until crossing is fully occupied.

CEA 32.1 - All trains must not exceed 20 MPH until crossing is fully occupied.

CEA 30.0 - Southbound trains must stop before fouling and may then proceed.

104 HANDLING SWITCHES

Special application of C.R.O.R. Rule 104(c) - Between CEA 20.0 and end of main track, switches may be equipped with lock, may be left lined and locked in either position.

CROR 104.5 - DERAILS

Derails are located at entrances to all side tracks and industries. Employees are required to familiarize themselves with locations along with derails located on private property.

140 ABBREVIATIONS

The following abbreviations are used on the Sarnia Subdivision:

CROR - Canadian Rail Operating Rules

DOB - Daily Operating Bulletin

OCS - Occupancy Control System

RTC - Rail Traffic Controller

TOP - Track Occupancy Permit

403 RADIO STATIONS AND INSTRUCTIONS

CROR Rules 117 through 127 will apply.

MP	Location	Hours of Operation	Channels Assigned	Type Station
CEA 70.0	CSX Sarnia Yard	Continuous	12-12	Terminal
			31-31	
CEA 67.6	LaSalle		08-08, 12-12, 14-14, 31-31	Wayside
CEA 59.0	Courtright			
CEA 51.0	Port Lambton			
CEA 33.0	Dresden		14-14, 08-08	

To contact the RTC, set radio on channel 14. Push touch pad #3, until the tone stops, then release. Listen for tone, this tone tells you that you have turned on the RTC's console on to the nearest station.

If using a handset, transmit button must also be pushed, release transmit button at same time as #3 tone button. Wait for the RTC to answer on this channel. Identify self and give communication. Upon completion, return radio to appropriate channel and monitor. If RTC wishes to contact you, he will call on channel 08.

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-3 USING A KNUCKLE-MATE OR COUPLER-ALIGNMENT STRAP

Crews will use the Knuckle-mate or coupler alignment strap when adjusting mis-matched couplers.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CEA 51.0	Sombra		NONE
CEA 33.1	Dresden		NONE

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

Crews of trains handling loaded 95 ton or greater capacity (3800-4800 cubic feet) covered hoppers must observe if there is excessive rocking motion of these cars between the following locations:

MP
CEA 62.4 - CEA 62.2
CEA 55.5 - CEA 55.4
CEA 54.0 - CEA 53.9
CEA 49.8 - CEA 49.6
CEA 30.2 - CEA 29.8

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Unless otherwise authorized by a Clearance Bureau message or by the Director of System Control, the maximum double stack and multilevel height permitted on the Sarnia subdivision is 20'4". CSXT Train documentation will list this equipment as restricted and will show applicable heights.

4510 SECURING PERMISSION BEFORE LOADING A CLEARANCE-IMPLICATED SHIPMENT

Prior to a dimensional / restricted shipment being loaded on tracks adjacent to the main line or in terminal areas, the RTC or Trainmaster must be notified.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Unless otherwise instructed 6-Axle Locomotives will not operate on any industrial track.

Locomotives not equipped with rear pilots are restricted to 25 MPH when making backward movements.

7. CLOSE CLEARANCE

MP	Location	Remark
CEA 71.0	Imperial Plan 2	Sulfur track
CEA 71.0	Shell Plant 3	Loading rack Track 7
CEA 71.0	K1 Overhead pipe W. lead	
CEA 71.0	Lower Yard track 3	Fence
CEA 71.0	N. Yard Lead	Utility poles near OWS
CEA 35.0	Elevator	Building

8. MISCELLANEOUS

LaSalle Yard - All crews who will be switching in LaSalle Yard must stop at the north end in a position to be able to observe to the foul points of tracks: LS1, LS2, LS3, LS4. Crews must ensure that cars are not foul of those fouling points, before proceeding to the south end of LaSalle Yard.

Sarnia - Northward trains approaching Sarnia that observe Gyalite signal illuminated red, near CEA 69.0, must stop train clear of Highway 40 overpass until Gyalite light is

extinguished. This signal indicates a possible dangerous commodities emergency.

Shell Canada - Air brake hoses will be coupled and train brakes will be operative on all cars when being handled on tracks #4 through #7. CSX crews are responsible for all derails.

Bassell, Inc - Before entering and after departing plant, security office must be notified. Strobe lights and emergency P/A system in place at back track area. When plant wide emergency alarm is activated, the strobe lights are automatically activated. CSX crews and equipment must leave plant if activated.

Lanxess - Oscillating warning lights are located on Pipe Bridge which passes over railway track at Ave. D, near CEA 69.8 and on the pipe bridge at CEA 69.9. These lights are controlled by Lanxess in case of an emergency. Trains must not enter the area when these warning lights are operating. If a train is within the area when the warning lights start operating, the train must proceed with extreme caution, prepared to obey stop signal or instructions given by Lanxess employee.

Street crossings serving Lanxess must not be blocked while performing switching. When switching is completed, cars must not be left standing within 150 feet of crossings. When fire siren is sounded, switching must be stopped and all street crossings immediately opened. When a southbound train blocks the Avenue F crossing, a trainman must remain near the crossing until the train departs, in the event an emergency within the plant requires to be opened. Plant security must be advised before entering and after departing plant. Lanxess is responsible for the operation of derails. Smoking is prohibited on CSX property adjacent to the plant.

DOW Chemical - Street crossings serving DOW Chemical company must not be blocked while performing switching. When switching is completed, cars must not be left standing within 150 feet of crossings. When fire siren is sounded, switching must be stopped and all street and crossings immediately opened. Before entering industrial tracks, permission must be received from the rail car office.

Ethyl Canada - Airbrake hoses will be coupled and train brakes will be operative when switching is being performed. Shift foreman must be advised before any switching is performed.

Sunoco - Before entering plant, shift foreman must be advised.

Praxair - Before entering plant, shift foreman must be advised.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
CEA 69.4	Dow 2nd St	
CEA 67.6	Lasalle Rd	
CEA 66.2	Beckwith St	
CEA 66.1	Paget St	
CEA 65.9	Hill St	
CEA 65.8	Fane St	
CEA 65.7	Cameron St	
CEA 65.2	St. Clair Blvd	
CEA 64.2	Rokeby Line	
CEA 63.2	Emily St	
CEA 62.4	Moore Line	
CEA 60.9	Main St	
CEA 60.7	80 Highway	
CEA 59.0	Oil Springs Line	
CEA 57.2	Bickford Line	
CEA 53.7	Bentpath Line	
CEA 53.3	Smith St	
CEA 52.8	Smith Line	
CEA 51.9	Holt Line	
CEA 49.1	Lampton Line	
CEA 46.4	Whitebread Line	
CEA 45.0	Langstaff Line	
CEA 44.2	40 Highway	
CEA 42.3	Dauw Ave	
CEA 42.1	Dufferin St	
CEA 41.2	Forhan St	
CEA 41.6	Wallace St	
CEA 41.7	Gillard St	
CEA 41.1	McNaughton St	
CEA 40.8	Murray St	
CEA 40.7	Duke St	
CEA 40.7	Victoria St	
CEA 40.6	Albert St	
CEA 40.4	King St	
CEA 35.1	Centre Side Rd	
CEA 31.2	Uncle Toms Cabin Rd	
CEA 29.9	North St	
CEA 29.8	Hwy 21	
CEA 29.7	Base Line	
CEA 27.9	Countryview Line	
CEA 27.8	Lindsay Rd	
CEA 24.6	Centre Sideroad	
CEA 24.2	Eberts Line	
CEA 21.7	Pioneer Line	
CEA 21.5	Prince Albert Rd	
CEA 20.5	Gregory Dr	
CEA 19.3	McNaughton Ave	
CEA 18.9	Grand Ave	



TOLEDO TERMINAL SUBDIVISION - TT

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
2	1 SINGLE			SOUTH	SOUTH			
				SAGINAW SD	LINCOLN SD			
40	40	CC 104.6 CC 105.1	CARLETON			CPS-261	DTC BLOCK MONROE	
35	35			SP CN				
45	45	CC 105.2 CC 114.3		S SIDING 4,380 FT SP	N SIDING 5,629 FT SP	ABS-261		
		118.0 CC 122.4 124.0	20.1	2	1		DTC BLOCK ERIE	
				DD		ABS-261		
45	45	CC 125.2	ERIE INTERLOCKER			CPS-261		
		CC 130.1	5.2	AA		ABS-261	ALEX	
30	30	CC 130.4 = CCA 130.4	ALEXIS		NS	CPS-261		
				1.5		ABS-261	DTC BLOCK STICK	
		CCA 131.9 = CTT 2.0	HALLETT		SP	CPS-261		
		CTT 1.9				ABS-261	DTC BLOCK HOFF	
30	30	CTT 0.5		1.6	AA	1-N 2-S		
20	20	CTT 0.4	GTW CROSSING			CPS-261		
30	30	CTT 0.0 = CTT 28.9		1.6		ABS-261	DTC BLOCK SUDER	
30	30	CTT 27.8				1-N 2-S		
20	20	CTT 27.7	LOWER BRIDGE		DB	CPS-261		
30	30			1.2		ABS-261	DTC BLOCK FRONT	
		CTT 26.5	MILLARD AVE			CPS-261		
20	20			0.2		ABS-261		
						1N/2S		
20	20	CTT 26.3	IRONVILLE			CPS-261		
30	30			0.9	2	ABS-261	YORK (NO.2 TK ONLY)	1
					1	1-N/2-S		
30	30	CTT 25.4	CONSAUL AVE			CPS-261		2

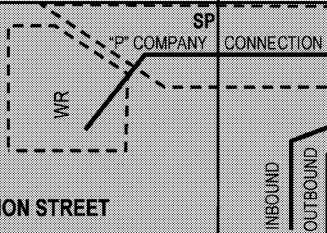
TOLEDO TERMINAL SUBDIVISION - TT

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓ SOUTH ↓	↓ SOUTH ↓			
2 30	1 30		2.4	2	1	ABS-251 1N 2S	DTC BLOCK OIL	
		CTT 23.0	PICKLE ROAD			CPS-261		
			1.1			ABS-251 1N 2S	DTC BLOCK OAKDALE	
		CTT 21.9	VICKERS	NS		CPS-261		
			1.0	2	1	ABS-251 1N/2S	DTC BLOCK WALES	
		CTT 20.9 = CDA 118.4	DRY CREEK			CPS-261		
			0.5	2	1	ABS-261	DTC BLOCK DRY CREEK	
		CTT 20.4	WR	ROCKEWLL INDUSTRIAL TRACK PFM LEAD	CARROTHERS SECONDARY UNION ST	CPS-261		
			0.9			ABS-261	DTC BLOCK BROADWAY	
		CTT 19.5 = QT 4.0 = QTE 4.0	STANLEY	BIG FOUR WYE	NO 1 MYERS YARD TO ROSS	CPS-261		
		CTT 16.9		ROSSFORD YARD	TO OWENS	ABS-261	DTC BLOCK LIME	
		CTT 16.4 = BE 196.4	BATES	2	1			
		BE 193.7	PERRY			CPS-261	DTC BLOCK ROSS	
30	30			TOLEDO SD				
44.5 MILES CARLETON TO PERRY								

TOLEDO TERMINAL SUBDIVISION - TT HALLETT TO END OF TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
10	CTT 2.0	HALLETT			CPS-261			
	CTT 2.9	TOWER K	1.1	STICKNEY SIDING	TWC-DTC	DTC BLOCK SIDE		
	CTT 3.1 CTT 3.2 CTT 4.6		1.9	OMNI SOURCE LEAD				
10	CTT 5.0		END OF TRACK					TWC-DTC
3.0 MILES HALLETT TO END OF TRACK								

TOLEDO TERMINAL SUBDIVISION - TT DRY CREEK TO VR TOWER

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH. FOR MOVE	TWC	NOTES	
				↓	↓				
2	1	30	30	CDA 118.4	DRY CREEK	2	1	CPS-261	
30	30			0.6	INBOUND MAIN	OUTBOUND MAIN	ABS-261	DTC BLOCK UNION	
			CDA 117.8	UNION STREET			CPS-261		
				0.2			ABS-261	DTC BLOCK YARD 'D'	
			CDA 117.1	WE YARD "D"			CPS-261		
				2.0			ABS-261		
			CDA 115.0	VR TOWER			CPS-261		
30	30					2	1		
					PEMBERVILLE SD				
3.4 MILES DRY CREEK TO VR TOWER									

TOLEDO TERMINAL SUBDIVISION - TT STANLEY TO OWENS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
15	QT 4.0	STANLEY			CPS-261		
		0.1			ABS-261		
	QT 4.1	LAKE			CPS-261		
		0.5			ABS-261		
	15	QT 4.6	OWENS			CPS-261	
<div style="border: 1px solid black; display: inline-block; padding: 2px 10px;"> TOLEDO BRANCH SD GREAT LAKES DIV </div>							
0.6 MILES STANLEY TO OWENS							

TOLEDO TERMINAL SUBDIVISION - TT STANLEY TO ROSS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			←	→			
10	QTE 4.0	STANLEY	SOUTH		CPS-261		
		0.2	CSW	IB	OB	ABS-261	
	QTE 4.2	ROSS	EASTERN RUNNER		CPS-261		
10		END OF TRACK	STANLEY YARD	QTE 5.7 WHICHWAY	96		
			QTE 9.1	QTE 7.7 SO			
0.2 MILES STANLEY TO ROSS							

STATION PAGE NOTES	
NOTE 1:	Authority for movement on No. 1 track is ABS-261 and authority for movement on No. 2 track is ABS-251
NOTE 2:	The crossover at Consaul is controlled by the NS Toledo Yard Dispatcher at Dearborn. If a signal to proceed is not displayed at this location, after notifying the CSX RL Dispatcher at Calumet City, you must contact the NS Toledo Yard Dispatcher via radio channel 64 or telephone at 313-323-5861 for instructions.

TOLEDO TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- TOLEDO TERMINAL

Trk	MP/Location	F
Both	CC 104.6 - 105.1	40
Both	CC 105.1 - 105.2	35
Both	CC 105.2 - 130.1	45
Both	CC 130.1 - 130.4	30
SG	CCA 130.4 - 131.9	30
SG	CTT 2.0 - 1.9	30
Both	CTT 1.9 - 0.5	30
Both	CTT 0.5 - 0.4	20
Both	CTT 0.4 - 0.0	30
Both	CTT 28.9 - 27.8	30
Both	CTT 27.8 - 27.7	20
Both	CTT 27.7 - 26.5	30
Both	CTT 26.5 - 26.3	20
Both	CTT 26.3 - 16.4	30
Both	BE 196.4 - 193.6	30

AUTHORIZED SPEEDS -- HALLETT TO END OF TRACK

Trk	MP/Location	F
SG	CTT 2.0 - 5.0	10

AUTHORIZED SPEEDS -- DRY CREEK TO VR TOWER

Trk	MP/Location	F
Both	CDA 118.4 - 115.0	30

AUTHORIZED SPEEDS -- STANLEY TO OWENS

Trk	MP/Location	F
SG	QT 4.0 - 4.6	15

AUTHORIZED SPEEDS -- STANLEY TO ROSS

Trk	MP/Location	F
SG	QTE 4.0 - 4.2	10

ADDITIONAL SPEEDS (SP) -- TOLEDO TERMINAL

Location	Track Type	F
CC 105.2 - 106.9	SDG	10
CC 105.2 - 106.3		
CTT 0.4 - 0.4	CONN	

ADDITIONAL SPEED RESTRICTIONS

CC 104.9 - Do not exceed 10 MPH thru North Crossover.

CC 105.1 - Do not exceed 25 MPH thru South Crossover.

CCA 131.9 - Head end must not exceed 25 MPH at this location.

42 PERMANENT SPEED RESTRICTIONS

Warning Signs

A - Temporary Speed Restrictions - On the Toledo Terminal Subdivision between Hallett (CTT 2.0) and Bates (CTT 16.4) Warning Signs will be placed far enough in advance of the restricted area to permit a reduction from maximum authorized speed to the speed specified in the Dispatcher Message. They will be located no more than two miles and not less than two thousand one hundred (2100) feet from the beginning of the restriction.

B - Work Limits - On the Toledo Terminal Subdivision between Hallett (CTT 2.0) and Bates (CTT 16.4) Warning Signs will be placed far enough in advance of the beginning of the working limits to permit a reduction from maximum authorized speed to a complete stop at the working limit specified in the Dispatcher Message. They will be located no more than two and one half (2 1/2) miles and not less than two thousand one hundred (2100) feet from the beginning of the working limit.

94 MAIN TRACK DESIGNATION

On the Toledo Terminal Subdivision the following main track designations apply:

The track to the east is identified as No. 1 track and the track to the west is identified as No. 2 track.

96 OTHER THAN MAIN TRACK

All movements between Walbridge, QTC 80.5 and end of track QTC 67.0 will be made in accordance with Rule 96. This track is under the jurisdiction of the Walbridge yardmaster.

97 DRAWBRIDGES

MP	Location	Hours Attended
CTT 27.7	Toledo, OH	24 Hours / Day

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CC 105.1	Carleton	I&O	Remotely Controlled	226-B (3) b (Note 1)
CCA 130.4	Alexis	NS		226-B (3) c
CCA 131.9	Hallett	AA		226-B (3) b
CCT 0.4	GTW Crossing	CN		226-B3b
CCT 26.3	Ironville	NS	Automatic	226-B3c (Note 2)
CCT 21.9	Vickers			226-B3c (Note 3)
CCT 3.1	Tower K		Automatic	226-B3d
CDA 117.8	Union Street	CSX	Remotely Controlled	226-B (3) b

Note 1: When STOP aspect is displayed by absolute signal governing movement over I & O crossing, after contacting train dispatcher, the conductor or engineer will:

a) Determine I & O train or engine is not fouling or approaching this crossing by observing white light marked

I&O located in CSX instrument case. If this light is out, do not depress "CSX push button" because a train is on the I&O circuit.

b) If light marked "I&O" is on, depress and hold "CSX push button" for 3 seconds, (CSX white light located in CSX instrument case should light).

c) Wait 8 minutes.

d) Absolute signal governing movement over I&O diamond should clear. If signal does not display aspect to proceed, secure permission of train dispatcher, and;

e) Pass signal at least 30 feet, but do not foul crossing.

f) Wait 15 minutes and:

g) Proceed in accordance with Rule 226-B(2).

A time out feature is provided for northward and southward approach circuits on No. 1 and No. 2 tracks at I&O crossing as follows:

Northward trains on No. 1 track using more than 12 minutes between signal 1105-1 and absolute signal (NAS) Carleton, must approach NAS Carleton prepared to STOP at this signal, unless proceed indication is observed.

Northward trains on No. 2 track using more than 12 minutes between 1105-2 at CC 110.5 and absolute signal (NAS) Carleton CC 105.0, must approach NAS Carleton prepared to STOP at this signal, unless proceed indication is observed.

Southward trains on No. 1 track using more than 12 minutes between signal 1039 at CC 103.9 and absolute signal (SAS) Carleton CC 105.0 must approach SAS Carleton prepared to stop at this location, unless proceed indication is observed.

Southward trains on No. 1 track using more than 12 minutes between signal 1010 and absolute signal (SAS) Carleton, must approach SAS Carleton prepared to stop at this signal, unless proceed indication is observed.

Southward trains from Lincoln Subdivision, using more than 15 minutes and 50 seconds between QQL 117.91 and absolute signal (SAS) Carleton, must approach SAS Carleton prepared to stop at this signal unless proceed indication is observed.

Note 2: TRAP RELEASE INSTRUCTIONS – The box containing the Trap Release is located in the southeast quadrant of Ironville crossing on a pole between the tower and the diamond. It contains four lights and four buttons. Contact the NS dispatcher for permission to operate TRAP RELEASE buttons. Determine the NS train or engine is not fouling or approaching crossing.

Operate Trap Release buttons as follows:

Identify which indicator lamp is illuminated, depress the push button directly below illuminated indicator lamp for two (2) seconds before releasing (indicator lamp should turn off after its push button is depressed).

After operating push buttons as instructed above, contact the

NS dispatcher for further instructions. Advise NS dispatcher of any indicator lamp that failed to turn off after its push button has been operated. If you should fail to get a signal to proceed after complying with the above instructions, contact the NS dispatcher for instructions. NS dispatcher can be reached at 313-323-5861 or AAR Channel 64.

Note 3: When stop signal is displayed, contact the NS dispatcher for instructions. If the NS dispatcher states he has control of the railroad crossing at grade and after receiving his permission to proceed, proceed in accordance with Rule 225.

If the NS dispatcher states he does not have control of the railroad crossing at grade and after securing permission of the NS dispatcher, the conductor or engineer will:

Determine NS train or engine is not fouling or approaching crossing. Open switch marked "Release". After indicator is illuminated, train may proceed at Restricted Speed to next signal.

If indicator is not illuminated within 5 minutes, pass signal at least 30 feet, but do not foul crossing. Close switch marked "Release", wait 5 minutes and proceed in accordance with Rule 226-B(2).

100-D HIGHWAY-RAIL GRADE CROSSINGS

CC 105.0 Carleton – No car or cars shall be switched across, along or within the lines of any street or public highway within the village of Carleton unless it is attached to a locomotive.

CC 128.4 Sterns Rd – Southward trains passing Erie must pull to Sterns Rd before stopping unless signal aspect indicates a favorable signal at Alexis or otherwise instructed by train dispatcher.

CTT 2.0 Hallett, Matzinger Rd – Before trains or engines move over crossing on the Fort Industry Lead, a member of the crew must be stationed on the ground at the crossing to protect the movement against highway traffic.

CTT 5.0 Temperence, Laskey Rd (CN) – Trains and engines must stop before fouling the crossing and a member of the crew will insert switch key in "start" slot on controller and turn to the right. After the flashers have operated for at least 20 seconds, the movement may proceed. Flashers will stop when track circuit is cleared.

CTT 27.7 Lower Bridge, Summit St – When signal B27 located at CTT 28.4 displays an "Approach" aspect and SAS at Lower Bridge displays "Stop" aspect, southward trains will stop 100 feet north of Erie St. Trains and engines may proceed when SAS at Lower Bridge displays other than "Stop" aspect. Crossing gates will lower automatically. Do not foul crossing until gates are down and flashing lights have operated for at least 20 seconds unless protected by a crew member on the ground.

CTT 16.9 Rossford, Lime City Rd and CTT 17.4 Rossford, Glenwood Rd – Trains, cars and/or locomotives are not to be left closer than 20 car lengths (approximately 1800 feet) from the north or west side of Glenwood Rd. All trains approaching on all tracks will not foul crossing until gates are down and flashing lights signals have operated for at least

20 seconds unless protected by a member of crew on ground.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QTC 78.2	Lemoine Road on Carrothers siding	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

103 SWITCHING

Loading multilevel cars, frame flats and loaded cars of auto parts must not be allowed to couple into other cars in the bowl at Stanley Yard under their own momentum and such cars must not be kicked in switching operations at Walbridge.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
CTT 19.5	Stanley Yard	See Note
CTT 19.5	Receiving Yard	
CTT 19.5	Departure Yard	

Note: When securing equipment in Stanley Yard, a minimum of 10%, but not less than one (1) or more than three (3) hand brakes will be applied to the standing cut of cars. If one or more trains double into the track, it is the conductors responsibility, after stretching the slack, to release the hand brakes prior to making any further movement.

Rule 103-D is not changed at:

Walbridge Hump Receiving Yard tracks 1 through 8

All tracks Rossford Yard

All industry tracks

103-G PROTECTION IN BOWL TRACKS WITHIN HUMP YARDS

The following will apply during hump maintenance:

When the hump is given to an Employee in Charge (EIC) of another craft, the car retarder operator responsible for providing protection must conduct a job briefing with the EIC before proceeding with part 2 of Rule 103-G. Once permission is obtained from EIC, the car retarder operator must provide the required protection.

104 HANDLING SWITCHES

TOLEDO DOCKS

Power Operated and Electrically Locked Switches at No. 4 Coal Machine

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

Spring Loaded Switches

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

Toledo Docks

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

DANGER

DO NOT OPERATE

EQUIPMENT LOCKED OUT

FOR COAL INSPECTORS

Remote Derail at Stanley Fuel Pad

There is a remote derail at the north end of the Stanley Yard Fuel Pad. Procedures for entering or leaving this fuel pad are as follows:

1. When entering the fuel pad from the north end, all T&E crews are to stop at the diesel 8 switch and radio the lead man at the fuel pad. Once the crew obtains permission into the fuel pad from the lead man, the crew must confirm that derail is off and amber light is lit. The crew must then contact the lead man and let him/her know they are clear of the derail and have completed their move.
2. When leaving the fuel pad, the same rules apply. The crew must stop at the switch before the derail (4 & 5 track switch) and call the lead man to get permission out. Once they receive permission out, they will confirm the derail to be off, amber light to be lit, and then proceed north out of the fuel pad. Once clear of the derail, the crew will radio the lead man and notify the same.
3. For fuel pad employees, movement within the fuel pad will remain the same. If a fuel pad employee is making a move within the fuel pad and requires the derail to be off to get into another track, they will stop at the switch before the derail, radio the lead man, and confirm derail is off and amber light is lit prior to the move. Once move is complete, the fuel pad employee will call lead man and let him/her know the derail can be restored.

220 WHERE SIGNAL RULES ARE IN EFFECT

The following signal rules are in effect on the Toledo Terminal Subdivision:

Rules C1281-C1298 between:

Carlton (CC 105.1) and Dry Creek (CDA 118.4)

VR Tower (CDA 115.0) and WE "D" Yard (CDA 117.1)

Stanley (CTT 19.5) and Perry (BE 193.6)

Rules 1281-1298 between:

WE "D" yard (CDA 117.1) and Dry Creek (CDA 118.4)

Dry Creek (CTT 20.9) and Stanley (CTT 19.5)

Owens (QT 4.6) and Stanley (QT 4.0)

Ross (QTE 4.2) and Stanley (QTE 4.0)

CTT 2.5 - The fixed signals at CTT 2.5 display a constant yellow aspect. These signals do not provide information about the condition of the track ahead or the aspect or indication of the next signal. Crews will approach the next signal prepared to STOP.

CTT 26.3 - Ironville - The signal to enter the main track from Lakefront Dock can display signals 1286(a), 1288(a) and 1292(a) only.

CTT 25.5 - Consaul - The switches and crossovers at Ironville and Consaul are controlled by the NS Toledo Yard dispatcher at Dearborn. If a signal to proceed is not displayed at these locations, after notifying the CSX "RL" dispatcher, you must contact the NS Toledo Yard dispatcher via radio Channel 64 or by telephone at 313-323-5861 for instructions.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CTT 27.7	Lower Bridge	Continuous	08	Terminal
CTT 26.5	Dock Yardmasters		08, 35	
	Rosford & Blvd		70	
	Dock		80	
	Torco		97	
CDA 117.8	Walbridge YM		08, 20	
	Walbridge Eastbound YM		08, 25, 70	
	Car Dept		86/07	
QT 4.6	Yard		48	
	Road		50	
	Car Dept	24/90		
	Fuel Pad	42		
	Stanley Yardmaster	08, 48, 50		
	Pullback 4	11		
	Pullback 5	16		
	Car Dept	24/90		
CTT 1.0	Presque Isle			
CDA 117.8	Walbridge		08, 35-7	Wayside
CTT 26.3	Ironville		76	NS YM
CTT 21.9	Vickers		64	NS Disp.

Note: xx/xx indicates split channel transmit / receive channel Tx/RX.

Note 2: NS Train Dispatcher can be reached by telephone at 313-323-5861.

913 REMOTE CONTROL ZONES

I. Remote Control Locomotive Operation at Stanley Yard

A. A Remote Control Zone is established in the receiving yard for tracks 1 through 8. The south end limits are the clearance point on all tracks. The north end limit is the crest of the hump.

B. A track in the RCZ becomes activated once the switch providing entrance to the track has been lined, locked and tagged against the movement to the track, by the RCOF (or designated crew member) with an effective locking device and the north end switches are lined for the crest of the hump. The hump yardmaster has given permission to activate the RCZ.

C. The hump yardmaster will maintain a record when the RCZ is activated, transferred or deactivated.
RCO Procedures

1) Pulling cuts southward into activated zones without point protection.

a) RCOF must provide point protection until the locomotives or cars enter the RCZ.

b) RCOF must know the length of the zone and receive

information from yardmaster on the length of the cut of cars to ensure that the train movement does not exceed the length of the zone.

2) Transferring a RCZ

- a) A RCO may transfer an active RCZ to the relieving RCO.
- b) Prior to operating an RCL in an activated RCZ, the relieving crew must conduct a job briefing with the RCO being relieved. The job briefing will include the length of the cut of cars being handled.
- c) The transfer will include a job briefing on RCZ lock out and tag.

3) Procedure for handling locks

- a) RCZ locks and tags will be stored in the OCU cabinet.
- b) RCO will sign out and pick up a RCZ lock and tag along with an OCU at the beginning of his/her shift (unless relieving another RCO crew).
- c) RCO will sign in a RCZ lock and tag along with the OCU at the end of his/her shift (unless being relieved by another RCO crew).

In addition to current RCO guidelines, the following procedures will govern RCO hump operations at Stanley Yard.

A. Track Protection

1. The RCO will tie the locomotive onto the south end of the track to be humped. Upon doing so, the RCO will ensure the locomotive consist is in the clear of the yellow tie.
2. After the RCO has tied the locomotive on, the RCO will then line the switch at the south end away from the track the RCO is preparing to hump. Upon doing this, the RCO will notify the hump yardmaster of the position of the switch on the south end of the track being used.
3. Reverse movements in a southward direction may be made during RCO hump operations. Reverse movements in a southward direction may be made providing the north end of the hump cut is pulled no further south than the clearance point on the north end of the receiving yard track in which the cut came out of.
4. The same initial track the hump cut was shoved out of must be used unless head end protection is provided.

B. Head End Protection when Pulling South out of the Bowl Yard over the Hump Crest

1. If an RCO assignment pulls south of the hump crest, the hump yardmaster will decide the route.
2. The hump yardmaster must use a clear track unless head end protection is provided.
3. The RCO or his designee must ensure the proper route is lined prior to pulling south on the hump lead.
4. Once south of the switch of the track being used for head

room, head end protection will no longer be required so long as the cut being pulled south is not greater in length than the longest bowl yard track.

5. When the cut being pulled south is greater in length than the longest bowl yard track, head end protection must be provided.
6. When cutting a car off from the locomotive, the cut lever on the car must be used.

II. Remote Control Locomotive Operation at Walbridge Yard

Remote Control Zones (RCZ) are established at Walbridge Yard and RCZ signs are in place as follows:

A. Zone "Inbound" – From 100 feet west of road crossing at eastbound west end to clearance point near east end of freight crossovers. Length of the "Inbound" zone is 4,176 feet from zone sign to zone sign.

1. Location of RCZ signs for "Inbound" zone – A sign located 100 feet west of road crossing at eastbound west end is located on the north side of E19 track for westward movements and a sign located near clearance point at east end of freight house crossovers is located on south side of inbound track for eastward movements.

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

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

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

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

D. Zone Old Main – From 100 feet west of road crossing at Yard D to clearance point near east end of SO-7 (Shop 7). Length of Old Main zone is 4,925 feet from zone sign to zone sign.

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

E. Zone Jeep Lead – From the east end of the crossover from the Switching Lead to the end of track at east end of the Jeep Lead.

1. Location of zone signs for the Jeep Lead zone – At the east end of the crossover from the Switching Lead of the Jeep Lead and the east end of the crossover switch from the extension to the Jeep Lead.

2. Pullback Stopping Protection (PSP) –The following procedures apply to all RCO crews that are operating remote control equipment on the Jeep Lead zone only.

a) Only locomotive platforms CSX 9302, CSX 9241 and CSX 9253 are equipped with a PSP reader

b) The locomotive platform must be on the east end (direction of PSP) of consist with the short hood leading.

c) Determine visually that the locomotive platform being used has a PSP antenna.

d) After linking up and performing required safety tests, the RCO will press the status button to ensure the response “pullback stopping protection off” is received. This will indicate that the PSP reader is working.

e) On every movement into the PSP, the RCO must monitor for the radio message “pullback stopping protection on”. This message will be transmitted as the antenna passes over the initial transponder in PSP. If the message is not heard, the RCO must immediately press the status button. If the “pullback stopping protection on” message is not heard at this time, the movement must be stopped and point protection per Rule 103 must be provided.

3. PSP Override – PSP override is accomplished by pushing the menu button on the OCU, then push the OK button, PSP option appears. Press OK again, PSP override appears. Activate bell within 10 seconds to complete override procedure. PSP override will appear on the MCU screen. If the PSP is overridden for any reason, the operator must remain on the locomotive and provide point protection until it is again verified that PSP is operating properly.

4. PSP Tonnage restrictions –it is the responsibility of the RCO to ensure that the following tonnages are not exceeded:

Equipment	Tonnage Restrictions
One six axle locomotive and RCL platform	3500 tons
Two four axle locomotives and RCL Platform	3500 tons
One four axle locomotive and RCL platform	2000 tons

III. Remote Control Locomotive Operation at Toledo Docks

Remote Control Zone is established at the Toledo docks, Torco track T-24.

A. The limits of the zone will be from the Torco overhead bridge at Otter Creek (CSX access road) to the north end of T-24 stub track.

B. After establishing a Remote Control Zone on T-24, the following procedures will be required:

After making the cut in Lakefront Yard on the empties to load, the Remote Control Operator must protect his head until it is confirmed that the length of the cut of cars does not exceed the length of the zone to the end of the track. After the Operator confirms that the cut of cars fit the track, they may return to the rear end.

IV. Remote Control Locomotive Operation at Lakefront Yard

Remote Control Zone (RCZ) is established in the Lakefront Yard for tracks L07, L9, L11, L13, L15, L16 and L17.

A. The east end limits are the clearance point of all tracks. The west end limit is the zone sign for T-24.

1. A track in the zone becomes activated once the switch providing entrance to the track at the east end of the zone has been lined, locked and tagged against movement to the track, by the RCOF (or designated crew member) with an effective locking device and the west end switches are lined for the loading tracks T-22 or T-24 or T-25. The Toledo Docks yardmaster has given permission to activate the zone.

2. The Toledo Docks yardmaster will maintain a record when the RCZ is activated, transferred or de-activated.

RCO Procedures

1) Shoving cars eastward into activated zones without point protection.

a) RCOF must provide point protection until the locomotives or cars enter the RCZ

b) RCOF must know the length of the zone and receive information from yardmaster on the length of the cut of cars to insure that the train movement does not exceed the length of the zone.

2) Transferring a RCZ

a) An RCO may transfer an active RCZ to the relieving RCO

b) Prior to operating an RCL in an activated RCZ, the relieving crew must conduct a job briefing with the RCO being relieved. The job briefing will include the length of the cut of cars being handled.

c) The transfer will include a job briefing on RCZ lock out and tag.

3) Procedure for handling locks

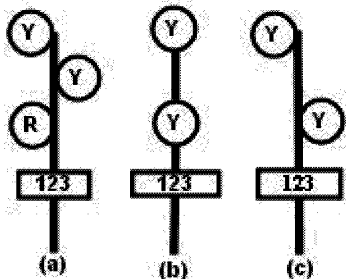
a) RCZ locks and tags will be stored in the OCU cabinet.

b) RCO will sign out and pick up a RCZ lock and tag along with an OCU at the beginning of his/her shift unless relieving another RCO crew).

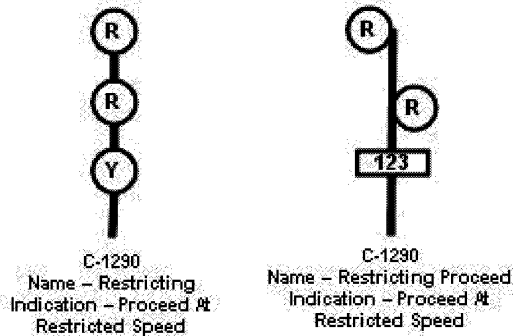
c) RCO will sign in a RCZ lock and tag along with the OCU at the end of his/her shift (unless being relieved by another RCO crew).

1280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH OPERATING RULES

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



C-1282-A
Name – Advanced Approach
Indication – Proceed Preparing To Stop At 2ND Signal



C-1290
Name – Restricting
Indication – Proceed At Restricted Speed

C-1290
Name – Restricting Proceed
Indication – Proceed At Restricted Speed

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CC 122.4	Erie	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CTT 27.7	Toledo, OH
CC 115.1	Monroe, MI

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Walbridge Yard – Shoving Tracks with Air -

After cutting the air into the track to be shoved, the conductor will wait for the following times before instructing the engineer to shove the track:

Cars Based on 50 foot cars	Approximate air brake release time – Minimum.	
	From a Full- Service Application	From an Emergency Application
up to 100	2 minutes	4 minutes
101 to 150	4 minutes	6 minutes
150 to 200	6 minutes	8 minutes

The engineer will still be required to comply with all parts of Rule 5502 A & B when shoving tracks.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CTT 26.5	Toledo Docks Dumper No. 4	Cars with gross weight exceeding 270,000 lbs.	Prohibited
CTT 26.5		Engines	Must not operate on Barney inclines on lead track, beyond switches on empty tracks, on trestle on empty run track, over car thawing equipment
CTT 26.5	Docks - Tracks Overseas Terminal	High or wide loads	Must not operate under gantry crane.

7. CLOSE CLEARANCE

MP	Location	Remark
BE 191.0	Schultz Container	At Loading Awning
BE 192.0	Master Chemical	At Posts Protecting Equipment
BEA 198.0	Pilkington	At Loading Shed
BEA 198.0	BIDS Terminal	At Fixed Equipment
CCA 131.9	Crown Cork	Between Tracks; Loading Dock
CDA 120.0	Port of Toledo	Gates 5 & 7 at Warehouse
CDA 125.0	R.J. Marshall	At Entry Gates
CTT 3.0	Perstorp	Between North & South Tracks
CTT 19.5	Stanley Yard (Note 1)	Between B21 & B22 Tracks
CTT 19.5	Stanley Yard	Between B-19 thru 26
CTT 27.1	West Way	At Loading/Unloading Station
QT 5.0	J-Star Industries	At Platform

Stanley Yard Note 1: Employees are prohibited from riding the sides of cars at the listed location.

CDA 120.0 - Marselux

Do not ride the sides of equipment into this location.

8. MISCELLANEOUS

EXCEPTED TRACK

LAKE FRONT YARD — All tracks at Lake Front Yard are excepted tracks with the following exceptions:

Inbound tracks L60, L01, L02, including East End Lead, West End Switching Lead L60 through L03 office pocket.

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

MI Cabin Area

A, B, C, D, and E Leads

Tracks 93-99

BP Lead

95 Extension

Track Y21

Tracks 66 through and including 72 end to end

Lake and Ladder from 66 towards Three Pocket

B26 and B25 in their entirety

CC 129.2 Heidtman Steel Products – Close overhead clearance exists at this industry due to overhead door being only 18 feet above the top of rail. All rail cars entering building must be gondola and/or flat bed for unloading steel coils.

CTT 3.2 Omni Source Operation

1 – Presque Isle Dock yardmaster will contact Omni Source south scale at 419-535-8219 to ascertain it is OK to enter their plant, no trucks are moving, their car mover is in the clear, the NS crew and/or Resource Reclamation is not occupying the diamond switching their facility.

2 – The P.I. Dock yardmaster will stay on the phone with Omni Source until confirmation is received that the diamond is clear and CSX has permission to operate over the diamond. The back-up number for the Omni Source dispatching center is 419-535-8217.

3 – Before occupying the diamond, a safety stop must be made a minimum of two (2) car lengths from the diamond. After ascertaining no conflicting moves are being made by an NS crew or Resource Reclamation, the diamond may be occupied. If it is necessary to leave cars on both sides of the diamond, they must be left a minimum of two (2) car lengths from the diamond and tied down in accordance with current CSX Operating Rules.

4 – The crew is to notify the P.I Dock Yardmaster when they have completed their work and departed Omni Source.

5 – P.I. Dock yardmaster will then notify Omni Source south scale that the CSX crew is clear of their plant and all work completed.

CTT 0.4 CN Lang Yard – CSX trains operating from the Toledo Terminal into CN Long Yard must contact the CN Yardmaster before occupying the GTW wye track. All CSX trains must obtain permission to enter Lang Yard and their routing instructions through Lang.

CTT 26.5 Toledo Docks – Kicking or dropping cars into the coal machine loading tracks is prohibited.

Permission of the car retarder must be obtained before entering No. 4 coal machine empty track. Before any cars are pulled from No. 4 coal machine empty hole tracks, a member of the crew must contact the retarder operator via radio which is located at the No. 4 coal machine skate shanty. This is to ensure proper protection is afforded before pulling any tracks. Instructions are located inside shanty on how to operate radio.

Loading track pushers at No. 4 coal machine buck tracks will not clear a man on the side of a car. Employees are prohibited from riding cars and walking between tracks adjacent to pushers. Cars are not to be placed on No. 4 coal machine buck tracks unless it has been ascertained by the yardmaster that there will be no movement of pushers on adjacent tracks.

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

Low level track – Movements in either direction will not be made until member of crew making movement has secured permission from the Dock yardmaster.

Movements through hand throw crossovers between Lake Front Dock and Presque Isle, in either direction, must not be made without permission of both the Dock yardmaster and the "RL" dispatcher.

CTT 26.5 Lakefront Dock (Torco) – Permission of the Dock yardmaster must be obtained before moving over bridge connection, Lake Front Dock and Presque Isle Docks. Trains departing Lake Front Dock will obtain their permission from the Dock Yardmaster. Equipment moving under the Ore

Loading Station must not exceed 5 MPH.

CTT 26.5 Overseas Terminal – Trains using dock tracks will not move west of the gantry crane rail stops (painted yellow) until it is known that the gantry crane is stationary and the lifting device of the crane is retracted to its upper limit. Trains must expect to find the crane, which spans the dock tracks, anywhere between the rail stops and the west end of the tracks.

CTT 26.3 NS Homestead Yard – For entrance into Homestead Yard at Ironville, the following must be adhered to:

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

When departing Homestead Yard, after receiving a return route to west end of Homestead Yard, movement must receive permission from Homestead yardmaster.

When train is ready to depart and permission is received from Homestead yardmaster to depart, crew must notify CSX RL dispatcher that train is ready to depart Homestead Yard. Movements must not exceed ten (10) MPH on all tracks. All movements on NS are under NS Rule 93.

CTT 19.5 Stanley Yard – It is the responsibility of the employee fouling the tracks to obtain spikes from the car retarder operators (CRO). Each retarder operator has a radio and monitors Channel 09-59.

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

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

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

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

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

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

Two (2) cars must be left on the track south of the yellow tie with hand brake fully applied.

All tracks without inert retarders also must be double skated at the designated skate mark.

When crews and/or equipment enter the South end of the bowl tracks (over remotely controlled switches) spike protection is required on at least one adjacent (cover) track when trimming or shoving cars into the Stanley Bowl.

When crews are instructed to couple equipment from the south end, spike protection is required. After clearing up in an occupied track, the employee must obtain at least one adjacent (cover) track.

South end bowl tracks- Spike Protection can be removed on the south end after permission has been received from the Stanley Yardmaster to exit the occupied track.

Both sets of crossovers between the East lead and the West lead at the North end of the departure yard at Stanley Yard are not to be used simultaneously.

Permanent derails are installed on the East rail just north of D01/D02 switch and the East rail just north of the D03/D04 switch. These derails will be used to protect Mechanical Department employees working on tracks D01, D02, D03, D04. These derails will be lined and locked in the off position when not in use by the Mechanical Department.

The track between the 27 lead and the Departure yard at Stanley Yard has been designated as 27 Pocket. The two switches located on either end of 27 Pocket must be left in the corresponding position of the last move. Both switches must be left either in the diverting move or both switches must be left for straight moves; however both switches must be in corresponding positions.

Inbound cuts/trains into the receiving yard at Stanley Yard must be left 4 car lengths north of the yellow tie.

In the event a Bowl track is out to foul adjacent tracks or the lead on the North end of Stanley, the following procedures shall be followed:

- 1 - Inform the Yardmaster that the track is out to foul.
- 2 - Yardmaster to instruct crew to shove the affected track back into the inert retarder, apply 2 handbrakes and re-skate the track.
- 3 - Yardmaster is to prevent any further humping into the track until inspected by the Engineering department.
- 4 - Yardmaster to contact the Roadmaster on duty or after hours the MOW Help desk at 8-388-5793.

CDA 117.7 Walbridge Yard – Trains awaiting movement in the vicinity of Union Street, Walbridge, must secure permission of Walbridge yardmaster before lining switches or fouling tracks in that vicinity.

Yard air hoses are located for both main tracks at the west end of Yard D at Crandel road, CDA 117.1 Westbound trains being tied down at this location will use the yard air, unless otherwise instructed. The shutoff valve is located at yard track D2 for both main tracks. The air hose for #1 main is located on the east side of #1 main. The air hose for #2 main is located between #2 main and D2 track.

QTC 80.5 Walbridge Yard – Operation on Carrothers Secondary -

All movements between Walbridge, QTC 80.5 and end of track QTC 67.0 will be made in accordance with Rule 96. This track is under the jurisdiction of the Walbridge Yardmaster.

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

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

All Trains departing Perrysburg/Bates destined Deshler, are to contact the Walbridge Yardmaster after boarding their train.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CC 125.0	R.J. Marshall	#1 North
CTT 0.7	Office Pocket	#2 South
CTT 0.6	GTW Long Wye	#1 South
CTT 27.1	Westway	
CTT 24.2	Delta Fuels Lead	
CTT 20.0	PFM	
CTT 18.9	Univar	
CTT 18.4	Dixie	#2 South

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BE 194.6	Hufford Rd	155835S
BE 195.0	White Rd	155837F
BE 195.0	Ford Rd	155838M
BE 196.4	Bates Rd	155839U
BE 197.0	Schreier Rd	155840N
BE 197.1	Lime City Rd	155841V
BE 197.8	Glenwood Rd	155842C
CC 105.1	Ash St	232161L
CC 105.2	Monroe St	232160E
CC 106.8	Sigler Rd	232158D
CC 107.8	Labo Rd	232157W
CC 109.7	S Stoney Creek Rd	232155H
CC 110.0	Steiner Rd	232154B
CC 110.8	Stumpmier Rd	232153U
CC 111.3	Heiss Rd	232152M
CC 112.3	Lasalle Rd	232149E
CC 112.8	Mall Rd	233685B
CC 113.5	Stewart Rd	232148X
CC 114.8	Elm St	232147R
CC 115.1	Front St	232146J
CC 115.3	Seventh St	232142G
CC 116.4	Dunbar Rd	232140T
CC 117.7	Albain Rd	232139Y
CC 119.2	N Otter Creek Rd	232136D
CC 119.3	S Otter Creek Rd	232135W
CC 120.0	Swartz Rd	232134P
CC 120.6	Stein Rd	232133H

CC 121.8	Wood Rd	232132B
CC 122.8	Rauch Rd	232131U
CC 124.0	151 / Luna Pier Rd	232129T
CC 125.2	Erie Rd	232126X
CC 128.4	Sterns Rd	232124J
CC 129.5	Lavoy Rd	232123C
CC 129.9	St Line Rd	232122V
CC 130.0	Dixie (Detroit) Ave	232121N
CTT 0.4	Manhattan Blvd	867101H
CTT 0.7	Hoffman Rd	851542H
CTT 2.4	Stickney Ave	867103W
CTT 3.0	Matzinger Rd	872644J
CTT 3.9	Bennett Rd	867106S
CTT 4.1	Burnham Rd	851534R
CTT 4.4	Lewis Ave	867108F
CTT 16.9	Lime City Rd	851580S
CTT 17.4	Glenwood Rd	851578R
CTT 19.0	Tracy Rd	851572A
CTT 19.8	East Broadway	851571T
CTT 21.7	Wales Rd	851566W
CTT 22.7	Oakdale Ave	851563B
CTT 23.1	Pickle Rd	851561M
CTT 24.7	Seaman	851556R
CTT 25.2	Consaul St	851554C
CTT 25.3	Paine Ave	851553V
CTT 25.6	Wheeling St	851552N
CTT 25.9	York St	851551G
CTT 28.2	Summit St	867115R
CTT 28.2	Erie St	867099J
CTT 28.5	Suder Ave	867100B
QTC 68.1	S Route 20	509168E
QTC 68.1	Anderson	509169L
QTC 68.3	SR 105	509165J
QTC 69.0	Lime	509106A
QTC 73.9	SR 163	509152H
QTC 77.5	Martin Rd	509146E
QTC 78.2	Lemoyne Rd	509145X
QTC 80.0	Main St	509143J

WOODLAND SUBDIVISION - WQ

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
1 SINGLE		2								
I	F	I	F							
60	50			0ZA 82.6	WOODLAND JCT	11.6	RA DISP 14-4 RD 84	GCOR UP RR		
				0ZA 91.8			DD			
				0ZA 94.2	NE WELLINGTON				DTC BLOCK WELLINGTON	
						2.6		CSDG 12,779 FT SP		
				0ZA 96.8	SE WELLINGTON					
						2.4				
				0ZA 99.2	HOOPESTON					
				0ZA 104.3		6.4	DD			DTC BLOCK ROSSVILLE
				0ZA 105.6	NE ROSSVILLE					
						2.6		CSDG 12,475 FT SP		
				0ZA 108.2	SE ROSSVILLE					
				0ZA 118.2		10.1	DD			DTC BLOCK HARDING
		25	25	0ZA 118.3	NE RA JUNCTION					
						2.1	1 2			
				0ZA 120.4	RA JUNCTION					
						2.5	0ZA 122.8			
				0ZA 122.8						
60	50	25	25	0ZA 122.9	DANVILLE					DTC BLOCK HINTON
20	20			0ZA 123.0						
						0.6				
				0ZA 123.5	COREY					
20	20			0ZA 123.6		1.7				
50	50			0ZA 125.2	DAISY LANE					
20	20			0ZA 125.2			RUNNING TRACK SP			
				0ZA 125.5		2.4	BREWER YARD			DTC BLOCK STAFFORD
								KB&S		
20	20			0ZA 127.6	VINE STREET					
				0ZA 127.8		1.3				
60	60			0ZA 128.9	RB JUNCTION					
						CE&SD NASHVILLE DIV				
46.3 MILES WOODLAND JUNCTION TO RB JUNCTION										

WOODLAND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - WOODLAND

Trk	MP/Location	I	F
SG	0ZA 82.6 - 118.3	60	50
1	0ZA 118.3 - 122.9	60	50
2	0ZA 118.3 - 122.9	25	25
SG	0ZA 122.9 - 123.6	20	20
SG	0ZA 123.6 - 125.2	50	50
SG	0ZA 125.2 - 127.8	20	20
SG	0ZA 127.8 - 128.9	60	60

ADDITIONAL SPEEDS (SP) - - WOODLAND

Location	Track Type	F
0ZA 94.2 - 96.8	CSDG	25
0ZA 105.6 - 108.2		

ADDITIONAL SPEED RESTRICTIONS

Do not exceed the following speeds on the Brewer running Track:

25 MPH between 0ZA 123.5 and 0ZA 127.1

10 MPH between 0ZA 127.1 and 0ZA 127.5

25 MPH between 0ZA 127.5 and 0ZA 127.8

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
0ZA 123.0	Danville	NS	Remotely Controlled	226-B (3) C

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
0ZA 126.0	Brewer Yard	Minimum of 10%, but not more than 3, unless conditions require additional hand brakes

104 HANDLING SWITCHES

0ZA 125.3 Olin Secondary – There is a hand operated switch on the Olin Secondary connecting track to Daisy Lane. The normal position for this switch is reverse for connecting move to Daisy Lane track. Do not exceed 10 MPH when moving through this crossover.

0ZA 127.2 Brewer Yard – A switch lock is on the rip switch on the yard lead at the south end of Brewer Yard. This switch is to be lined and locked for the yard lead and can be changed only with the permission of the yardmaster. When the movement is completed, the switch is to be lined and locked back for the yard lead.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
0ZA 88.0	Milford, IL	Continuous	84, 94-4	Wayside
0ZA 123.0	Danville, IL			
0ZA 127.2	Brewer Yard		12	Terminal

913 REMOTE CONTROL ZONES

Remote Control Zones (RCZ) are established in Brewer Yard and RCZ signs are in place as follows:

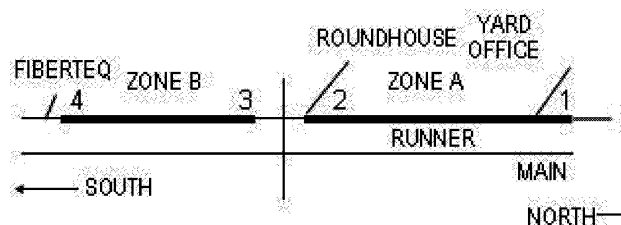
1. Zone "A" from approximately 0ZA 127.1, just north of Brewer Yard Office, (sign "1" will be located between runner and #1 track), to approximately 0ZA 127.5, just north of Vine St. crossing (sign "2" will be located to the west side of rip track lead, approximately 200' north of Vine St. crossing).

2. Zone "B" from approximately 0ZA 127.6, just south of Vine St. crossing. (sign "3" will be located to the west of the runner), to approximately 0ZA 128.6, just north of the Fiberteq switch (sign "4" will be located to the west of the runner).

3. Zone "C" between 0ZA 126.5 and 0ZA 128.6 on #6 track. When Zone "C" is activated, the service road that runs parallel to #6 track will be blocked with chains and closed to vehicular traffic.

4. Zone "D" on the runner track from 0ZA 125.4, 100 feet south of Daisy Lane to 0ZA 126.4, clearance point on the runner track at the north end of Brewer (Sign #7 will be located 100 feet south of Daisy Lane on the west side of the runner track) (Sign #8 will be located to the west of the switching lead just north of #1 track switch at north end of Brewer Yard).

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



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

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
OZA 91.8	Wellington	1	NONE
OZA 104.3	Rossville	1	NONE
OZA 118.2	Danville	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

BTC 100 at Danville –All inbound trains coming into or parking inside or outside the terminal at Brewer Yard, Danville, IL will inform the yardmaster of the status of air slip. If the train is to be parked for any reason other than a direct crew change, the conductor will bring the air slip to the Brewer Yardmaster. If your hours of service expire, the conductor will advise the brewer Yardmaster of the exact location that the air slip will be left and be governed by his or her instructions.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
OZA 126.0	Danville, IL - North Yard	6-Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
OZA 123.9	Double S Liquid Feed	Next to building and unloading spouts
OZA 127.5	KIK Corp.	TR 744 west side TR 745 and 746 in curve - Tr 745 hopper spouts
QSO 2.9	Tee Pak Corp.	At dock TK 788 Risers Tk 789
QSO 4.0	Central States	At dock inside bldg.
QSD 123.8	Agrium US Inc.	Between TK 748 and 750 at hopper spouts
QSD 124.0	Lebanon Chemical	Between bldg and track 752

OZA 122.8 - Do not ride cars between tracks No 4 and No 5 in North Yard due to close clearances.

8. MISCELLANEOUS

EXCEPTED TRACK

EXCEPTED TRACK – Olin Secondary from QSO 0.0 to QSD 3.0

OZA 118.3 RA JUNCTION

All crews operating into Danville Terminal must fax in a pilot request form to the Danville Terminal / Yardmaster at 217-442-1161 if not qualified to the north end of RA Junction.

QSO 3.1 KB&S Railroad – Stop and flag this diamond before proceeding

QSO 3.25 Vermillion Transmodal Facility – Do not enter the Vermillion Transmodal facility until permission has been obtained from the CSX Yardmaster, Danville Brewer Yard on Channel 84-84. The normal position for the switch on the Olin Secondary at QSO 3.

OZA 122.6 Voorhees St. – Southbound trains arriving Danville must contact the Brewer Yardmaster for yarding instructions before passing Voorhees St.

QSD 127.1 Hillery Industrial Lead, Danville, IL - Prior to occupying the Hillery Industrial Lead, trains and/or on-track equipment must contact the Yardmaster at Brewer Yard, Danville, IL.

ADDITIONAL STATIONS

MP	Station	Switch Opening
OZA 87.3	NE North Stockland	North
OZA 88.2	SE North Stockland	South
OZA 94.2	Wellington	
OZA 97.8	NE Demeter	North
OZA 98.7	NE Hoopston	
OZA 99.0	SE Hoopston	South
OZA 99.1	SE Demeter	
OZA 99.5	Hoopston Foods	
OZA 99.8	NE Hoopston Storage	North
OZA 100.8	SE Hoopston Storage	South
OZA 105.4	Conagra	North
OZA 105.6	Rossville Elevator	South
OZA 107.1	NE Rossville Storage	North
OZA 108.2	SE Rossville Storage	South
OZA 110.9	Alvin Elevator	North
OZA 114.2	Consolidated Grain	

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
OZA 83.8	47 CH	353633P
OZA 88.0	E Frederick St	353640A
OZA 88.3	E Irving St	353641G
OZA 88.1	E Lyle St	353643V
OZA 88.1	Lyle St	353644C
OZA 88.8	900 N CR / TR 301 C	353646R
OZA 90.7	700 N CR	353648E
OZA 92.8	Twp Rd 347A	353651M
OZA 94.2	First North St	353652U
OZA 94.3	Main St	353654H
OZA 96.8	CR 100	353658K
OZA 97.8	Township Rd / CR 000	353659S
OZA 98.7	Thompson Ave	353661T
OZA 99.2	Main St	353663G
OZA 99.3	Penn St	353664N
OZA 99.4	Lincoln	353667J
OZA 99.5	Maple St	353668R
OZA 99.8	Orange St	353670S
OZA 100.8	TR 13A	353671Y
OZA 102.8	Hill Top Rd	353672F
OZA 105.1	Henderson St	353676H
OZA 105.2	Benton St	353678W

0ZA 105.4	Attica St	353679D
0ZA 109.3	Township Rd (TR 334)	353687V
0ZA 109.6	TR 83	353688C
0ZA 110.9	Gilbert St	353689J
0ZA 111.2	Railroad Ave	353690D
0ZA 114.2	Holloway	353696U
0ZA 115.2	TR 147	353700G
0ZA 116.3	TR 155A	353702V
0ZA 118.4	West Newell	353704J
0ZA 120.5	Liberty Lane	353708L
0ZA 122.6	Voorhees St	353711U
0ZA 123.1	Fairchild St	353712B
0ZA 123.4	Bowman Ave	353714P
0ZA 123.9	Griffin St	353715W
0ZA 125.4	Daisey Lane	353716D
0ZA 127.5	Vine St	353718S

CHICAGO DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

GR 19 – PILOT CREWS

When a pilot crew is called to pilot a train, the crew requesting a pilot will remain on the lead locomotive until final destination or the expiration of hours of service. The pilot engineer will ride in the lead unit, and depending on the available seating on the lead unit, the conductor and any other piloting crew members will ride in the trailing unit.

GR 105 – BULLETINS AND NOTICES

The following locations for the distribution of Chicago Division General Bulletin and General Notice information are in effect:

District	Subdivision / Terminal
Chicago Division Chicago District (01)	Altenheim Barr Blue Island Chicago Heights Detroit Fremont Garrett Grand Rapids Grand Rapids Terminal Lake Lincoln Secondary Monon New Rock Pemberville Plymouth Porter Port Huron Saginaw Toledo Terminal Woodland
Chicago Division Canadian District (04)	Canadian subdivisions
Chicago Division Chicago Division Notices (02)	Entire Division
Chicago Division Canadian District Notices (05)	Entire Canadian District

42 TRAIN SPEEDS

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

72 – EMPLOYEE’S DUTIES

A. Rule 72 is changed to include the following flagman checklist and flagman train log.

B. CSX Flagman Checklist

1. Safety briefing with a manager or yardmaster on first assigned day and once each week thereafter. Self-safety briefing all other days of the assignment.
 - a) Flagging equipment, including radio and spare battery
 - b) Review flagman’s checklist
 - c) Have current Dispatcher, System and General Bulletins
 - d) Have PPE, clear safety glasses, hearing protection, etc.

2. Job briefing with the contractor daily
 - a) Identify contractor employee in charge and/or designee,
 - b) Review contractors work plan for the day,
 - c) Review with contractor type/amount of equipment being used that is subject to fouling track and have a general understanding when equipment will be used.
 - d) Review hazards related to the work,
 - e) Have an understanding of what is required before fouling the track
 - f) Have an understanding of what is required to clear the track,
 - g) List the steps to clearing the track for train movement,
 - 1 –
 - 2 –
 - 3 –
 - h) Confirm understanding of the job briefing with contractor.
 - i) Follow-up with additional job briefings if work changes or on an as-needed basis.

3. Daily with train dispatcher
 - a) Discuss the sequence of work events planned by contractor,
 - b) Discuss expected time needed and current train line up.
 - c) Follow-up at last every two hours or more as needed,
 - d) Maintain flagman train log for entire shift (Item 4 below),
 - e) Notify dispatcher that you are leaving the work site when work day is complete.

4. Self Job Briefing
 - a) Flagging equipment including radio and spare battery
 - b) Review CSX Operating Rule 72
 - c) Review current dispatcher, System and General Bulletins,
 - d) Have PPE, clear safety glasses, hearing protection, etc.
 - e) Job Briefing with contractor.

C. Flagman Train Log (use back of sheet for more space)

Date	Time Called by train	Time track was cleared	Time Released thru limits	Train - ID	Conductor Name	Flagman's Name

100 – HIGHWAY RAIL GRADE CROSSINGS

The following is added to Rule 100:

When movement is required over a road crossing on an industrial track or industry track where snow, ice or mud conditions prevail, extra precaution must be taken to avoid derailment or accident. When necessary the engine must be used to cut the flange ways at road crossings (public or private) prior to switching or servicing the industry. If operating conditions are such that the engine cannot be used and car(s) must be shoved over the crossing, under no circumstances will an employee ride on the car over the crossing. Employees on the ground must be alert and prepared for a possible derailment.

Except for switching or making up trains within yards, crew members must provide on-ground protection for all movements not headed by an engine at private road crossings within private industry.

State Laws

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

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

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

103- SWITCHING

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

403 RADIO STATIONS AND INSTRUCTIONS

When radio communication between train crew members are required, specifically those directing the locomotive operator in the shoving, yarding, spotting, picking up, setting out, etc; ,of equipment at a location, the road channel (RD) will be used (unless otherwise designated in special instructions)

410 RADIO MONITORING

Engineering production unit Employee in Charge will monitor the appropriate road radio channel.

412 INITIATING A RADIO CALL-IN

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:

A. Locomotive Radio – Select the “touch tone” function for the keypad by depressing the button labeled “DTMF”. Key in

the appropriate 2-digit DTMF access code for the closest dispatcher radio base station, as indicated in the current timetable.

B. Mobile radios equipped with “touch-tone” microphones. Key in the appropriate 2-digit DTMF access code for the closest dispatcher radio base station, as indicated in the current timetable.

2. Within ten (10) seconds after a call in has been performed, an answer back tone will be heard. Wait for the control station to answer the call. If the answer back tone is not heard, wait for one minute and try again.

415 EMERGENCY CALL-IN RADIO PROCEDURE

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

1. Select the appropriate train dispatcher channel and when using:

A. Locomotive VHF Radios – Select the “tough tone” function for the keypad by depressing the button labeled “DTMF”. Key in the emergency code – DMTF digit 9.

B. Mobile radios equipped with “touch tone” microphones: Key in the emergency code – DTMF digit – 9

An answer back tone is provided, however, the train crew is not required to wait for the confirmation tone, but may immediately begin transmitting the emergency message after determining the channel is clear.

2. Answer back tone – Disregard

3. During the next 40 seconds, the radio is directed onto the train dispatchers monitor speaker and the employee will immediately broadcast his emergency message in accordance with Rule 415, identifying:

- A. Transmitting unit (train identification or title and name)
- B. Precise location
- C. Specific train dispatcher console (several may be coded in), and
- D. Nature of emergency

4. When call-in code 9-1-1 has been transmitted, an emergency call indication will appear and remain on the train dispatcher’s console until the dispatcher acknowledges the call-in.

722 – OPERATING OVER HIGHWAY CROSSINGS

A full stop of all on track equipment and Hi-Rail vehicles is required immediately prior to crossing any public road crossing at grade. This requirement will not apply at public crossings that are barricaded and closed for construction purposes.

SIGNAL RULE 1292, C-1292, CR-1292 MODIFIED:

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

TOLL-FREE SAFETY HOTLINE

The Chicago Division toll-free Safety Hotline is 866-885-4027

The Safety Hotline will be used to report unsafe conditions, safety concerns and safety ideas. When leaving a message on the Safety Hotline, please include your name, location, the date and time, and a brief explanation of the safety related issue. The Safety Hotline will be checked on a daily basis and all items will be addressed promptly.

MANDATORY SAFETY BRIEFINGS

All crews are required to participate in a safety briefing with an officer (contract or non-contract). Under no circumstances is a crew to begin work before this mandatory safety briefing. Safety briefings will be face-to-face whenever possible. The safety briefing will include current frequency rate, recent incidents, weather conditions and any other safety related information as may be appropriate. (For the purpose of this special instruction, contract officers will include yardmaster's Asst. Chief dispatchers and dispatchers.)

Note 1: When face-to-face is not possible, crews are to contact an officer (contract or non-contract) via telephone.

Note 2: Within five minutes after reporting for duty, Yard Foremen assigned to Barr Yard Operations Center transfer assignments will arrange to contact Barr Yard trainmaster for their beginning of shift "Safety Briefing". After "Safety Briefing" between Trainmaster and Yard Foreman is completed, Yard Foreman will receive their work instructions.

Note 3: Amtrak crews are not required to receive safety briefings under this instruction.

Safe Way Rule GS-8, Anti-Slip Footwear

The wearing of company provided anti-slip footwear with spikes is mandatory when walking on ice and/or snow.

The following company approved footwear choices will meet the requirements for compliance with this rule:

Five buckle traction boots with retractable studs or two button traction boots with retractable studs. (Both of these are available from the ORR Safety Catalog).

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4003 – CSX Train Documentation

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

4400 – Train Speed Restrictions

CSX and UP have a coast-to-coast express train service operating via the Chicago gateway. These trains will operate at intermodal train speed not exceeding 60 MPH, loaded and empty.

Empty equipment with car numbers ARMN 110000 through 111499 are authorized to operate at 60 MPH.

4450 – Handling Car Doors

The closing of auto rack doors by T&E employees is prohibited.

4466-B – Placing Empty Cars in Train

The following applies for trains operating on the Water Level Route:

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

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5310 REPORTING LOCOMOTIVE DEFECTS

Locomotive Mobile Radio Access to Mechanical Desk

1. Train Handling Rules Requirement

A. To improve locomotive/train safety and efficiency, Mechanical Department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the Mechanical Department directly, by radio or mobile access, of problems they are encountering.

B. Details of the malfunction or failure must be properly reported on the locomotive work report Form 5001B.

2. Train Dispatcher / Mechanical Department Communication:

A. A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.

B. This telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and Mechanical Department personnel by radio.

C. If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with Mechanical Department personnel via the road channel.

D. If the train dispatcher needs to end the conversation between the engineer and the Mechanical Department personnel, he will directly notify the Mechanical Department personnel to end the conversation. At this time, the

conversation between the locomotive engineer and the Mechanical Department personnel will end and may be continued at a later time.

3. Radio Rules compliance

A. All applicable radio rules 400 through 425 will apply.

B. Communication between the engineer and the Mechanical Department personnel must not be attempted on a moving train if it will impair the safety of the train.

C. The conductor will continue to monitor the road channel while the engineer is talking with the Mechanical Department personnel.

4. Mobile units – to telephone

From the directory of base locations below, find the frequency (TX/RX=19/77), 16/88, 87/52 or 42/770 and the access / disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

A. Select the desired radio channel (TX/RX = or 19/77, 16/88, 87/52 or 42/77)

B. Depress the access code for the desired base and wait for dial tone.

C. If the base station is on the CSX network, dial the desired telephone number.

D. If the base station is SDN, dial 1-700 then the CSX network number.

E. If the base is non-SDN, you cannot make a call on the CSX network. However you can call an 800 number.

F. Upon completion of the call, depress the disconnect code to disconnect the mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

5. Base Locations – Note

A. (SDN) denotes SDN PBX location. SDN locations telephone number is 1-700-381-5555

B. (CSX) denotes CSX PBX location. CSX (network) locations telephone number is 8-388-5555.

Locomotive Mobile Access

Subdivision

Location	TX	RX	Acc	Dis
Grand Rapids (CSX)	77	19	451 *	451 #
Lansing (CSX)	77	19	461 *	461 #
Hicksville, OH (CSX)	19	77	471 *	471 #
Garrett (CSX)	87	52	231 *	231 #
Avilla (CSX)	19	77	461 *	461 #
Cromwell (CSX)	19	77	451 *	451 #
Gravelton (CSX)	87	52	441 *	441 #
Tracy (CSX)	87	52	421 *	421 #
Suman (CSX)	19	17	411 *	411 #
Nappanee (CSX)	19	17	221*	221#
Lapaz (CSX)	87	52	431*	431#
Danville (CSX)	87	52	451*	451#
Wellington (CSX)	87	52	464*	461#
Lafayette (CSX)	16	88	861*	861#
Plymouth (CSX)	19	77	491*	491#
Oregon (CSX)	19	77	701*	701#
Brewer Yard (CSX)	19	77	714*	714#

5310 – Reporting Locomotive Defects

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

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

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

5556 - CONDITIONING BRAKES

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

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

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

5557 SWITCHING

Switching Standards with Air for Altenheim, Barr, Blue Island, Chicago Heights, Lake, Lincoln Secondary, Monon, Plymouth, Porter and Saginaw Subdivisions and Industries:

Switching Standards with Air	
Single Unit Consist	
Tonnage	Minimum Cars with Air
8000 or less	None Required
8001 to 10000	5
10001 and above	5 and must not exceed 5 MPH
Two or More Unit Consist	
Tonnage	Minimum Cars with Air
8000 or less	None required
8000 to 15000	5
15001 and above	5 and must not exceed 5 MPH

Switching Standards with Air for Fremont, Grand Rapids, Grand Rapids Terminal, Port Huron Subdivisions and Industries:

All Locomotive Consist	
Tonnage	Minimum Cars with Air
6000 or less	None Required
6001 to 10000	5
10001 and above	5 and must not exceed 5 MPH

Switching Standards with Air for Detroit Subdivision and Industries

Rougemere Yard, West End

Single Unit Consist	
Tonnage	Minimum Cars with Air
3000 or less	3
3001 to 5000	5
5001 and above	10
Two or More Unit Consist	
Tonnage	Minimum Cars with Air
5000 or less	3
5001 to 7500	5
7501 and above	10

Rougemere Yard, East End

Single Unit Consist	
Tonnage	Minimum Cars with Air
8000 or less	None Required
8001 to 10000	5
10001 and above	5 cars and must not exceed 5 MPH
Two or More Unit Consist	
Tonnage	Minimum Cars with Air
6000 or less	None Required
8001 to 15000	5
15001 and above	5 cars and must not exceed 5 MPH

Switching Standards with Air for Garrett Subdivision and Industries

Defiance Yard and Industries

All Locomotive consist	
Tonnage	Minimum Cars with Air
7000 or less	1
7001 and above	3

Garrett Yard and Industries

All Locomotive consist	
Tonnage	Minimum Cars with Air
All	3

Switching Standards with Air for New Rock Subdivision and Industries

All Locomotive Consist	
Number of Cars and Tonnage	Minimum Cars with Air
1 – 45 cars, more than 5000 tons	None Required
1 – 45 cars, less than 5000 tons	5
46 – 70 cars, less than 6500 tons	5
46 – 70 cars, more than 6500 tons	10
71 and more cars, all tonnage	10

Air must be cut in when switching the following industries: Pilkington, Loop Logistics, Ottawa Rail Car, Rockdale Seneca Marseilles and Utica

Switching standards with Air for Pemberville and Toledo Terminal Subdivision

Single Unit Consist	
Tonnage	Minimum Cars with Air
9000 or less	None Required
9001 to 13000	5
13001 and above	5 and must not exceed 5 MPH
Two or More Unit Consist	
Tonnage	Minimum Cars with Air
11000 or less	None Required
11001 to 15000	5
15001 and above	5 and must not exceed 5 MPH

Switching Standards with Air Woodland Subdivision

Danville Yard and Industries

Single Unit Consist	
Number of Cars and Tonnage	Minimum Cars with Air
1 – 30 cars, less than 4000 tons	None Required
1 – 30 cars, more than 4000 tons	5
31 – 45 cars, less than 5000 tons	5
31 – 45 cars, more than 5000 tons	10
46 cars and above, all tonnage	10

Two or More Unit Consist	
Number of Cars and Tonnage	Minimum Cars with Air
1 – 45 cars, less than 5000 tons	None Required
1 – 45 cars, more than 5000 tons	5
46 – 70 cars, less than 6500 tons	5
46 – 70 cars, more than 6500 tons	10
71 and more cars, all tonnage	10

Bedford Park and 59thSt. - All Intermodal Trains Arriving Chicago

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

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

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

Inbound Locomotive Reporting

Any train that is destined to either Barr Yard, 59thStreet Yard, Bedford Park, BNSF, UP, CP, BRC or IHB will report the following information prior to departing their terminal:

- 1) Locomotive numbers in the consist,
- 2) Facing directions for each locomotive in the consist,
- 3) Locomotive fuel reading for each locomotive in consist,
- 4) Any locomotive defects.

In addition to the normal reporting requirements for defects, the above information will be reported to the following positions:

Garrett Yardmaster for Westward trains either departing or traveling through Garrett.

SB Dispatcher for northward trains at Danville

Lafayette Yardmaster on duty for northward trains at Lafayette enroute to Chicago.

Grand Rapids Yardmaster for westward trains on Grand Rapids sub enroute to Chicago.

Any train that is destined to BNSF at Chicago must not depart their terminal unless the locomotives have a minimum of 2500 gallons of fuel on each locomotive. If the locomotives do not have sufficient fuel, notify the Yardmaster on duty or the appropriate Trainmaster and the Chicago Operations Center at 708-832-2088. Permission must be granted by the Director Train Operations at 708-832-2066 before a BNSF bound train can depart the terminal with insufficient fuel.

This instruction does not condone the delay of train to acquire this information in a timely manner.

Safety Control Device Test – Trains Destined for Canada

Trains destined for Canada must have an operative control device on the controlling locomotive with documentation that a test has been performed on the electronic alerter or pneumatic foot pedal device. If not documented, this test must be conducted before the train enters Canada. When testing is required, perform the test at a designated location prior to crossing the border into Canada.

Procedure

A. Electronic Alerter Test

1. Set Up:

- a) Handbrake on lead unit applied and on trailing units as required to prevent movement during test.
- b) Automatic brake valve cut in and handle in release position.
- c) Independent brake valve cut in and fully applied.
- d) Reverser in neutral.
- e) Isolation switch in run position.
- f) Alerter circuit breaker in on position.
- g) Electronic alerter must be cut in.

2. Test:

- a) Move independent brake valve handle to release. Allow alerter system to go through a 25-second penalty timing cycle. Do not reset and note that a penalty brake application occurs at the end of the cycle.

When no reset occurs, penalty sequence is as follows:

- 1) Warning light and audible alarm pulsate with increasing frequency for approximately 10 seconds.
 - 2) Warning light and audible alarm are active continuously for approximately 10 seconds.
 - 3) Magnet valve is de-energized, resulting in a penalty brake application.
- b) Place reverser in forward or reverse, advance throttle to run #1 and verify that no load is developed. Return throttle to idle, and return reverser to neutral position.

c) To recover, place the automatic brake valve handle in suppression position until the PCS light goes out. The alerter system is now reset. Release automatic brake when desired.

B. Pneumatic Foot Pedal (Deadman) Test

1. Set Up:

a) Hand brake on lead unit applied and on trailing units as required to prevent movement during test.

b) Automatic brake valve cut in and handle in release position.

c) Independent brake valve cut in and in fully applied position.

d) Reverser in neutral.

e) Isolation switch in run position.

f) Safety control device cut in.

2. Test

a) Initiate a penalty brake application by releasing the independent brake and the pneumatic foot pedal.

b) Note that equalizing reservoir air pressure reduces at the service rate and that locomotive brakes apply.

c) Place reverser in forward or reverse. Advance throttle to run #1 and verify that no load is developed. Return throttle to idle, and place reverser to neutral position.

d) Recover the penalty brake application by moving the automatic brake valve handle to the suppression position. If equipped with an automatic reset, magnet valve will be reset. Return automatic brake valve handle to release. Once brake pipe pressure is restored PCS will be automatically go out or manually depress the PC reset button to extinguish the PC open light.

e) Note that brakes release.

C. Documentation

Once test is successfully completed, document in the margin on the BTC 100, to include the following:

1. Time the test was performed
2. Date test was performed
3. Location test was performed
4. Name and ID of person who performed the test.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Diesel Locomotives

Unless otherwise instructed in the subdivision Special Instructions, six axle locomotives are prohibited from operating on any industrial track.

Long Cars On Wye Track

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

Handling Cabooses / Shoving Platforms

A. Cabooses/Shoving platforms must not be:

a) Cut off in motion

b) Struck by any car moving under its own momentum

c) Coupled into with more force than is necessary to complete the coupling

d) Placed in a classification track without the express permission of the yardmaster

B. Yardmasters must:

a) Discuss the locations of any cabooses/shoving platforms in their yard during shift turnover

b) Arrange for cabooses/shoving platforms to be isolated away from the general classification tracks as soon as practicable to avoid switching damage.

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

LIFE CRITICAL LOG

A Conductor's life critical trip log is in effect for use on the entire Chicago Division. This log must be completed by the conductor as instructed below. Conductors must keep in their possession the previous round trip for inspection.

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

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

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

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

Track Abbreviations

1 Track number for multiple tracks

M Single main track

S Siding

Y Yard track

C Foreign Connection Track

Forms are available at on-duty locations.

Pilot Requests

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

A. The fax is to be sent to Manager of B&OCT at RNX 481-2091, or Bell 708-832-2091.

B. If the fax receipt is not obtained, call the Manager of B&OCT at RNX 481-2126, or Bell 708-832-2126. If no answer, call the Chicago West Assistant Chief dispatcher at RNX 481-2088, or Bell 708-832-2088. If audex is received, a message may be left.

C. The fax receipt is to be retained until the completion of your tour of duty.

D. If you are placed on a different train assignment, you must submit a new Pilot Request Form or inform the Manager of B&OCT of the changed assignment.

E. In the event you are unable to fax the Pilot Request Form or make contact by telephone, inform the train dispatcher of the pilot request. Request that he/she contact the Manager of B&OCT and inform him/her of your pilot request. Under no circumstance will a train's departure be delayed due to inability to fax a Pilot Request Form.

F. Crews departing Chicago must inform the crew caller at the time of call if a pilot is needed. If the crew caller is not informed of the request for a pilot, the crew must contact the Manager of B&OCT or Chicago West Assistant Chief Train Dispatcher directly at the time of call.

G. If there are any questions regarding the train's final destination or its route, contact the Chicago West Assistant Chief Train Dispatcher at RNX 481-2088 or Bell 708-832-2088.

Pilot Requests

When a pilot crew is called to pilot a train, the crew requesting a pilot will remain on the lead locomotive until final destination or the expiration of H.O.S. The pilot engineer will ride in the lead unit, and depending on the available seating on the lead unit, the conductor and any other piloting crew members will ride in the trailing unit. Rule GR-19 is changed accordingly.

Taxi Transportation

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

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

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

If additionally delayed, crews should continue to call at 30 minute intervals if still awaiting taxi.

CSX Trains Originating At IHB Railroad at Blue Island

The conductor for CSX trains originating at Indiana Harbor

Belt Railroad at Blue Island is to comply with the following instructions:

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

Crossing International Border

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

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

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

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

Chief Dispatcher Territories

Subdivision	Chief Dispatcher	Telephone No.
Altenheim Barr Blue Island Chicago Heights Lake Monon Porter New Rock Woodland	Chicago West	RNX: 8-481-2088 RNX: 8-481-2089 708-832-2088 708-832-2089
Detroit Fremont Garrett Grand Rapids Grand Rapids Terminal Lincoln Pemberville Plymouth Port Huron Saginaw Toledo Terminal	Chicago East	RNX: 8-481-2105 RNX: 8-481-2107 708-832-2105 708-832-2107

Transporting End-of-Train Devices

An end-of-train device (EOT) will not be stored or transported in the cab of a locomotive. Employees required to transport an end-of-train device on a locomotive consist will mount the end-of-train device to the leading or trailing knuckle.

Chicago Operating Rules Association (C.O.R.A) Guide

CSX train and engine service crews must carry an up to date C.O.R.A. guide when operating on foreign railroads within the Chicago Terminal area. Contact your local manager for copies of the guide and the latest updates to the guide.

OPERATION OF 16TH STREET AIR LINE BRIDGE

16th Street Air Line Bridge – The following will apply for railroad operations:

The normal position for the 16th Street Air Line bridge at DCB 2.24 is lined for rail traffic. The bridge is staffed in accordance with City of Chicago and Coast Guard required hours of 0700 to 1500 hours CST, Wednesday, Saturday and Sunday.

Rail traffic operating in an eastward direction, will converse with the BNSF Union Avenue dispatcher for eastward movement to the bridge. Upon permission to approach the bridge, operate under signal indication to the bridge indicator lights. The normal aspect for current of traffic is lunar with an indication of Restricting. Once the eastward movement has arrived at the bridge, and the signal is displaying a Lunar indication, proceed to Metra's 16th Street interlocking.

Rail traffic operating in a Westward direction, will converse with the Metra 16th Street interlocking operator prior to arrival at 16th Street Tower. Once a signal is provided, proceed to the 16th Street Air Line bridge to the bridge indicator lights. The normal aspect for current of traffic is a lunar with an indication of Restricting. Once the westward movement has arrived at the bridge and the signal is displaying a lunar indication, proceed to the BNSF Union Avenue signal.

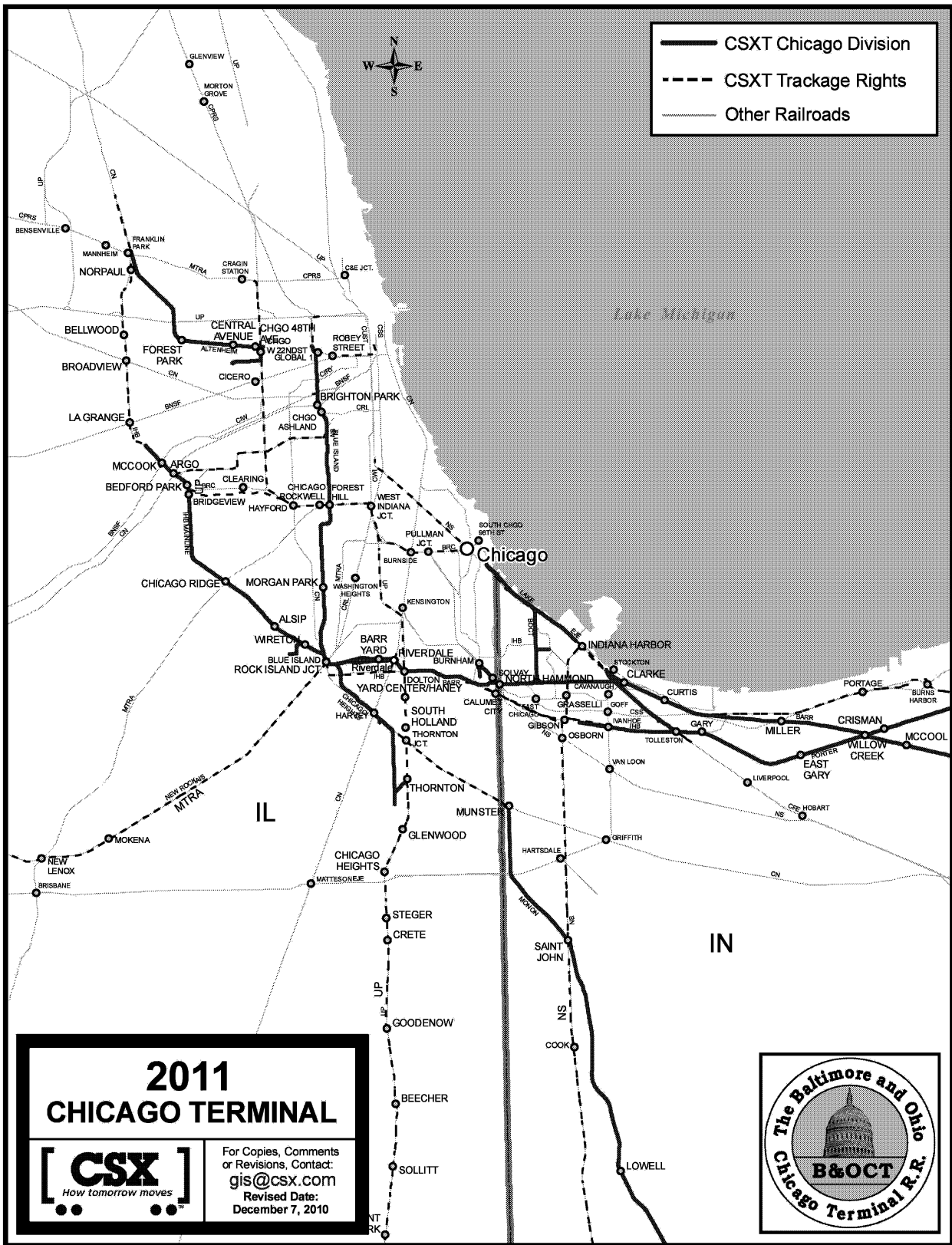
Rail traffic operating in a Eastward or Westward direction AGAINST the current of traffic must receive permission from the BNSF Union Avenue dispatcher and the Metra 16th Street interlocking operator. Once permission is received from all parties, the movement may proceed to the 16th Street Air Line bridge. Upon approaching the 16th Street bridge, signal indication will display either a lunar for Restricting or a red for Stop.

If the bridge is displaying a Stop indication, movement may then occur if the bridge operator signals, per Operating Rule 12C, that the bridge is lined and locked for rail movement, and permission is received from the CSX RB dispatcher by the Stop indications. The bridge operator will use a green flag by day and a yellow light by night, or verbal permission is received from the draw bridge operator that the bridge is in safe condition for movement. The RB dispatcher can be contacted at 708-832-2074 or on AAR Channel 14, tone 3. Road channel is AAR 08. The bridge operator can be contacted at 312-421-6024. If there is no bridge operator, a member of the train crew must ascertain that the bridge is lined for rail movement and lift rails are in proper position before movement is allowed to proceed. Permission may then be requested to cross the bridge from the CSX RB

dispatcher.

9. HIGHWAY-RAIL CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

NONE



SPEED TABLE

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