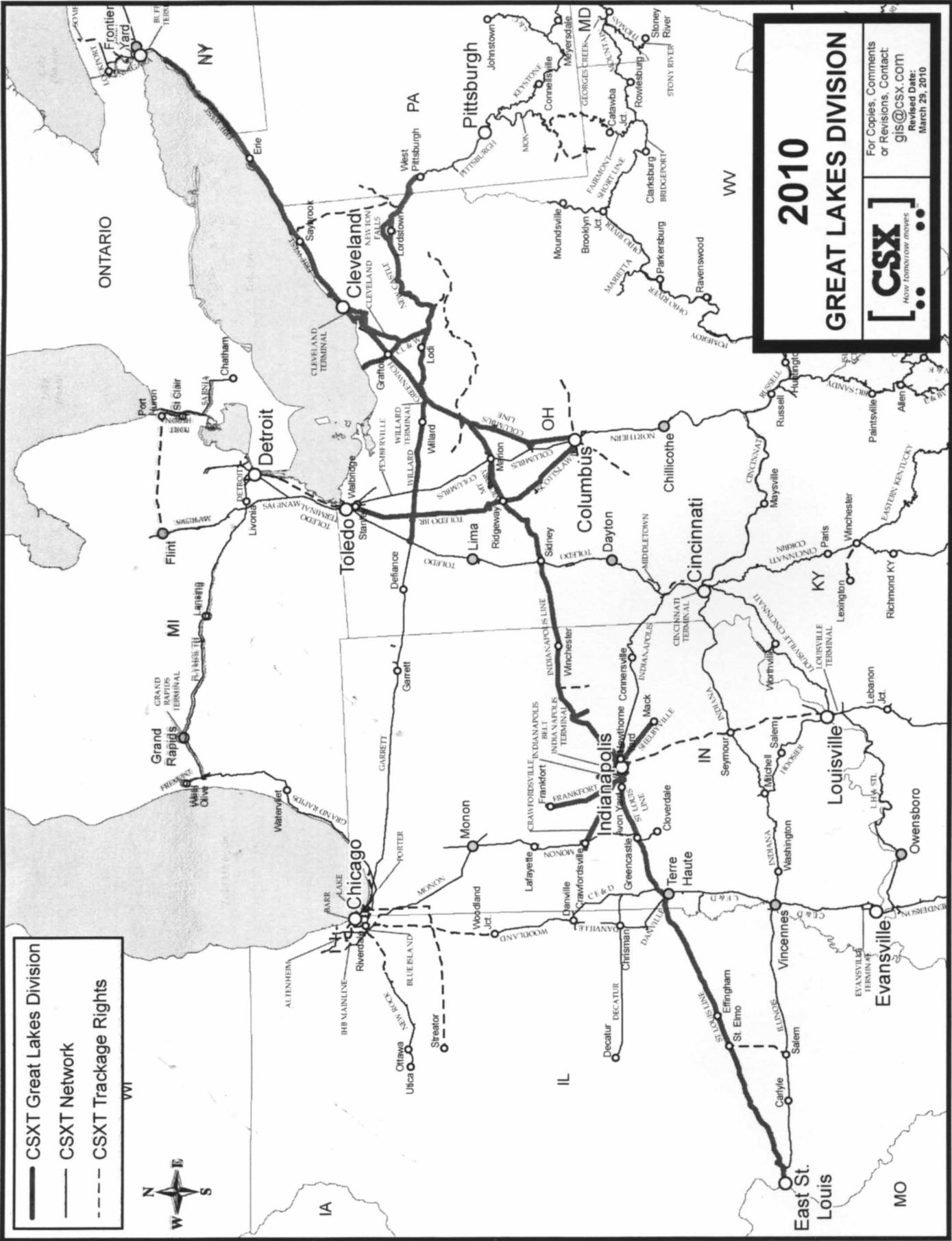




**GREAT LAKES DIVISION  
TIMETABLE NO. 6**

**EFFECTIVE  
FRIDAY, APRIL 15, 2011  
AT 0001 HOURS  
CSX STANDARD TIME**



**2010**  
**GREAT LAKES DIVISION**

For Copies, Comments  
 or Revisions, Contact  
[gis@csx.com](mailto:gis@csx.com)  
 Revised Date:  
 March 29, 2010

**[CSX]**  
*How tomorrow moves*

— CSXT Great Lakes Division  
 - - - CSXT Network  
 - - - CSXT Trackage Rights



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## DIVISION SPECIAL INSTRUCTIONS

NAME	PAGE
GREAT LAKES	139

### PHONE NUMBERS

<b>Emergency Assistance</b>	
Police and Fire Departments(CSX Police)	800-232-0144
Hazardous Material Hot Line	800-232-0144
Employee Assistance Group (24-hour Assistance)	800-657-3366
<b>NON-EMERGENCY SITUATIONS:</b>	
Louisville Chief Dispatcher	(RNX) 453-1254 (BELL) 513-853-1254 (BELL) 800-232-0144
Louisville Director Train Operations	(RNX) 435-1257 (BELL) 513-853-1257
CSX Standard Clock	(RNX) 388-5000

# 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
1		2				WEST	↓			
P	F	P	F							
60	50	60	50	CPQ 0.0	LEN	PBR RWY SPARROW SD				
60	50	60	50			1	2	ABS-261		
79	55	79	55	CPQ 9.2		13.8		ABS-261		
		79	55	CPQ 13.8	NORTH EAST			CPS-261		
				17.0		16.8		S-261		
				18.0		5559		ABS-261		
				CPQ 20.0	EAST KENT			CPS-261		
79				CPQ 20.3		2.0	SSDG 10,120 FT	ABS-261		
				CPQ 22.0	WEST KENT		SP	CPS-261		
65	55			CPQ 22.8				ABS-261		
55	50			CPQ 23.5			KENT YD CH - 28	ABS-261		
55	50			CPQ 24.4	EAST LAUREL			TWC-DCS		
				CPQ 26.1		1.7	24.8	SDG 8,750 FT		
				CPQ 26.4	WEST LAUREL		25.6	SP		
				CPQ 26.5				DD		
				CPQ 28.2	MOHAWK JUNCTION					
50	40	50	40	CPQ 29.2				NS		
40	30	40	30	CPQ 29.5				NS		
50	45	50	45	CPQ 29.8						
50	45	50	45	CPQ 30.6	ALEXANDRIA			TWC-DCS		
30.6 MILES LEN TO ALEXANDRIA										
STATION PAGE NOTES										

NOTE 1: Instructions for this location.

**GREAT LAKES DIVISION  
31 East Georgia Street  
Indianapolis, IN 46204**

Great lakes Division Telephone Numbers	
	<b>BELL</b>
Division Manager	317-267-4161
Division Engineer	440-239-3608
Assistant Division Manager	317-267-4270
Senior Road Foreman	317-267-4049
Superintendent Train Operations	317-267-4193
Division Signal Engineer	440-239-3619
Manager of Safety and Operating Practices	317-267-4253

Ashtabula	
<b>TITLE</b>	<b>BELL</b>
Trainmaster	440-992-1759
RoadMaster	216-268-7049

Avon	
<b>TITLE</b>	<b>BELL</b>
Terminal Superintendent	317-838-3339
Assistant Terminal Superintendent	317-838-3298
Trainmaster	317-838-3370
Trainmaster	317-838-3285
Trainmaster	765-364-9303
Road Foreman	317-838-3272
Road Foreman	814-306-6941
RoadMaster	317-838-3315
Signal Supervisor	317-838-3342
Senior General Car Foreman	317-838-3363

Cleveland	
<b>TITLE</b>	<b>BELL</b>
Terminal Manager	216-268-7105
Trainmaster	216-268-7139
RoadMaster	216-268-7240
Senior General Foreman	216-268-7309
Manager of Signals	216-268-7152
Road Foreman	216-268-7103

E. St. Louis	
<b>TITLE</b>	<b>BELL</b>
Terminal Manager	618-482-2686
Trainmaster	618-482-2662

Hawthorne Yard	
<b>TITLE</b>	<b>BELL</b>
Trainmaster	317-267-4403
Trainmaster	317-267-4402
RoadMaster	317-267-5520
Road Foreman of Engines	317-267-3272

**Indianapolis**

**TITLE**

Director Train Operations  
Mechanical Superintendent  
Manager of Facilities  
Bridge Supervisor  
Manager of Signals  
Engineer Track

**BELL**

317-267-4850  
317-267-4168  
317-267-4695  
317-267-4568  
317-267-4503  
317-267-4503

**Crestline**

**TITLE**

Trainmaster

**BELL**

419-683-4975

**Lodi**

**TITLE**

RoadMaster

**BELL**

330-948-2225

**Lordstown**

**TITLE**

Trainmaster

**BELL**

330-824-8926

**Marion**

**TITLE**

Trainmaster  
RoadMaster  
Road Foreman

**BELL**

740-375-6224  
740-375-6209  
740-375-6236

**New Castle**

**TITLE**

Road Foreman  
Trainmaster

**BELL**

724-656-9813  
724-656-9646

**Terre Haute**

**TITLE**

RoadMaster  
Signal Supervisor

**BELL**

812-231-5443  
812-231-5417

**Willard**

**TITLE**

Terminal Superintendent  
 Assistant Terminal Superintendent  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Trainmaster  
 Road Foreman  
 RoadMaster  
 Engineering Structural maintenance  
 Senior General Car Foreman

**BELL**

419-933-5004  
 419-933-5002  
 419-933-5008  
 419-933-5000  
 419-933-5047  
 419-933-5005  
 419-933-5607  
 419-933-5620  
 419-933-5643

**Sidney**

**TITLE**

RoadMaster

**BELL**

937-492-9364

**Great lakes Division Train Dispatching Operations  
 31 East Georgia St.  
 Indianapolis, Indiana 46204**

	<b>RNX</b>	<b>BELL</b>		<b>RNX</b>	<b>BELL</b>
Chief Train Dispatcher/Director Train Operations	531-4850	317-267-4850	<b>IE Dispatcher</b>	531-4264	317-267-4264
			Mount Victory Subdivision (MY) Scottslawn Secondary Subdivision (SB) Columbus Line Subdivision (CY)		
Great Lakes Assistant Chief Dispatcher	<b>531-4308</b>	<b>317-267-4308</b>	<b>IG Dispatcher</b>	531-4262	317-267-4262
	513-4309 513-4021 513-4023	317-267-4309 317-267-4021 317-267-4023	Cleveland Terminal Subdivision (CZ) Cleveland Short Line Subdivision (SH) Greenwich Subdivision (GH)		
<b>IB Dispatcher</b>	531-4611	317-267-4611	<b>IH Dispatcher</b>	531-4387	317-267-4387
St. Louis Line Subdivision(ST)			Erie West Subdivision (EW)		
<b>IC Dispatcher</b>	531-4979	317-267-4979	<b>IO Dispatcher</b>	531-4183	<b>317-267-4183</b>
Indianapolis Terminal Subdivision (IT) Crawfordsville Branch Louisville Secondary Branch Indianapolis Belt Branch Crawfordsville Branch Subdivision (XC) Frankfort Secondary Subdivision (FF) Indianapolis (HL) Louisville Division. LB Dispatcher Shelbyville Secondary SD			CL&W Subdivision (CL) Cleveland Subdivision (CD) Newcastle Subdivision (AK) Newton Falls Subdivision (NF)		800-854-5698
<b>ID Dispatcher</b>	531-4964	317-267-4964	<b>IP Dispatcher</b>	531-4181	<b>317-267-4181</b>
Indianapolis Line Subdivision (IP) Toledo Branch Subdivision (TB)			Fostoria Subdivision (FS) Willard Subdivision (CE) Willard Terminal Subdivision (WT)		800-233-5058

**EMERGENCY ASSISTANCE**

CSX Railroad Police	800-232-0144
Employee Assistance Group (24-hour Assistance)	800-657-3366



# CL&W SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- CL&W

Trk	MP/Location	F
Both	BJ 120.2 - 122.8	25
Both	BJ 122.8 - 122.9 -- City Ordinance (HE)	10
SG	BJ 122.9 - 123.0 -- City Ordinance (HE)	10
SG	BJ 123.0 - 134.0	25
SG	BJ 134.0 - 146.3	20
SG	BJ 146.3 - 146.4	10
SG	BJ 146.4 - 156.2	20

### 42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- CL&W

Trk	MP/Location	F
Both	BJ 122.8 - 122.9 (HE)	10
SG	BJ 122.9 - 123.0 (HE)	10

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BJ 146.4	Grafton	CSX	Remotely	226-B
BJ 154.1	Elyria	NS	Controlled	

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

a) Contact the CSX Dispatcher. Does not apply to movements under Rule 704.

b) If the RED light is on, push the button and hold it in for 5 seconds. A WHITE light should come on. The train may proceed after securing permission from the Train Dispatcher. If the WHITE light does not come on, pull at least 30 feet by the signal but do not foul the crossing. Wait six minutes for signal protection and secure permission from the Dispatcher to proceed.

c) If RED light is not on, wait six minutes then press the button and hold it in for 5 seconds. Pull by the signal at least 30 feet but do not foul the crossing, Wait 6 minutes and secure the permission of the dispatcher to proceed.

**Elyria** – Controlled by NS Toledo East Dispatcher – Channel 58-647 or phone 313-323-5860.

### 104-A HANDLING SWITCHES

**BJ 135.5 Lester** – The normal position for the switch between the CL&W SD and the Cleveland SD is lined for the Cleveland Subdivision. Switch must remain locked except when being operated.

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR-1277 - CR-1294A govern aspects and indications on the signal at BJ 146.4 Grafton.

Signal Rules 1281 - 1298 govern aspects and indications on the signal at BJ 154.1 Elyria.

## 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BJ 123.0	Seville	Continuous	14-7, 08	Wayside
BJ 159.6	Lorain			

## 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

Unless otherwise authorized by a Clearance Bureau wire or by the Director of Network Operations, equipment in excess of 18 feet 6 inches must not operate on subdivision.

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BJ 120.2 - BJ 161.0	All Industry Tracks	6-Axle Locomotives	Prohibited

## 7. CLOSE CLEARANCE

MP	Location	Remark
BJ 146.1	Grafton Elevator	ALL
BJ 156.1	Dell Lumber	ALL

## 8. MISCELLANEOUS

### EXCEPTED TRACK

MP	Location	Track
BJ 156.6 - BJ 161.0	Lorain Yard	End of Track

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

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

MP	Location	DOT#
BJ 121.6	Seville & Sterling CR 43	142522P
BJ 122.9	Main St	142518A
BJ 124.2	Greenwich Rd	142517T
BJ 128.2	Lake Rd	142504S
BJ 129.6	Wedgewood Rd	142501W
BJ 130.9	Laffayette Rd	142498R
BJ 131.1	Columbia Rd	142497J
BJ 133.0	Branch Rd	142493G

BJ 137.3	Lester Rd	142488K
BJ 146.4	Main / Grafton	142464W
BJ 146.6	Grafton Rd	142462H
BJ 147.9	Chippewa Rd	142505Y
BJ 150.4	Butternut Ridge	142451V
BJ 151.2	Middle Ave	142447F
BJ 152.2	Oberlin Rd	142446Y
BJ 152.8	W 15th / Mussey St	142445S
BJ 153.0	W River St	142443D
BJ 153.1	Infirmiry Rd	142442W
BJ 153.6	Woodford Ave	142441P
BJ 154.2	Huron St	142439N
BJ 154.4	Lowell St	142438G
BJ 154.6	Lake & Foster Ave	142436T
BJ 155.1	Bell Ave	142434E
BJ 156.2	Griswold Rd	142427U
BJ 157.5	N Ridge Rd	142424Y

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NOTES

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# CLEVELAND SUBDIVISION - CD

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
			<div style="border: 1px solid black; padding: 2px; display: inline-block;">C&amp;W SD</div>				
	BJA 137.5	LESTER WYE	BJA 137.1	LESTER	96		
10			<div style="border: 1px solid black; padding: 2px; display: inline-block;">IO DISP 14 - 7 RD - 08</div>		TWC-DCS		
25	BJA 138.5		<div style="border: 1px solid black; padding: 2px; display: inline-block;">CLEVELAND SHORTLINE SD</div>				
	BJA 154.8	EAST PARMA YL	BJA 147.9	PARMA YD	TWC-DCS		
25			BJA 155.9		193 PARMA YARD LIMITS		
20			<div style="border: 1px solid black; padding: 2px; display: inline-block;">CLEVELAND SHORTLINE SD</div>				
10	<b>BJA 156.2</b>	<b>WEST PARMA YL PARMA DIAMOND</b>	<div style="border: 1px dashed black; padding: 2px; display: inline-block;">-----</div>		<b>CPS-261</b>		
	BJA 161.0	EAST CLEVELAND YL	4.8		TWC-DCS		
10	BJA 162.4	WEST CLEVELAND YL (END OF MAIN TRACK)	1.4	WILLOW IT	193 CLEVELAND YARD LIMITS		
			NS		96		
<b>24.9 MILES LESTER WYE WEST CLEVELAND YL</b>							

# CLEVELAND SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- CLEVELAND

Trk	MP/Location	F
SG	BJA 137.5 - 138.5	10
SG	BJA 138.5 - 154.8	25
SG	BJA 154.8 - 156.2	20
SG	BJA 156.2 - 162.4	10

### 97 DRAWBRIDGES

MP	Location	Hours Attended
BJB 72.5	Cuyahoga River	1300-2100 and 2200-0600

After receiving permission from the operator to pass a Stop signal, a member of the crew must ascertain that the draw span and lift rails are in proper position before movement may proceed.

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BJA 156.2	Parma	CSX	Remotely Controlled	226-B
BJA 162.4	Clark Ave	NS	Stop Sign	98
BJB 70.4	Clark Ave	CV	Tilt Target	
BJB 72.5	Clark Ave	NS	Stop Sign	

**BJA 162.4 Clark Ave** – Eastbound trains must stop at Denison Ave. Westbound trains must stop at 14th Street and then proceed only after the conductor or engineer has determined that the indicator light will show a green aspect for their movement. These indicators indicate authority to use the crossing only.

When the indicator light displays a red light:

a) The conductor or engineer must determine that no train or engine is fouling or approaching the crossing.

b) Operate the push-button in the control boxes stenciled "B&O push-button". Push the button and hold it in for 2 seconds, then release it. Wait the 3 minute time delay. The indicator light should then display a green aspect for your movement (Boxes are located on the signal case beside the high mast on the east side of West 14th Street).

c) Should the indicator light fail to display a green aspect, after observing no conflicting movements your train may proceed, reporting the malfunction of the indicator lights to the dispatcher.

**BJB 70.4 Clark Avenue** – Equipment will approach CV crossing prepared to stop if the crossing is clear and the target lined horizontal for a CSX movement, such equipment may proceed over the crossing without stopping, not exceeding 10 MPH. The target will be left positioned for a CSX movement.

**BJB 72.5 Clark Avenue** – Color light signals located in the southwest quadrant of the crossing govern movements on the yard track and normally display a GREEN "Proceed" aspect for CSX movements. When a RED STOP aspect is

displayed, the crew will be governed as follows:

a) Determine that an NS train or engine is not fouling or approaching the crossing;

b) If a WHITE indicator light on the appropriate emergency key controller, located at the signal, is illuminated, depress the EMERGENCY pushbutton for 1 second;

c) The signal should display GREEN, and the WHITE indicator light should extinguish;

d) If the WHITE indicator light is not extinguished or was not illuminated upon arrival, insert a switch key in the appropriate EMERGENCY keyhole, turn it to the right and leave it there until your movement is completed;

e) The indicator light on the control box in the southwest quadrant of the NS crossing governs movements on the Wheeling interchange track. After stopping at the STOP sign and determining that no NS train or engine is fouling or approaching the crossing, a member of the crew will insert a switch key into the control box and turn it to the right. A WHITE indicator light, if illuminated, will be extinguished, and a GREEN indicator light will be illuminated; the movement may then proceed over the crossing. If GREEN indicator light does not illuminate, comply with the instructions above for yard track movements.

### 100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
BJA 159.6	Brook Park	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
BJA 162.2	14th St West	
BJA 162.4	Jennings Ave	
BJA 162.4	Denison Ave	
BJB 66.5	Big 4 Lumber	
BJB 66.7	Dundee	
BJB 70.2	Harvard Ave	
BJB 70.2	Denison Ave	
BJB 70.5	Belt Line Rd	

### 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BJA 161.0	Clark Ave	2
BJA 162.4	Jennings Ave	

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281 through 1298 are in effect on the Cleveland Subdivision.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station
BJA 156.2	Parma	Continuous	14-7, 08, 28 YD and GM	Wayside
BJA 162.4	Clark Ave	0700-1500 1600-2359 Mon - Fri	70, 08	Terminal

**913 REMOTE CONTROL ZONES**

**REMOTE CONTROL LOCOMOTIVE OPERATION**

Remote Control Locomotive (RCL) rules are included in the CSX Operating Rules.

**Remote Control Locomotive Operations at Clark Avenue Yard, Cleveland, OH**

Remote Control Zone (RCZ) is established at Clark Avenue, Cleveland, OH and RCZ signs are placed as follows: From the Running Track at the former location of the CV Overhead bridge at BJB 71.0 to BJB 71.8, the Outbound Lead located east of the hump crossing.

**Instructions for Train, Engine or On-track Equipment Movements Arriving Clark Avenue Yard, Cleveland, OH**

Trains or on-track equipment must contact the yardmaster at Clark Avenue Yard, Cleveland, OH prior to entering Clark Avenue Yard.

RCOF may be contacted on Channel 70 for access to RCZ.

**Remote Control Locomotive Operations at Parma Yard, Brookpark, OH**

Remote Control Zone (RCZ) is established at Parma Yard, Brookpark, OH and RCZ signs are placed as follows: From 10GM out the warehouse lead to the end of the track.

**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
BJB 72.5	West End of Clark Ave

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
BJB 66.5	Dundee Cement Newburg Ind Spur	Cars over 240,000 pounds - 6-Axle Locomotives	Prohibited
BJB 66.0	Willow to General Chemical	6-Axle Locomotives	Must be preceded and followed by one 50 or 70 ton car, loaded or empty
BJB 66.0		Cars over 240,000 pounds less than 44 feet in length	
BJA 137.1 - BJA 162.4	Industry Tracks Entire Subdivision	6-Axle Locomotives	Prohibited
	Sewage Works Ind Track		

**7. CLOSE CLEARANCE**

MP	Location	Remark
BJA 146.1	Chem Central	ALL
BJA 155.3	Parma GM	GM4, GM5 and GM6
BJA 155.4	Specialty Products	ALL
BJA 162.4	Chem Solvent	ALL
BJB 69.8	Shell Sand	ALL
BJB 72.4	Air Products	ALL
BJB 72.6	Zaclon	ALL
BJB 74.5	CER	ALL

**8. MISCELLANEOUS**

**EXCEPTED TRACK**

MP	Location	Track
BJB 74.5 - BJB 70.2	Willow Industrial Track	Entire Industrial Track
BJA 162.4	Clark Yard	All Tracks

**Emergency phone numbers**

Cleveland yard office 216-566-9362

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

**BJA 162.4 Clark Ave Yard** – Unless otherwise instructed, a crew member of westbound trains will call the Clark Avenue Yardmaster for instructions.

**Willow Industrial Track** – Permission of the Yardmaster at Clark Avenue when on duty, must be secured to occupy this track. Movements from the Willow Industrial Track will contact Clark Avenue Yardmaster before entering yard.

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

<b>MP</b>	<b>Location</b>	<b>DOT#</b>
BJA 137.2	Spieth Rd	141902T
BJA 137.6	Lester Rd	141905N
BJA 138.3	Wolff Rd	141906V
BJA 138.5	Columbia Rd SR 252	141907C
BJA 139.6	Neff Rd	141909R
BJA 141.8	Center Rd SR 303	141913F
BJA 143.4	Grafton Rd	141916B
BJA 146.3	Foltz Ind Pkwy	141921X
BJA 147.4	Royalton Rd SR 82	141922E
BJA 147.9	Prospect Rd	141923L
BJA 147.9	Westwood Dr	141924T
BJA 148.8	Albion Rd	141925A
BJA 149.2	Fair Rd	141926G
BJA 151.1	Fowles Rd	141930W
BJA 151.4	Engle Rd	141931D
BJA 152.1	Bagley Rd	141933S
BJA 152.4	Fry Rd	141934Y
BJA 153.4	Smith Rd	141935F
BJA 154.1	Holland Rd	141936M
BJA 154.9	Snow Rd	141938B
BJA 155.0	Hummel Rd	141939H
BJA 155.3	130th St	141940C
BJA 156.0	Brook Park Rd	141941J
BJA 157.5	American Rd	141942R
BJA 162.2	W 14th St	141949N
BJA 162.4	Jennings Ave	141950H
BJA 162.4	Denison Ave	141951P
BJB 66.5	Big 4 Lumber	142994L
BJB 66.7	Dundee	143001C
BJB 70.2	Harvard Ave SW	143005E
BJB 70.2	Denison Ave	143003R
BJB 70.5	Belt Line Rd	143006L

# CLEVELAND SHORT LINE SUBDIVISION - SH

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	WEST			
<b>1</b>	<b>2</b>			CLEVELAND TERMINAL SD				
25	30	QDS 0.0	CP 175 QUAKER	3.9		ABS-261		
30		QDS 0.6						
		QDS 3.9	CP 3			CPS-261		
				4.1	1    2	ABS-261		
30	30	QDS 8.0	CP 8			CPS-261		
40				0.9	HARVARD CONN	ABS-261		
		QDS 8.9	CP 9			CPS-261		
40	40	QDS 10.0		5.1	1    2 MARC YD    DD VOYALE (H TRACK) QDS 10.2 GEORGIA PACIFIC QDS 13.4	ABS-261	1	
40	40	QDS 11.7						
50	50	QDS 14.0	CP 14			CPS-261		
				2.8	QDS 16.1 QDS 16.6 QDS 16.7 PARMA GM LEAD SP	ABS-261		
		QDS 16.8	CP 16		CLEVELAND SD	CPS-261	2	
				0.7	1    2	ABS-261		
		QDS 17.5	CP 17		CLOROX    LAICH IND NS ROCKPORT YD	CPS-261		
50	50							

# CLEVELAND SHORT LINE SUBDIVISION - SH

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
1	2							
SINGLE								
50	50	QDS 18.0	4.4	1	2	ABS-261		
60	60	QDS 19.3						
40								
		QDS 21.9	BEREA	TOLEDO CONN NS		CPS-261		
				INDY CONN				
40	60	QDS 22.3	CP 13	1	2	ABS-261		3
				GREENWICH SD				
<b>22.3 MILES CP 175 TO CP 13</b>								

STATION PAGE NOTES
<p><b>NOTE 1:</b> Movements to Marcy must contact Collinwood Yardmaster before proceeding.</p> <p><b>NOTE 2:</b> Parma, CP 16 - All trains must insure that the diamond is cleared. In addition, trains making a setoff/pickup in an eastbound direction at CP 14 must insure that the diamond at CP 16 is cleared.</p> <p><b>NOTE 3:</b> West of QDS 22.3 track numbers are reversed.</p>

# CLEVELAND SHORT LINE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS - - CLEVELAND SHORT LINE

Trk	MP/Location	F
1	QDS 0.0 - 0.6	25
2	QDS 0.0 - 0.6	30
Both	QDS 0.6 - 8.0	30
SG	QDS 8.0 - 8.9	40
Both	QDS 8.9 - 11.7	40
Both	QDS 11.7 - 18.0	50
Both	QDS 18.0 - 19.3	60
1	QDS 19.3 - 22.3	40
2	QDS 19.3 - 22.3	60

### ADDITIONAL SPEEDS (SP) - - CLEVELAND SHORT LINE

Location	Track Type	F
QDS 16.7 - 16.8	CONN	10

## 14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
QDS 18.9 - QDS 20.2	Hummel Rd, Engle Rd and Holland Rd	Continuously

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

## 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QDS 16.8	CP 16	CSX	Remotely Controlled	226-B

## 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Cleveland Shortline Subdivision.

## 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QDS 16.8	Parma	Continuous	46-6#, 50	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
QDS 10.0	Marcy	2	NONE

### 4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE

Governs Intermodal trains on the Cleveland Shortline Subdivision

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QDS 0.0 - QDS 22.3	Entire Subdivision	Cars exceeding 300,000 pounds	Prohibited

## 7. CLOSE CLEARANCE

NONE

## 8. MISCELLANEOUS

### ADDITIONAL STATIONS

MP	Station	Switch Opening
QDS 5.2	Water Works	No. 2 West
QDS 5.6	Junk Yard	No. 1 West
QDS 6.3	Kinsman Connection	No. 1 East
QDS 10.2	Voyale (H track)	No. 2 West
QDS 13.4	Georgia Pacific	No. 2 East
QDS 16.1	CEI Stub	No. 1 West
QDS 19.5	Goodyear	No. 1 East
QDS 22.3	Kunkle	

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

MP	Location	DOT#
QDS 16.8	Brookpark Rd	524298N
QDS 18.9	Hummel Rd	523971H
QDS 19.3	Engle Rd	523973W
QDS 20.2	Holland Rd	523975K

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NOTES

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# CLEVELAND TERMINAL SUBDIVISION - CZ

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK STATION		AUTH FOR MOVE	TWC	NOTES
						WEST				
1 SINGLE		2				ERIE WEST SD				
P	F	P	F			1	2			
50	40	50	40			1	2			
				2.7	QD 171.3 CP 171	STATION E QD 171.5	2	TO LLOYD RD IND	CPS-261	
						1	2	CLEVELAND YARDMASTER 11		
						1	2	SOUTH YARD LEAD	ABS-261	
						1	2			
				0.7	QD 174.0 CP 174	STATION W QD 173.6			CPS-261	
						1	2		ABS-261	
						1	2			
50	40	50	40		QD 174.7 CP 175				CPS-261	
70	60	50	40							
					QD 174.8					
70	60					1	2		ABS-261	
								CLEVELAND SHORTLINE SD NO 2		
				1.1				CLEVELAND SHORTLINE SD NO 1		
70	60					1	2		ABS-261	
						1	2	45 IND TRK		

# CLEVELAND TERMINAL SUBDIVISION - CZ

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
<b>SINGLE</b>								
P	F							
70	60			45 INDUSTRIAL		ABS-261		
		QD 175.8	CP 176			<b>CPS-261</b>		
						ABS-261		
70	60	QD 178.7						
20	20	QD 178.8						
70	60			QD 178.9				
			5.6					
		QD 179.0			DD			
					QD 179.0			
70	60	QD 181.4	CP 181			ABS-261		
				INS				
<b>10.1 MILES CP 171 TO CP 181</b>								

# CLEVELAND TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- CLEVELAND TERMINAL

Trk	MP/Location	P	F
Both	QD 171.3 - 174.7	50	40
1	QD 174.7 - 174.8	70	60
2	QD 174.7 - 174.8	50	40
SG	QD 174.8 - 178.7	70	60
SG	QD 178.7 - 178.8	20	20
SG	QD 178.8 - 181.4	70	60

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Cleveland Terminal Subdivision.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QD 171.2	Yard	Continuous	9, 42	Terminal
	Yardmaster		11	
QD 173.6	Collinwood		46-5#, 50	Wayside

### 913 REMOTE CONTROL ZONES

#### Remote Control Locomotive Operation at Collinwood Yard

Remote Control Zones (RCZ) are established at Collinwood Yard as Follows:

**Zone #1 (8 Receiving):** The RCZ begins at the West Clearance Point of #14 to #17 Junction Switch. For Eastbound movements, the zone begins at the Hump and ends at the Clearance Point on 8 Receiving for the "New Cross-Over" Switches at the East End of Collinwood Yard.

**Zone #2:** The Fast Freight RCZ begins at the Private Road Crossing at grade, located just East of the 10 Fast Freight Switch at the Hump. The zone will encompass the Middle Lead to the Clearance Point for Eastbound movements onto #3 Fast Freight Switch. The Zone will also encompass the Middle Lead / Hump Lead Cross-Over Switches. Zone #2, Fast Freight RCZ, will continue East on the Hump Lead, up to the Clearance Point of the #7 Pocket Switch.

All Road Crossings within the Limits of an RCZ will be made inaccessible to vehicular traffic during the time a RCZ is activated. Switches within an RCZ will be Lined and Locked for intended movement within the RCZ.

#### Instructions for Train, Engine and On-Track Equipment Movements Arriving Collinwood Yard

All Engineering, Mechanical, and T&E Service Employees will not proceed within the limits of an RCZ as defined above without contacting the Collinwood Yardmaster to determine if an RCZ is activated.

If an RCZ is active and movement is required within that zone, Engineering, Mechanical, and T&E Service Employees must contact the Remote Control Foreman directly, as per

Rule 913-C, on Channel 46-46 for permission to enter or occupy any portion of an activated RCZ, and must report clear to the Remote Control Foreman when movement and/or occupancy is clear of the activated RCZ.

Collinwood Yardmaster may be reached on Channel 11.

## 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
QD 179.0	Cleveland	2	NONE

### 4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE

Governs Intermodal trains on the Cleveland Terminal Subdivision.

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QD 171.2 - QD 181.0	Entire Subdivision	Cars over 315,000 pounds	Prohibited
QD 178.5	CEI Lead	6-Axle Locomotives	Prohibited no closer than 350 feet from the CEI Gate

## 7. CLOSE CLEARANCE

NONE

## 8. MISCELLANEOUS

### EXCEPTED TRACK

MP	Location	Track
QD 175.9 - QD 178.9	2 Industrial Track	Entire Track

**QD 171.2 – QD 174.7 COLLINWOOD FUEL FACILITIES**

Trains approaching or passing the fueling facility must provide warning to employees in the vicinity by:

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

**QD 173.0 COLLINWOOD**

Road trains working Collinwood will contact the Yardmaster Collinwood on Channel 11.

**QD 173.0 COLLINWOOD DIESEL TERMINAL**

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

When using the switch at the east end of P1A, permission and signal must be received from the IG Dispatcher before occupying any part of the Engine House Lead or the South Yard Lead, departing Engine House must report to IG Train Dispatcher, switches are lined normal.

**QD 173.0 CONTROL OF RAIL TRAFFIC COLLINWOOD**

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

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

**QD 178.7** – No. 2 Industrial is under the control of the Yardmaster Collinwood.

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

MP	Location	DOT#
QD 179.0	Marquette St	523745J
QD 179.4	E 49th St	523746R
QD 179.7	E 40th St	523747X
QD 179.9	E 38th St	523748E

# COLUMBUS LINE SUBDIVISION - CY

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			MT. VICTORY SD				
60	QE 80.2 QE 85.0	CP 80  12.6	DD	IE DISP 25-3# RD 50	ABS-261		
	QE 92.8	CP 92		EDISON IT	CPS-261		
		1.1	EDISON CSDG 5,314 FT SP		ABS-261		
	QE 93.9	CP 93			CPS-261		
	QE 108.3	17.2	DD	IE DISP 25-1# RD 50	ABS-261		
	QE 111.1	CP 111			CPS-261		1
		6.0	DELAWARE SSDG 31,680 FT SP	↑ 3 MILES VIA MAIN ↓	ABS-261		
60 50	QE 117.1	CP 117			CPS-261		1
	QE 125.0	11.9	DD	BUSCH LEAD	ABS-261		
	QE 129.0	CP 129			CPS-261		
		0.8		WORTHINGTON CSDG 4,280 FT SP	ABS-261		
50	QE 129.8	CP 130			CPS-261		
25	QE 130.0		NS	-----	CPS-261		
40	QE 130.1						
40	131.0				ABS-261		
50	QE 132.0	3.7					

# COLUMBUS LINE SUBDIVISION - CY

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			← WEST	← WEST			
50					ABS-261		
	QE 133.5	CP 133			<b>CPS-261</b>		
	QE 133.7		DD				
		3.3		<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">                     IE DISP 25-7# RD 50                 </div>	ABS-261		
50							
40	QE 135.7						
	QE 136.8	CP 136			<b>CPS-261</b>		
40			1.2		ABS-261		
30				NS			
	QE 138.0	CP 138			<b>CPS-261</b>		
30	QE 138.0						
25	QEB 0.0						
				QEB 0.4 TO YARD A	ABS-261		
25	QEB 1.0	CP HOCKING	1.0	DENNISON AVE			
				NS			
58.8 MILES CP 80 TO CP HOCKING							

**NOTE 1:** Distance between QE 111.1 and QE 117.1 is 6 miles via SSDG. Distance between these mileposts is 3 miles via main track.

# COLUMBUS LINE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- COLUMBUS LINE

Trk	MP/Location	F
SG	QE 80.2 - 117.1	60
SG	QE 117.1 - 130.0	50
SG	QE 130.0 - 130.1	25
SG	QE 130.1 - 132.0	40
SG	QE 132.0 - 135.7	50
SG	QE 135.7 - 136.8	40
SG	QE 136.8 - 138.0	30
SG	QEB 0.0 - 1.0	25

### ADDITIONAL SPEEDS (SP) -- COLUMBUS LINE

Location	Track Type	F
QE 92.8 - 93.9	CSDG	10
QE 111.1 - 117.1	SSDG	25
QE 129.0 - 129.8	CSDG	10

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QE 129.8	CP 130	NS	Remotely Controlled	226-B

### 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QE 92.7	Columbus Van Yard	2 - All tracks
QE 128.6	Anheuser-Busch Plant	1 will be used to secure a track

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Columbus Line Subdivision.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QE 80.3	Galion	Continuous	25-3#, 50	Wayside
QE 108.4	Leonardsburg		25-1#, 50	
QE 135.0	Columbus		25-7#, 50	

## 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
QE 85.0	St. James	2	NONE
QE 108.3	Leonardsburg	2	HIWI
QE 125.0	Lewis Center	2	NONE
QE 133.7	Clintonville	2	NONE

### 4305 AFTER PASSING CLEARANCE DETECTOR

QE 108.3 Leonardsburg is also a clearance detector. Refer to Rule 4305 and 4306 for instructions.

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QE 80.2 - QE 138.0	Entire Subdivision	Cars over 315,000 pounds	Prohibited
QEB 0.0 - QEB 1.0			
QED 115.4 - QED 117.4	Delaware Industrial Track	6-Axle Locomotives	

## 7. CLOSE CLEARANCE

MP	Location	Remark
QE 87.2	Edison Industrial Track	Loadout
QE 92.5	Asphalt Technology	All
QE 93.8	CP 92 Signal Mast	Main and Siding

## 8. MISCELLANEOUS

### EXCEPTED TRACK

MP	Location	Track
QEE 87.3 - QEE 89.0	Edison Industrial Track	Entire Track

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

MP	Location	DOT#
QE 80.5	Parson St	518345F
QE 80.6	Pershing St	518344Y
QE 81.5	County Line Rd	518343S
QE 82.5	Hunter Rd	518342K
QE 83.6	288 SR	518341D
QE 85.0	SR 61	518340W
QE 85.6	Main St	518339C
QE 88.9	Mt. Gilead Galion	518334T
QE 92.3	Bingham Rd	518327H
QE 92.7	Boundry St	518326B
QE 92.9	State St	518325U
QE 93.2	High St	518324M

QE 96.9	Williams St	518319R
QE 97.1	Marion St	518318J
QE 97.3	Main St	518317C
QE 97.6	New St	518316V
QE 98.1	S Third St	518315N
QE 99.8	Waldo - Chestervill	518312T
QE 103.2	Mt Vernon Rd	518307W
QE 104.3	E Taylor St	518306P
QE 104.4	E High St	518304B
QE 104.6	Stock Yard Xing	518303U
QE 105.4	Steamtown Rd	518302M
QE 108.4	Leonardsburg Rd	518296L
QE 110.6	County Home Rd	518291C
QE 118.2	Berlin Center Rd	518266U
QE 119.3	Cheshire Rd	518263Y
QE 120.3	Peachblow Rd	518262S
QE 121.2	Shanahan Rd	518260D
QE 122.2	Lewis Center Rd	518258C
QE 123.9	Orange Rd	518256N
QE 127.1	Park Rd	518253T
QE 128.4	Wilson Rd	518251E
QE 128.7	Worth -Galena Rd	518250X
QE 129.0	Schrock Rd	518249D
QE 130.8	Lincoln Ave	518247P
QE 132.6	Old Cooke Rd	518245B
QE 134.3	Weber Rd	518243M
QEC 88.6	W High St	515221C
QEC 113.7	Channing St	518275T
QEC 114.0	E Central Ave	518274L
QEC 114.1	E Winter St	518273E
QEC 114.3	Cheshire	518271R
QEE 88.7	Marion Rd	515223R

# CRAWFORDSVILLE BRANCH SUBDIVISION - XC

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				WEST	EAST				
				INDIANAPOLIS TERMINAL SD					
P	F			INDIANAPOLIS TERMINAL SD					
30	30	QSC 12.6	CP CLERMONT			TWC-DCS			
		QSC 13.1							
		QSC 13.4							
			20.1						
59	49								
59	49	QSC 30.0							
49	49	QSC 31.0							
59	49	QSC 32.7	ROSS						
			10.9						
		QSC 43.6	COR						
59	49	QSC 45.2							
40	40		2.5						
40	40	QSC 46.1	AMES	0.1					
10	10	QSC 46.2	(END OF MAIN TRACK)						
						TWC-DCS		1	
						ABS-261			
						96			
		<b>33.6 MILES CP CLERMONT TO END OF MAIN TRACK AT QSC 46.2</b>							

**STATION PAGE NOTES**

**NOTE 1:** The normal position for switch at QSC 46.2 is lined for the connection track. Normal position for the derail is in the "OFF" position. Speed on connection track will not exceed 10 MPH.

# CRAWFORDSVILLE BRANCH SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- CRAWFORDSVILLE BRANCH

Trk	MP/Location	P	F
SG	QSC 12.6 - 13.1	30	30
SG	QSC 13.1 - 13.4	40	40
SG	QSC 13.4 - 30.0	59	49
SG	QSC 30.0 - 31.0 -- City Ordinance (HE)	49	49
SG	QSC 31.0 - 45.2	59	49
SG	QSC 45.2 - 46.1	40	40
SG	QSC 46.1 - 46.2	10	10

### 42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- CRAWFORDSVILLE BRANCH

Trk	MP/Location	P	F
SG	QSC 30.0 - 31.0 (HE)	49	49

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QSC 46.2	Ames	CSX	Automatic	226-B

### 100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QSC 12.6 - QSC 49.1	Entire Subdivision: When moving on an auxillary track at all road crossings with automatic warning devices.	Crews must approach crossings 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-1277 through 1294a are in effect on the Crawfordsville Branch Subdivision.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QSC 25.2	Lizton	Continuous	30-5#, 46	Wayside
QSC 45.2	Crawfordsville		30-6#, 46	

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QSC 12.6 - QSC 49.1	Entire Subdivision	Cars over 286,000 pounds	Prohibited
QSC 12.6 - QSC 49.1	Industrial & House Tracks - Crawfordsville Yard	6-Axle Locomotives	

## 7. CLOSE CLEARANCE

MP	Location	Remark
QSC 45.9	Alcoa	Lead
QSC 46.1	Temple Inland	Building
QSC 46.1	Crawford Industries	Pit Unloader
QSC 47.7	Donnelly - North	Building
QSC 48.0	Donnelly - South	Building

## 8. MISCELLANEOUS

**QSC 46.1 Ames** -- Westbound trains will notify the RA Dispatcher of their location thirty minutes prior to their expected arrival at Ames.

### ADDITIONAL STATIONS

MP	Station	Switch Opening
QSC 18.7	Contrack Lumber	West
QSC 41.5	NUCOR Steel	East

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

MP	Location	DOT#
QSC 12.6	Tansel Rd	542998T
QSC 13.2	Raceway Rd	543001G
QSC 13.9	CR 1000 E	543005J
QSC 14.9	CR 900 E	543007X
QSC 14.9	Crawfordsville Rd	543008E
QSC 15.3	Northfield Dr	918468W
QSC 16.4	Odell St	918544M
QSC 16.7	Grant St	543013B
QSC 16.8	Jefferson St	543014H
QSC 17.0	Green St	543016W
QSC 18.2	SR 600 E	543018K
QSC 19.0	CR 550 E	543019S
QSC 19.8	CR 475 E	543020L
QSC 21.0	Maple St	543021T
QSC 21.1	Meridian St	543022A
QSC 21.6	Pittsboro Rd	926174G
QSC 25.2	SR 39	543028R
QSC 25.3	Lebanon St	543029X
QSC 27.4	CR 300W	543034U
QSC 29.4	Old State Rd	543037P
QSC 30.5	Lebanon St	543040X

QSC 30.6	High St	543041E
QSC 30.7	Darlington St	543042L
QSC 35.8	Main St	543053Y
QSC 36.7	US 136	543057B
QSC 38.4	CR 775 E	543059P
QSC 40.5	CR 300 S & 400 E	543063E
QSC 41.0	CR 550 E	543064L
QSC 42.7	Nucor Rd	543067G
QSC 45.7	Elmore St	543073K
QSC 46.1	Darlington St	542328B
QSC 46.1	Wabash	542330C
QSC 46.1	Main St	542329H
QSC 46.3	Mill St	543074S
QSC 46.4	Sheridan Ave	543075Y
QSC 46.5	John St	543076F
QSC 46.6	Wallace Ave	543077M
QSC 46.7	Elm St	543078U
QSC 46.8	Water St	543079B
QSC 46.9	Green St	543080V
QSC 47.0	Washington St	543081C
QSC 47.1	Walnut St	543082J
QSC 47.2	Grant St	543083R

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NOTES

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# ERIE WEST SUBDIVISION - EW

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST	EAST			
				BUFFALO TERMINAL SD ALBANY DIV				
79	60	QD 15.6 16.0 17.0 QD 19.0	CP 15    7.4	DD	STUB	ABS-261		
		QD 23.0	CP 23			CPS-261		
79 75		QD 28.3 QD 28.9	7.8	IH DISP 94- 2# RD 50 ANGOLA DD	1 2	ABS-261		
75 79		QD 30.8	CP 31			CPS-261		
			6.2	QD 32.8	SILVER CREEK SDG 8,900 SP	ABS-261		
		QD 37.0	CP 37			CPS-261		
79 70		QD 38.8	3.1	NORTH SSDG 12,000 FT SP  NORTH FIRM LEAD  ERIE YM 58-58	SOUTH SSDG 12,000 FT SP  YD LEAD	ABS-261		
70 79		QD 40.0		NORTH SSDG	1 2	ABS-261		
		QD 40.1	CP 39			CPS-261		
79 70 79 75		QD 41.0 QD 41.5 QD 42.0	2.4	QD 41.3  CSDG 11,600 FT SP	IH DISP 94 - 1# RD - 50 DUNKIRK	ABS-261		
		QD 42.5	CP 42			CPS-261		
75	60	QD 42.6		DD	1 2	ABS-261		

# ERIE WEST SUBDIVISION - EW

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
				↓	↓					
P	F			WEST						
75	60			1	2	ABS-261				
79		QD 43.0	4.7							
75		QD 45.4								
		60	QD 47.0				ABS-261			
		55	<b>QD 47.2</b>	<b>CP 47</b>			<b>CPS-261</b>			
			QD 49.3	2.8	DD		ABS-261			
		55	<b>QD 50.0</b>	<b>CP 49</b>			<b>CPS-261</b>			
		60		6.2			ABS-261			
			<b>QD 56.2</b>	<b>CP 56</b>				<b>CPS-261</b>		
					2.0			ABS-261		
			<b>QD 58.2</b>	<b>CP 58</b>			<b>CPS-261</b>			
							ABS-261			
75		QD 66.0								
79		QD 67.5	15.1							
70		QD 68.1								
79		QD 68.2		DD						
79	60			1	2	ABS-261				

IH DISP  
 94 - 9#  
 RD - 50  
 RIPLEY

# ERIE WEST SUBDIVISION - EW

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F				WEST			
79	60				1   2	ABS-261		
		QD 73.3	CP 73			CPS-261		
		QD 75.1		9.9	DD	ABS-261		
		QD 83.2	CP 83			CPS-261		
				2.4	SCALE EEC (GE) QD 84.2 QD 84.5 SB 3 HOLDING <div style="border: 1px solid black; padding: 2px; display: inline-block;">ERIE YM 58-58</div> SCALE	S SSDG 11,300 FT SP  YD LEAD	ABS-261	
		QD 85.6	CP 85			CPS-261		
79	60				LAKE IT			1
		QD 86.9	ERIE STATION (P)	1.8	N SSDG 20,700 FT SP	OD YARD NS CSDG 9,4010 FT SP	ABS-261	1
		QD 87.4	CP 87				CPS-261	
		QD 88.7		2.3	PLASTIQUE QD 87.1 ERIE TIMES QD 87.5 DD	<div style="border: 1px solid black; padding: 2px; display: inline-block;">IH DISP 94 - 8# RD - 50 ERIE</div>	ABS-261	
		QD 89.7	CP 89				CPS-261	
60	79			7.8			ABS-261	
79	60				1   2			

# ERIE WEST SUBDIVISION - EW

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			↓	WEST			
79	60			1	2	ABS-261		
70	60	QD 97.5	CP 97	IH DISP 94 - 7# RD 50		CPS-261		
		13.5		QD 102.0 LAKE CITY	QD 97.8 FAIRVIEW TEAM TRACK	ABS-261		
		108.0 QD 108.6 109.0		WID				
		QD 111.0	CP 110	CN CONNEAUT YD		CPS-261		
			2.1	1	2	ABS-261		
		QD 113.1	CP 113			CPS-261		
70		QD 114.0		11.5		ABS-261		
60		QD 115.0						
70					NS			
		QD 124.6	CP 124 (BUFFALO CONNECTION)	3 IT		CPS-261		
		QD 126.6		58 COAL DD	BUFFALO CONN SP			
70	60		3.6	IH DISP 94-6# RD 50	QD 127.7	ABS-261		
70	60	QD 127.9						
40	40			NS				
40	40	QD 128.2	CP 128	HARBOR CONN SP	CLEVELAND CONN SP	CPS-261		
70	60			2.1	ASHTABULA YD SP NO 4 YD	ABS-261		
		QD 130.3	CP 130			CPS-261		
		QD 132.4		4.5	DD	ABS-261		
70	60	QD 134.8	CP 134			CPS-261		

# ERIE WEST SUBDIVISION - EW

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P	F							
70	60	139.0						
		QD 140.0						
		QD 145.2	13.9	DD		NS CONN	ABS-261	
		QD 148.7	CP 148			NS INTERCHANGE	CPS-261	
		QD 150.4	5.3	DD		IH DISP 94-5# RD 50	ABS-261	
		QD 154.0	CP 154			1 2	CPS-261	
			1.8			RUNNER	ABS-261	
						NORTH CSDG 6,366 FT SP		
						SOUTH CSDG 8,650 FT SP		
						RUNNER		
		QD 155.8	CP 155				CPS-261	
		159.0	6.3				ABS-261	
		160.0						
		QD 162.1	CP 162				CPS-261	
QD 163.7	4.7			CSDG 24,000 FT SP	ABS-261			
QD 165.0				DD				
QD 166.8	CP 167				CPS-261			
	4.4			CSDG 21,700 FT SP	ABS-261			
70	60	QD 171.1			IH DISP 94-4# RD 50			
50	40	QD 171.3	CP 171					
				CLEVELAND TERMINAL SD				
<b>73.7 MILES CP 97 TO CLEVELAND</b>								

# ERIE WEST SUBDIVISION - EW

## STATION PAGE NOTES

**NOTE 1:** Erie Station – Trains or discharging passengers at Erie Station will be protected by IH Dispatcher against movements on tracks between their train and the platform.

# ERIE WEST SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- ERIE WEST

Trk	MP/Location	P	F
Both	QD 15.6 - 28.3	79	60
Both	QD 28.3 - 30.8	75	60
Both	QD 30.8 - 38.8	79	60
Both	QD 38.8 - 40.0	70	60
Both	QD 40.0 - 41.0	79	60
Both	QD 41.0 - 41.5	70	60
Both	QD 41.5 - 42.0	79	60
Both	QD 42.0 - 43.0	75	60
Both	QD 43.0 - 45.4	79	60
Both	QD 45.4 - 47.0	75	60
Both	QD 47.0 - 50.0	75	55
Both	QD 50.0 - 66.0	75	60
Both	QD 66.0 - 67.5	79	60
Both	QD 67.5 - 68.1	70	60
Both	QD 68.1 - 85.6	79	60
Both	QD 85.6 - 89.7	60	60
Both	QD 89.7 - 97.5	79	60
Both	QD 97.5 - 114.0	70	60
Both	QD 114.0 - 115.0	60	60
Both	QD 115.0 - 127.9	70	60
Both	QD 127.9 - 128.2	40	40
Both	QD 128.2 - 171.1	70	60
Both	QD 171.1 - 171.3	50	40

### ADDITIONAL SPEEDS (SP) -- ERIE WEST

Location	Track Type	P	F
QD 30.8 - 32.8	SDG	10	10
QD 37.0 - 40.1	SSDG	25	25
QD 40.1 - 42.5	CSDG	10	10
QD 56.2 - 58.2	SSDG	25	25
QD 83.2 - 85.6			
QD 85.6 - 87.4	CSDG	10	10
QD 85.6 - 89.7	SSDG	25	25
QD 154.0 - 155.8	CSDG	10	10
QD 162.1 - 166.8			
QD 166.8 - 172.2			

### ADDITIONAL SPEED RESTRICTIONS

#### Connection Track Speeds

- QD 124.6 - Buffalo Connection - 25 MPH
- QD 128.2 - Cleveland Connection - 20 MPH
- QD 128.2 - Harbor Connection - 15 MPH

#### Yard Track Astabula

- QD 130.3 - No. 4 track, Astabula Yard - 20 MPH

## 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QD 128.2	CP 128	NS	Remotely Controlled	226-B

## 100 HIGHWAY-RAIL GRADE CROSSINGS

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the Train Dispatcher, train crews required to operate the manual device must read any posted instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to insure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QD 41.3	Lakeshore Dr	NRG Track only / Deactivate/Activate

All other crossings previously equipped have had the manual device disconnected or removed.

## 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QD 124.6	Ashtabula, OH 1 & 2	4%
QD 130.3	No. 4 Main, No. 3 Industrial Track, Buffalo Connection Track, Yard Tracks	
QD 130.3	Line of Road 1 & 2	3
QD 153.0	Painesville, OH 1 & 2	4%
QD 156.0	Main, North & South Controlled Sidings	
QD 165.0	Cleveland Eastlake Coal	3 on all tracks unless turning directly over to plant
QD 171.0	Main, Sidings	3

## 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Erie West Subdivision.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station
QD 21.0	Angola	Continuous	94-2#, 50	Wayside
	Dunkirk Yard		58	Terminal
QD 39.5				
QD 40.0	Dunkirk		94-1#, 50	Wayside
QD 68.0	Ripley		94-9#, 50	
QD 86.9	Erie		94-8#, 50	
QD 87.0	Erie Yard		58	Terminal
QD 102.0	Lake City		94-7#, 50	Wayside
QD 126.0	Ashtabula		94-6#, 50	
QD 153.5	Painesville		94-5#, 50	
QD 173.0	Collinwood YM		11	Terminal
QD 174.3	Cleveland		94-4#, 50	Wayside

**913 REMOTE CONTROL ZONES**

A Remote Control Zone (RCZ) is established at the east end of Ashtabula Yard. The limits of the zone are defined as follows:

**East Limits:** West Street Overpass - The Ashtabula RCZ ends at the West Street Overpass, a distance of 350 feet from the 32nd Street grade.

**West Limits:** 400 feet west of #13 crossover hand throw switch - Signs will be posted on access roads at the western limits of the RCZ. The east end of tracks 2 (622) through track 20 (639) will be within the Ashtabula RCZ zone.

When the zone is activated, road crossings within the zone must be blocked to vehicle access.

RCZ signs must be unlocked and opened as a visual indication that the RCZ is active. Remote Control Crews may operate without head end protection when working fully within the RCZ. Point protection must be provided when operating over any public road crossing.

**Road trains entering or working Ashtabula:**

Crews of trains entering Ashtabula Yard must contact the Yardmaster for instructions and determine if the RCZ is active.

An active RCZ will be indicated by opened RCZ signs. Any train or equipment entering the yard must also communicate with the RCO crew on channel 09/09 prior to entering the RCZ.

**Ashtabula RCZ**

Authority to occupy the activated RCZ will be granted by the Remote Control Foreman (RCF) who controls the zone. No trains, equipment or workers will foul area within the zone without permission RCF.

The following conditions will relieve the Remote Control Operations from point protection on the Ashtabula switching lead:

1. Ashtabula RCZ must be activated by following all

applicable CSX Rules.

2. Controlling locomotive must be set up as a Remote Control Locomotive (RCL) and linked to at least one Operator Control Unit (OCU).

3. Remote Control Operators will maintain visual contact with the lead locomotive at all times. The lead locomotive will not operate east of the West Street Overpass without head end protection.

**2. INSTRUCTIONS RELATING TO SAFETY RULES**

NONE

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

NONE

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

**4151 WHEEL IMPACT DETECTORS**

**QD 108.6 Springfield Wheel Impact Detector** – Refer to Rule 4151 for Instructions.

**4300 DEFECT DETECTORS AND CLEARANCE DETECTORS**

MP	Location	Type	Note
QD 19.0	Angola	2	NONE
QD 28.9	Irving	2	NONE
QD 42.6	Dunkirk	2	NONE
QD 49.3	Brockton	2	NONE
QD 68.2	Ripley	2	NONE
QD 75.1	Northeast	2	NONE
QD 88.7	Erie	2	NONE
QD 108.6	Springfield	2	WID
QD 126.6	Ashtabula	2	NONE
QD 132.4	Saybrook	2	NONE
QD 145.2	Madison	2	NONE
QD 150.6	Painesville	2	NONE
QD 165.0	Eastlake	2	HIWI

**4400 THRU TRUSS BRIDGES**

Thru Truss Bridges are at the following locations:

MP	Location
QD 28.3	Irving, Cattaraugus Creek

**4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE**

Governs Intermodal trains on the Erie West Subdivision.

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
QD 39.5	Dunkirk Yard	6-Axle Locomotives	Prohibited, except for track #1 6-Axle locomotives may operate into and out of this track
QD 97.5 - QD 171.2	Entire Subdivision	Cars over 315,000 pounds	Prohibited
QD 125.4	Millenium Industries	6-Axle Locomotives	
QD 126.2	Ceico Lead		
QD 147.5	Perry Interchange		
QD 154.7	Lubrizol		
QD 157.2	Polychem		
QD 158.0	Lincoln Electric		
QD 160.1	Interpak		
QD 164.0	Willoughby Iron		
QD 164.1	Demilta Iron		

**7. CLOSE CLEARANCE**

MP	Location	Remark
QDF 2.9	Redwing Carriage House 716-673-8218	West side of Spots
QDF 1.5	Fieldbrook Farms 716-673-8218	At spots
QDF 0.2	Talcott-4 716-673-8500	Inside building
QDF 0.2	Market Terminal / Cliff-Star	Along side dock
QDF 0.2	Talcott-3 716-673-8500	North side of track at spot
QDF 0.1	Talcott-2 716-673-8500	At spots
QDY 0.1	Mountferd / Codan 814-453-6721	Concrete block at fence
QDY 0.7	Erie Coke	both side, trees by trestle
QD 38.6	Ralston Purina 716-366-8080	Scale track
QD 38.6	Stone Pit 814-460-1590	North side of track, fence
QD 38.6	Ralston Purina 716-366-8080	Inside building
QD 38.6	Ralston Purina 716-366-8080	South side of south track along building
QD 39.0	Lakeside Carriage House 716-366-3660	East side of lead track, fence & dock
QD 39.5	Cliff-Star 716-366-6100	South side of track at spot
QD 84.6	Lake Erie Bio Fuel 814-602-5794	At spots
QD 85.5	World Resources 814-455-5487	South side at spot

QD 85.5	Liberty Iron 814-453-6758	South side of track at switch
QD 87.1	Plastek (U/U) 814-878-4431	Telephone pole between north and south track
QD 85.5	World Resources 814-455-5487	Wall on south side on lead
QD 87.5	Erie Times 814-870-1626	At spots on the north side
QD 89.5	Pyramid 814-455-7587 x236	East side of lead track, fence & dock
QD 89.5	NL&S	At the stone pit
QD 130.0	Ashtabula Yard	13, 14, 15, 16 and 17
QD 164.0	Willoughby Iron	Scrap pile

**8. MISCELLANEOUS**

**EXCEPTED TRACK**

MP	Location	Track
QD 87.1	Plastex U/U	Entire Track
QD 87.5	Erie Times Track	Entire Track
QD 154.0	Painesville - Morton Salt Yard and Lead	Entire Track

**HOLD POINTS**

Trains holding at these locations must stop at the holding point designated, unless instructions are received from the Train Dispatcher.

**Westward**

Stop Location	MP	Hold Point	Instructions
CP-73	QD 73.3	Smedley St / QD 72.5	Westward movements that will hold at CP-73 must stop east of Smedley St to avoid activating warning devices

**SCALE - QD 83.2 - QD 85.6**

Trains weighing on the scale must not exceed 4 MPH until train passes over the scale. Trains not using the scale must not exceed 10 MPH. Indications of the scale will be broadcast on Channel AAR 50.

There are three message formats for two possible conditions:

Condition 1 - Scale functions properly: "Scale is ready", "Your speed is \_\_\_ miles per hour".

Condition 2 - Scale malfunctions: "Error", "Scale is ready", "Scale is clear", Or No broadcast.

**ADDITIONAL STATIONS**

MP	Station	Switch Opening
QD 57.2	Mogan David	#1 East
QD 87.1	Plastek U/U	N SSDG West
QD 87.5	Erie Times	
QD 154.8	Lubrizol-off Runner	East
QD 157.1	Polychem - 1 main	
QD 158.0	Lincoln Electric - 2 Main	
QD 160.0	Interpak - 1 Main	
QD 164.0	Willoughby Iron - 2 Main	West
QD 164.0		East
QD 164.3	CEI - Wye off Siding	West
QD 168.0	Lubrizol Wickliff off Siding	

**QD 111.0 CP 110 - Conneaut Yard** – Trains must contact Yardmaster before entering yard. Departing trains must place derail in normal position and the switch must be lined for movement on the upper runner and notify the Yardmaster on Channel 48, or 440-599-0219.

The CN Chief Dispatcher can be reached at: 724-589-4175.

**QD 126.43 State Road** – All westward trains destined to New Castle, PA via the NS Youngstown Line changing crews at Ashtabula, OH.

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

MP	Location	DOT#
QD 17.5	Sturgeon Point Rd	519493D
QD 20.0	Eden Evans Center	519491P
QD 21.3	Main St	519489N
QD 24.0	Cain Rd	519486T
QD 28.8	Allegheny Rd	519482R
QD 29.5	Hanford Rd	519479H
QD 37.5	Harrington Rd	519463L
QD 39.4	Middle Rd	519460R
QD 42.6	Temple Rd	519451S
QD 44.5	Van Buren Rd	519449R
QD 45.5	Berry Rd	519448J
QD 46.0	North Rd	519447C
QD 46.5	Martin Rd	519446V
QD 49.3	Central Ave	519441L
QD 50.0	Mathews Rd	519427R
QD 50.4	Pecor St	519426J
QD 51.1	Onthank Rd	519425C
QD 51.3	Walker Rd	519424V
QD 52.7	East Forest Ave	519422G
QD 53.7	Pratt Rd	519419Y
QD 55.4	McKinley Rd	519416D
QD 57.9	N. Gale St	519413H
QD 59.2	Walker Rd	519412B
QD 60.2	Light Rd	519411U
QD 60.7	Rogerville Rd	519410M
QD 63.0	Cemetery Rd	519377P
QD 63.4	Klondike Rd	519378W
QD 64.1	S Brockway Rd	519381E
QD 65.1	Shaver Rd	519383T
QD 65.3	S State St	524304P

QD 65.4	Goodrich St	524305W
QD 65.6	Maple St	524306D
QD 65.9	Loomis St	524307K
QD 67.1	Phillips Rd	524313N
QD 68.2	Station Rd	524327W
QD 68.4	Perdue Rd	524328D
QD 70.6	Remington Rd	524033L
QD 72.0	Loomis Rd	524029W
QD 72.4	Washington St	524028P
QD 72.6	Smedley St	524027H
QD 73.9	Cemetery Rd	524025U
QD 74.9	Williams Rd	524024M
QD 75.4	Brickyard Rd	524023F
QD 76.8	Moorheadville Rd	524022Y
QD 77.6	Ryans-King Rd	524021S
QD 78.7	Davidson Rd	524020K
QD 81.7	Walbridge Rd	524017C
QD 84.5	Downing Rd	524013A
QD 87.9	Cascade St	524002M
QD 88.1	Raspberry St	524001F
QD 88.8	Green Garden Rd	523998S
QD 89.6	Pittsburg Ave	523997K
QD 94.0	Milfair Rd	523932S
QD 95.1	Manchester Rd	523933Y
QD 95.7	Dutch Rd	523984J
QD 96.6	Eaton Rd	523985R
QD 99.7	Fairplain Rd	523988L
QD 101.2	Nursery Rd	523989T
QD 102.3	Lake St	523990M
QD 102.6	Maple Ave	523993H
QD 105.9	Ables-School House Rd	523926N
QD 106.8	Holiday Rd	523925G
QD 108.7	Reyonads-Center	523924A
QD 114.5	Mill St	523914U
QD 114.7	Chestnut St	523913M
QD 115.4	Whitney Rd	523912F
QD 117.2	New Salisbury Rd	523910S
QD 117.7	Gore Rd	523909X
QD 119.2	Poore Rd	523907J
QD 120.4	Harmon Rd	523905V
QD 121.9	SR 193	523902A
QD 123.7	Sill Rd	523900L
QD 125.0	Cook Rd	523899U
QD 126.4	State Rd	523898M
QD 127.1	Columbus Ave	523896Y
QD 130.4	Gerald Rd	523893D
QD 130.5	North Bend Rd	523892W
QD 131.6	SR 45	523891P
QD 132.5	New London Rd	523890H
QD 133.3	Ninevah Rd	523889N
QD 135.2	North Myers Rd	523887A
QD 137.0	Broadway Ave	523885L
QD 137.2	Eagle St	523884E
QD 138.7	Walter Main Rd	523832M
QD 140.2	County Line Rd	523831F
QD 141.7	Bates Rd	523830Y
QD 142.6	Lake St / SR 528	523829E
QD 143.9	Dayton Rd	523828X
QD 145.1	Wood Rd	523821A

QD 145.6	Town Line Rd	523820T
QD 146.3	Davis Rd	523819Y
QD 147.4	Main St	523818S
QD 147.6	Maple St	523817K
QD 149.8	Lane Rd	523816D
QD 150.6	Park Rd	523814P
QD 151.2	Bowhall Rd	523813H
QD 152.6	Fobes St	523811U
QD 153.0	Elm St	523810M
QD 154.7	Newell St	523807E
QD 158.2	Hopkins Rd	523803C
QD 163.2	Pelton Rd	523800G
QD 163.6	Erie St	523793Y
QD 163.7	Erie St	523793Y
QD 165.1	Beidler Rd - E 361 St	523791K
QD 166.2	East 305th St	523789J
QD 168.2	Lubrizol	913056S
QD 168.3	Lloyd Rd	523787V
QIC 1.2	Roberts Rd	523797B
QIC 1.0	Steven Blvd	523794F
QIC 0.2	Steven Blvd	523795M

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NOTES

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# FOSTORIA SUBDIVISION - FS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			WILLARD SD				
40	BI 36.1		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">IP DISP 94-3 NOTE 1 RD - 08</div>		CPS-261		1
		0.3					
		0.5					
		0.1					
40	BI 37.0		WILLARD SD				
0.9 MILES BI 36.1 TO BI 37.0							

STATION PAGE NOTES
<b>NOTE 1:</b> The Fostoria Subdivision is controlled by the operator at F Tower under the direction of the IP Dispatcher.
<b>NOTE 2:</b> Movements between CD 87.4 and CD 88.1 are controlled by the IP Dispatcher.
<b>NOTE 3:</b> All 704 and 707 authorities for the Fostoria Subdivision will be issued by the IP Dispatcher.

# FOSTORIA SUBDIVISION - FS CD MILEPOSTS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			←	→			
			PEMBERVILLE SD CHICAGO DIV				
35	CD 88.1		2 1				
	CD 88.0	TOWN STREET	BI Mileposts BI 36.4 WILLARD SD 0.7 1 2 NS		CPS-261		
35	CD 87.4		1 2				
			COLUMBUS SD HUNTINGTON DIV EAST				
0.7 MILES CD 87.4 TO CD 88.1							

# FOSTORIA SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- FOSTORIA

Trk	MP/Location	F
Both	BI 36.1 - 37.0	40

### AUTHORIZED SPEEDS -- CD MILEPOSTS

Trk	MP/Location	F
Both	CD 88.1 - 87.4	35

### ADDITIONAL SPEEDS (SP) -- FOSTORIA

Location	Track Type	F
BI 36.2 - CD 87.6	CONN	10
BI 36.3 - CD 87.9		
BI 36.5 - CD 87.6		
BI 36.5 - CD 87.9		

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BI 36.4	Fostoria	CSX	Remotely Controlled	226-B
BI 37.0	Fostoria			
CD 88.0	Fostoria			

### 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BI 36.1	Fostoria, OH - 1 & 2	4% not less than 1
BI 36.3	Main, Eastbound Sdg.	

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281 through 1298 govern aspects and indications on tracks with BI milepost prefix.

Signal Rules C1281 through C1298 govern aspects and indications on tracks with CD milepost prefix.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BI 36.5	Fostoria	Continuous	94-3, 08	Base

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

### 4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE

Governs Intermodal trains on the Fostoria Subdivision.

## 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#
BI 36.2	Columbus Ave	142232G
BI 36.6	Poplar St	142234V
BI 36.8	Main St	142235C
BI 37.0	Union St	142237R
CD 87.8	Columbus Ave Blair TSFR	920813C
CD 87.9	Columbus Ave Main TKS	228784N

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NOTES

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# FRANKFORT SECONDARY SUBDIVISION - FF

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			INDIANAPOLIS TERM SD				
25	QSF 0.0	CP CLERMONT			TWC-DCS		
		7.0		IC DISP 30-3# RD 46			
	QSF 7.0	BURR					
		11.6	LEBANON STG 90 CARS	QSF 17.2			
	QSF 18.6	BOONE		QSF 18.2			
		16.7	REAGAN	QSF 28.9			
			QSF 34.0	FRANKFORT STG 94 CARS			
25	QSF 35.1			QSF 34.9			
15	QSF 35.3	FRANKFORT			TWC-DCS		
15	QSF 35.4	(END OF MAIN TRACK)	NS		ABS-261		
				INDUSTRIAL TRACK		96	
			QSF 37.0	END OF TRACK			
35.4 MILES CP CLERMONT TO END OF MAIN TRACK AT QSF 35.4							

# FRANKFORT SECONDARY SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- FRANKFORT SECONDARY

Trk	MP/Location	F
SG	QSF 0.0 - 1.5 (HE) -- (SB)	20
SG	QSF 0.0 - 35.1	25
SG	QSF 35.1 - 35.4	15

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QSF 35.4	Frankfort	NS	Automatic	226-B

### 100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QSF 0.0 - QSF 35.4	Clermont to End of Track (All road crossings equipped with automatic warning devices)	Crews must approach crossings 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-1277 through 1294a are in effect on the Frankfort Secondary Subdivision.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QSF 35.2	Frankfort	Continuous	30-3, 46	Wayside

## 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
QSF 0.2	Clermont, IN

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QSF 0.0 - QSF 37.0	Entire Subdivision	Cars exceeding 273,000 pounds	Prohibited

## 7. CLOSE CLEARANCE

MP	Location	Remark
QSF 37.0	ADM	Yard Tracks

## 8. MISCELLANEOUS

QSF 0.0 CP Clermont – Southward trains will notify the IC Dispatcher of their location thirty minutes prior to their expected arrival at CP Clermont.

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

MP	Location	DOT#
QSF 0.9	Tansel Rd	535641L
QSF 1.3	E County Line Rd	535642T
QSF 7.4	SR 267	535655U
QSF 11.5	CR 200 E	535670W
QSF 16.6	SR 39	535683X
QSF 17.0	125S	535684E
QSF 17.3	Enterprise Dr	918347Y
QSF 21.2	CR 300 N	918350G
QSF 24.2	SR 47	535699U
QSF 35.2	SR 28 & Walnut St	535716H
QSF 35.3	Clinton	535717P

# GREENWICH SUBDIVISION - GH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			CLEVELAND SHORTLINE SD	WEST			
60	QI 14.5	CP 13		2 1	CPS-261		1
	QI 19.0 20.0 23.7 25.3	10.9		DD WID	ABS-261		
50	QI 25.4	CP 25	CL&W SD	IG DISP 25-6# RD 50	CPS-261		
60	QI 25.5 32.3	11.6		DD	ABS-261		
60 40	QI 36.9 37.0	CP 37	FAIRGROUNDS TRK	W&LE	CPS-261		
60	QI 37.1						
		10.0	WELLINGTON STG 48 CARS	IG DISP 25-5# RD 50	ABS-261		
60	QI 47.0	CP 47		W&LE	CPS-261		
	QI 50.3	7.5		DD	ABS-261		
60	QI 54.2			2 1			
40	QI 54.5	CP 54	LONG CONN SP QI 55.1	SHORT CONN SP	CPS-261		2
		0.1	BG 192.8	BG 192.4			
40	QI 54.6		WILLARD TERMINAL SD	NEW CASTLE SD			
				NEW CASTLE SP CONN			
			MT VICTORY SD				
40.1 MILES CP 13 TO CP 54							

STATION NOTES
<p><b>NOTE 1:</b> East of CP-13 track numbers are reversed.</p> <p><b>NOTE 2:</b> BG mileposts exist through CP-54 from the New Castle SD to the Willard Terminal SD. QI mileposts exist through CP-54 on single main track to the Mt. Victory SD. QI mileposts exist on the Long Connection to the WAS signal at CP Greenwich on the Willard Terminal SD.</p>

# GREENWICH SUBDIVISION - GH BG MILEPOSTS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
			NEW CASTLE SD				
40	BG 192.4	GREENWICH SD	Q1 54.5	MT VICTORY SD			
40	BG 192.8	0.4	CPS-261				
			WILLARD TERMINAL SD				
0.4 MILES BG 192.4 TO BG 192.8							

# GREENWICH SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS - - GREENWICH

Trk	MP/Location	F
Both	QI 14.5 - 25.3	60
Both	QI 25.3 - 25.5	50
Both	QI 25.5 - 36.9	60
Both	QI 36.9 - 37.1	40
Both	QI 37.1 - 54.2	60
Both	QI 54.2 - 54.6	40

### AUTHORIZED SPEEDS - - BG MILEPOSTS

Trk	MP/Location	F
Both	BG 192.4 - 192.8	40

### ADDITIONAL SPEED RESTRICTIONS

#### QI 54.5 Connection Track Speeds

Long Connection - 45 MPH

Short Connection - 45 MPH

New Castle Connection - 25 MPH

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QI 25.4	CP 25	CSX	Remotely Controlled	226-B
QI 37.0	CP 37	W&LE		
QI 54.5	CP 54	CSX		

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Greenwich Subdivision.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QI 25.4	Grafton	Continuous	25-6#, 50	Wayside
QI 47.3	New London		25-5#, 50	

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

### 4151 WHEEL IMPACT DETECTORS

QI 23.7 Grafton – Refer to Rule 4151 for instructions.

## 4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QI 19.0	Columbia	2	HIWI
QI 23.7	Grafton	2	WID
QI 32.3	La Grange	2	NONE
QI 50.3	New London	2	NONE

## 4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE

Governs Intermodal trains on the Greenwich Subdivision

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QI 14.5 - QI 54.5	Entire Subdivision	Cars over 315,000 pounds	Prohibited
QI 20.7	84 Lumber	6-Axle Locomotives	

## 7. CLOSE CLEARANCE

NONE

## 8. MISCELLANEOUS

### NO PARKING ZONES

The following crossings are designated as "No Parking Zones":

MP	Location	DOT#
QI 20.7	SR 82	518535J
QI 23.1	Avon Belden Rd	518532N
QI 25.4	Main St	518530A
QI 29.3	E Main St	518521B
QI 29.5	S Center St	518520U
QI 36.4	N Main St	518510N
QI 36.6	Herrick Ave	518509U
QI 47.6	N Main St	518492T
QI 47.7	W Main St	518491L
QI 50.7	US 250	518487W
QI 52.7	SR 13	518485H

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

As a visual reminder to crews, special "No Parking Zone" signs will be installed at the designated crossings. The sign will be located within 50 feet of such crossings on the field side of the track(s). The absence of a sign will not relieve the crew from responsibility to cut the crossing. The sign will be 24 inches high and 18 inches wide. It will have a black "P"

with a red circle with a line through it (the universal sign for "NO") and will have a picture of a locomotive across the bottom. The background of the sign will be white.

QI 54.8	Townsend St	518482M
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**QI 14.5** - Trains approaching CP 13 who receive an approach indication will stop clear of Columbia Road. Then notify the IG Train Dispatcher.

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

MP	Location	DOT#
QI 14.4	West Rd	524364Y
QI 15.8	Columbia Rd	524367U
QI 16.3	Sprague Rd	524368B
QI 17.5	Jaquay Rd	518540F
QI 18.1	Station Rd	518538E
QI 18.9	Root Rd	518537X
QI 20.0	Hawke Rd	518536R
QI 20.7	SR 82	518535J
QI 21.1	Reed Rd	518534C
QI 21.8	Island Rd	518533V
QI 23.1	Avon Belden Rd	518532N
QI 25.4	Main St	518530A
QI 26.5	Crook Rd	518529F
QI 27.0	Indian Hollow Rd	518527S
QI 27.8	Biggs Rd	518523P
QI 28.3	Wheeler Rd	518522H
QI 29.3	E Main St	518521B
QI 29.5	S Center St	518520U
QI 30.9	Whitney	518519A
QI 31.0	Whitehead St	518518T
QI 32.3	Nickle Plate Rd	518515X
QI 33.3	Webster Rd	518514R
QI 34.4	Peck-Wadsworth Rd	518513J
QI 34.7	Hawley Rd	518512C
QI 36.1	Barker St	518511V
QI 36.4	N Main St	518510N
QI 36.6	Herrick Ave	518509U
QI 36.8	Magyar St	518508M
QI 38.2	Pitts Rd	518507F
QI 38.7	Jones Rd	518506Y
QI 39.8	Quarry Rd	518504K
QI 41.1	Anderson Rd	518503D
QI 41.4	Griggs Rd	518502W
QI 41.9	State St	518501P
QI 43.4	Gore Orphanage Rd	518498J
QI 44.5	Butler Rd	518497C
QI 45.3	New London Sec Rd	518496V
QI 46.3	Chenango Rd	518495N
QI 47.3	Walnut St	518493A
QI 47.6	N Main St	518492T
QI 47.7	W Main St	518491L
QI 50.4	Town Line Rd	518488D
QI 50.4	Greenwich E Twln	518489K
QI 50.7	US 250	518487W
QI 51.1	Omega Rd	518486P
QI 52.7	SR 13	518485H
QI 53.2	Alpha Rd	518484B
QI 54.4	Kniffen Rd	518483U

# INDIANAPOLIS SUBDIVISION - HL

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
				CINCINNATI TERMINAL SD				
P	F			-----				
15	15	BD 25.5	HAMILTON			TWC-DCS (ABS)		1
35	35	BD 26.9 BD 28.5	7.3					
50	50	BD 30.0						
		BD 32.7	EE MCGONIGLE					
		BD 34.1	WE MCGONIGLE					
		36.0 37.0						
50	50	BD 38.3						
35	35	BD 40.0						
50	50	BD 43.5	14.1					
		BD 48.1						
40	40	BD 48.2	COTTAGE GROVE					
		BD 48.3						
50	40	BD 52.5						
35	35	BD 53.3	14.7					
50	40	BD 59.0						
35	35	BD 60.5						
50	40	BD 62.9	EE LYONSVILLE					
		BD 63.7	WE LYONSVILLE	0.8				
						TWC-DCS (ABS)		

# INDIANAPOLIS SUBDIVISION - HL

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F			WEST	WEST			
50	40	BD 65.1			DD	↑	TWC-DCS (ABS)	
25	25	BD 66.7	4.9		RIVER TRACK →	← CONNERSVILLE YD		
					BD 66.9	← CG&B		
					BD 67.2	←		
					BD 67.4	←		
25	25	BD 68.0			- - - CNUR			
		BD 68.1						
60	40	BD 68.6	0.7		SALTERS STG			
		BD 69.3			50 CARS			
35	35	BD 71.0				↓	LOUISVILLE DIV REFER TO LOUISVILLE TIMETABLE SPECIAL INSTRUCTIONS	
50	40	BD 73.0	9.4			↑		
		BD 75.1						
60	40	BD 78.7	0.7		MAUZY STG			
		BD 79.4			50 CARS			
		BD 84.5	5.9		DD			
36	35	BD 85.3	0.1		RUSHVILLE STG			
		BD 85.4	0.8		13 CARS			
60	40	BD 86.2	1.8		BUNGE HONEYCREEK SDG			
		BD 88.0			9,050 FT SP			2
		BD 92.0	4.0					
		BD 92.8	0.8		ARLINGTON STG		TWC-DCS (ABS)	
60	40				55 CARS	↓		

# INDIANAPOLIS SUBDIVISION - HL

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	EAST			
P 60	F 40			19.8		TWC-DCS (ABS)		3
		BD 104.7 112.0	EE JULIETTA					
		BD 112.6 113.0		0.9		TWC-DCS (ABS)		
		BD 113.5	WE JULIETTA					
60	40	BD 119.4		8.7		TWC-DCS (ABS)		4
		BD 122.2	PINE RUNNER			GREAT LAKES DIV		
25	25			1.5				5
		BD 123.0						
15	15	BD 123.7	CP IU			TWC-DCS (ABS)		

10.2 MILES WE JULIETTA TO CP IU

### STATION PAGE NOTES

- NOTE 1:** Movements on the Hamilton Belt Line BO 26.9 are made in accordance with Rule 96. Crew member will secure permission from North Excello Yardmaster on Radio Channel 8 before occupying the Hamilton Beltline.
- NOTE 2:** Pioneer Siding : See Indianapolis Subdivision Special Instructions relating to Rule 104-E Handling Switches.
- NOTE 3:** Indianapolis SD from BD 25.4 to BD 113.5 is part of the Louisville Division.
- NOTE 4:** Indianapolis SD from BD 113.5 to BD 123.7 is part of the Great Lakes Division.
- NOTE 5:** Movements on Pine Storage are made in accordance with Rule 96. Crews setting off or picking up cars will notify the Hawthorne Yardmaster on channel 46 or call 317-267-4404 to inform him of their movement.

# INDIANAPOLIS SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- INDIANAPOLIS

Trk	MP/Location	P	F
SG	BD 25.5 - 26.9	15	15
SG	BD 26.9 - 30.0	35	35
SG	BD 30.0 - 38.3	50	50
SG	BD 38.3 - 40.0 -- City Ordinance (HE)	35	35
SG	BD 40.0 - 48.1	50	50
SG	BD 48.1 - 48.3	40	40
SG	BD 48.3 - 52.5	50	40
SG	BD 52.5 - 53.3 -- City Ordinance (HE)	35	35
SG	BD 53.3 - 59.0	50	40
SG	BD 59.0 - 60.5	35	35
SG	BD 60.5 - 66.7	50	40
SG	BD 66.7 - 68.1 -- City Ordinance (HE)	25	25
SG	BD 68.1 - 71.0	60	40
SG	BD 71.0 - 73.0	35	35
SG	BD 73.0 - 75.1	50	40
SG	BD 75.1 - 84.5	60	40
SG	BD 84.5 - 85.4 -- City Ordinance (HE)	35	35
SG	BD 85.4 - 119.4	60	40
SG	BD 119.4 - 123.0	25	25
SG	BD 123.0 - 123.7	15	15

### ADDITIONAL SPEEDS (SP) -- INDIANAPOLIS

Location	Track Type	F
BD 32.7 - 34.1	SDG	10
BD 62.9 - 63.7		
BD 86.2 - 88.0		25
BD 112.6 - 113.5		10
BD 122.2 - 123.7		

### 42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- INDIANAPOLIS

Trk	MP/Location	P	F
SG	BD 38.3 - 40.0 (HE)	35	35
SG	BD 52.5 - 53.3 (HE)	35	35
SG	BD 66.7 - 68.1 (HE)	25	25
SG	BD 84.5 - 85.4 (HE)	35	35

### 95-C LEAVING UNATTENDED EQUIPMENT

**BD 113.5 Julietta Siding** - Equipment will not be left unattended unless protected by derail.

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BD 48.2	Cottage Grove	IERR	Automatic (Note)	226-B3 (d)

**Note:** After contacting LB Dispatcher, determine opposing railroad's train or engine is not fouling or approaching crossing. If indication light in box marked for the railroad requesting signal, located on side of bungalow, is illuminated, press and hold button for five seconds. Signal should clear after five minutes for railroad requesting movement. If signal does not display aspect to proceed,

Conductor or Engineer will secure permission of Train Dispatcher and pass signal at least 30 feet but do not foul crossing. Wait five minutes, then proceed in accordance with Rule 226-B3(d). To make reverse movement over crossing, operate push button located on mast of absolute signal and hold for 5 seconds. If signal fails to display aspect to proceed, crew will proceed to crossing and comply with above instructions.

### 104 HANDLING SWITCHES REMOTE CONTROL SWITCHES (RCS)

#### Pioneer Siding BD 86.2 and BD 88.0

#### A. Movement from Main Track to Siding Track at EE Pioneer BD 86.2:

Approach the westward right hand high signal at the EE Pioneer BD 86.2 not stopping more than 100 feet from the signal. With the train radio on Channel 08, using the radio keypad, the Train Engineer must depress 861\*. If the radio keypad is not functioning, the train crew may operate the key controller located on the right hand high signal by turning the key fully clockwise then returning the key to the normal position and removing the key.

Using either method, after 15 seconds, the switch will reverse and the westward right hand high signal at EE Pioneer will display a signal aspect authorizing movement onto the siding. After the train has completed the movement past the clearance point into the siding, the self-restoring dual control power operated switch will automatically normal itself for Main Track to Main Track movement.

#### B. Movement from Siding to Main Track at EE Pioneer BD 86.2:

After train crew obtains permission from the LB Dispatcher to occupy the Main Track, approach the CS Sign stopping not more than 100 feet from the eastward left hand siding high signal. If there are no conflicting movements, the switch will automatically reverse and the eastward left hand siding high signal will display a signal aspect authorizing movement onto Main Track. After the train has completed the movement onto the Main Track, the switch will automatically restore for Main Track movement.

#### C. Movement from Main Track to Siding Track at WE Pioneer BD 88.0:

Approach the eastward right hand high signal at the WE Pioneer BD 88.0 stopping not more than 100 feet from the signal. With the train radio on Channel 08, using the radio keypad, the train Engineer must depress 880\*. If the radio keypad is not functioning, the train crew may operate the key controller located on the right hand signal by turning the key fully clockwise then returning the key to the normal position and removing the key.

Using either method, after 15 seconds, the switch will reverse and the eastward right hand high signal at WE Pioneer will display a signal aspect authorizing movement onto the siding. After the train has completed the movement past the clearance point into the siding, the self-restoring dual control power operated switch will automatically restore itself for Main Track movement.

**D. Movement from Siding to Main Track at WE Pioneer BD 88.0:**

After train crew obtains permission from the LB Train Dispatcher to occupy the Main Track, approach the SC Sign, stopping not more than 100 feet from the westward right hand siding high signal. If there are no conflicting movements, the switch will automatically reverse and the westward right hand siding high signal will display a signal aspect authorizing movement onto the Main Track. After the train has completed the movement onto the Main Track, the switch will automatically restore for Main Track movement.

**104-K SPRING SWITCHES**

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BD 32.7	E McGonigle	Main - Note	10
BD 34.1	W McGonigle		

**Note:** When making a facing point movement into siding through spring switch, speed will not exceed 10 MPH. Operation of switch: Push button is located in box attached to governing signal. Conductor or Engineer will operate push button and be governed by the aspect displayed by the leaving signal, wait five minutes before fouling the track to be entered. To expedite the movement, push button should be operated immediately after the passage of the train they have authority to follow. When trains meet at siding, push button will be operated as soon as the rear of the train to be met has passed the fouling point of the siding. Movement from the siding to Main Track will be governed by signal indication.

**220 WHERE SIGNAL RULES ARE IN EFFECT**

BD 25.4 - BD 113.5, Louisville Division, 1281 through 1298 govern.

BD 113.5 - BD 123.7, Great Lakes Division 1281 through 1298 govern.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station
BD 33.2	McGonigle	Continuous	14-3, 08	Wayside
BD 48.2	Cottage Grove			
BD 59.1	Brownsville			
BD 67.3	Connersville			
BD 76.8	Glenwood			
BD 96.1	Gwynneville			
BD 113.2	Julietta			
BD 114.2				
BD 129.7	Speedway			

**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
BD 28.5	Hamilton	1	NONE
BD 43.5	Donald	1	NONE
BD 65.1	Connersville	1	NONE
BD 84.5	Rushville	1	NONE
BD 104.7	Reedville	1	NONE

**4400 THRU TRUSS BRIDGES**

Thru Truss Bridges are at the following locations:

MP	Location
BD 26.1	Hamilton
BD 66.9	Connersville

**4453 HANDLING CARS THAT ARE PRONE TO ROCKING**

MP
BD 25.4 - BD 26.0

**4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT**

Unless otherwise authorized by a clearance bureau wire or by the Director of System Control, the following are the maximum double stack and multilevel heights allowed on the Indianapolis Subdivision Main Tracks and Sidings. CSX train documentation will list this equipment as restricted and will show applicable height dimensions.

MP	Location	Information
BD 25.4 - BD 123.7	Indianapolis	Double Stack & Multilevel: Prohibited

**BD 26.3 D Street Overpass** – Unless otherwise authorized by a clearance bureau wire or by the Director of Network Operations, equipment in excess of 18 feet 0 inches must not operate under overpass.

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

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BD 45.0	Harvest Land Co-op	6-Axle Locomotives	Prohibited
BD 77.0	Glenwood Falmouth		
BD 85.0	Shed Track		
BD 88.0	Ag One		
BD 99.0	Nabisco Lead		
BD 101.0	Klosterman's		
BD 103.0	Fountaintown		
BD 106.0	Reedville		
BD 113.5 - BD 123.7	All industrial, house and team tracks		

Exception: State Street and Pine storage tracks.

## 7. CLOSE CLEARANCE

MP	Location	Remark
BD 67.0	East End of Yard	Do not ride side with cars on the adjacent track
BD 77.0	Taylor Track	Elevator & Storage Building
BD 86.0	Lotus Warehouse	South Track
BD 88.0	AG One	Do not ride cars into the spot at end of the track
BD 99.0	Bunge	1 & 2 tracks
BD 99.0	Morristown Silos	Loader/Dumper to End of tracks
BD 99.0	Bio-Integrity Fuels	Do not ride cars into the covered loading facility
BD 99.0	Nabisco Lead	Dumper
BD 117.0	Fisher Building Supply	Inside Building
BD 119.3	Aetna Plywood	Building
BD 122.9	Bridge Abutment between Main and Siding	Main and Siding

## 8. MISCELLANEOUS

### BD 48.2 Indiana Eastern Railroad, Cottage Grove -

Special Instructions For Operating Over The Indiana Eastern Railroad.

a. Documentation - IERR Operations Manager / Dispatcher - will issue verbal order, any slow orders, and track conditions. Any permanent restrictions will be in a general bulletin. IERR Operations Manager / Dispatcher may be reached on AAR Channel 57 or by phone at 513-280-0629.

b. Permission to occupy IERR track -

1. Crew must contact the IERR Operations Manager to obtain verbal permission to enter and move in both directions on all tracks between CI 57.1 and CI 18.9.

2. After the train clears the limits, the crew must report clear promptly to the IERR Operations Manager Dispatcher.

c. Speed - once permission has been granted CSX will operate at restricted speed not to exceed 20 MPH.

IERR will not operate trains or equipment between those locations until the CSX crew verbally releases this track segment back to the IERR Operations Manager.

CSX will deliver interchange traffic to IERR on the B&O Pass Track and C&O Pass Track located on IERR.

Grain trains between CSX and IERR will be intact (loaded or empty-with locomotives) to be placed on IERR Main Track west of Cottage Grove Diamond to clear the switch to the C&O Pass Track.

### BD 99.0 Bunge Morristown -

a. CSX crews required to work Bunge must contact Bunge Radio Channel 08 for permission to enter Bunge property.

b. Bunge will instruct CSX crews as to tracks to enter and switching instruction within Bunge property.

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

MP	Location	DOT#
BD 25.6	4th St	154017E
BD 25.6	M L King Blvd	154013C
BD 25.8	3rd St	154018L
BD 25.8	2nd St	154019T
BD 25.9	Front St	154021U
BD 26.9	Millville Ave	154029Y
BD 27.1	Kenworth Ave	154052T
BD 27.4	Washington Blvd	922656T
BD 28.5	Rockford Dr	154060K
BD 30.1	Stahlheber Rd	154063F
BD 30.9	Morman Rd	154064M
BD 35.0	Garver / Elliott Rd	154073L
BD 36.7	Stillwell Beckett	154077N
BD 37.3	Booth Rd	154078V
BD 38.9	Chestnut St	154079C
BD 39.0	Main St	154080W
BD 39.1	Central Ave	154081D
BD 39.3	College St	154082K
BD 39.5	Spring St	154083S
BD 39.7	Locust St	154084Y
BD 39.7	High / Conteras St	154085F
BD 45.0	Brookville St	154098G
BD 45.0	Union St	154099N
BD 45.2	Liberty	154100F
BD 46.3	CR 500 E 9 Mile Rd	154102U
BD 47.6	CR 440 E	154106W
BD 48.1	Private Rd	154107D
BD 48.2	Private Rd	154108K
BD 52.7	Main St	154120S
BD 53.0	Union St	154124U
BD 53.1	Brownsville Ave	154126H
BD 59.1	SA St	154131E

BD 59.2	N 200	154132L
BD 59.4	Main St	154133T
BD 59.7	Waterloo Rd	154134A
BD 61.9	Springersville Rd	154136N
BD 66.4	Madison St	154148H
BD 67.3	Eastern Ave	154150J
BD 68.0	Lincoln Ave	154171C
BD 76.9	Main St	154182P
BD 79.0	CR 600 E	154185K
BD 84.5	Fort Wayne Rd	154197E
BD 84.7	Perkins St	154198L
BD 84.8	Main St	154199T
BD 84.9	Morgan St	154201S
BD 84.9	Harrison St	154202Y
BD 85.1	Sexton St	154203F
BD 85.2	Arthur St	154204M
BD 85.5	Spencer St	154205U
BD 86.3	CR 53 E / E Pioneer	154206B
BD 87.9	W 300 St	154207H
BD 92.2	W 700 / Carthage Rd	154216G
BD 93.2	W 800	154217N
BD 98.4	E 500 St	154228B
BD 98.8	E 450 St	154229H
BD 100.6	E 300 St	154233X
BD 103.3	SR 9	154238G
BD 105.8	CR 100 W	154244K
BD 106.9	W 200 St	154247F
BD 109.8	Depot St	154253J
BD 110.1	Gem Rd	154254R
BD 111.1	W 600 St	154257L
BD 113.1	Carrol Rd	154262H
BD 113.4	Sorel St S	154263P
BD 113.7	Muessing Rd	154265D
BD 114.2	German Church Rd	154266K
BD 115.1	Bade Rd	154267S
BD 116.3	Post Rd	154269F
BD 117.3	Franklin Rd	154270A
BD 118.8	Kitley Rd	154275J
BD 118.8	Shortridge Rd	154273V
BD 119.4	Arlington Ave	154276R
BD 119.7	Audubon Rd	154277X
BD 119.9	Ritter Ave	154278E
BD 120.2	Butler Ave	154280F
BD 120.4	Emerson Ave	154281M
BD 123.0	State St	154285P
BD 123.2	Southeastern Ave	154286W
BD 123.3	Leota St	154287D
BD 126.4	N Miley Ave	154292A

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NOTES

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# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			MT VICTORY SD				
60	QI 138.9	CP 138     14.6	2	1	ABS-261		
	QI 139.0						
40							
	QI 140.2						
30	QI 141.0						
60	149.0						
	QI 149.9						
	150.0				QI 150.0		
						ABS-261	
60	QI 153.4	CP 153	2	1	CPS-261		
40	QI 153.5						
	QI 153.6						
60							
	QI 159.5	10.1			ABS-261		
			DD				
			2	1			
	QI 163.6	CP 163			CPS-261		
					TOLEDO SD LOUISVILLE DIV		
60					ABS-261		

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
60			2	1	ABS-261		
	QI 167.3						
	178.0 179.0		DD				
	QI 184.5		DD				
60		26.1	2	1	ABS-261		

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
60	QI 189.7	CP 189	2	1	CPS-261		
				CORMAN IT	ABS-261		
		1.5	ANSONIA STG TRK 120 CARS	MW TRKS	ABS-261		
				1 2 3 4 5	ABS-261		
	QI 191.2	CP 191	2	1	CPS-261		
		7.6			ABS-261		
	QI 198.8	CP 198	2	1	CPS-261		
		3.1		5 TRK	ABS-261		
	QI 201.9	EE HARRISVILLE			CPS-261		
		0.5		CARDINAL ETHANOL	ABS-261		
	QI 202.4	WE HARRISVILLE	2	1	CPS-261		
60			2	1	ABS-251		1

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
60	QI 203.7		DD		ABS-251		
		26.1	ID DISP 38-6# RD 46	ANCHOR GLASS QI 207.1			
	218.0 219.0		QI 207.9	WINCHESTER STG 60 CARS QI 207.8			
			2	HOUSE TRK			
				1			
	QI 221.7		DD				
60	QI 227.4						
30					ABS-251		
	QI 228.5	CP VANCE			<b>CPS-261</b>		
			ID DISP 38-4# RD 46	QI 228.6	ABS-251		
			2	1			

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
30		1.0			ABS-251		
	QI 229.5	CP 229	NS		CPS-261		
		0.5	2	1	ABS-251		
	QI 230.0	CP 230	NS		CPS-261		
30 60	QI 232.7		NS CONN TRK NEW 3 TRK QI 230.5  HART CROSSOVER  QI 232.8  W PASS STG 55 CARS BORG WARNER  QI 233.5		HART YD LEAD QI 232.8  NO 1 - 2,244 FT NO 3 - 2,112 FT HART YD	ABS-251	
	QI 233.7	8.0	2	1			
	QI 242.0	7.5	DD	DD			
60					ABS-251		1

# INDIANAPOLIS LINE SUBDIVISION - IP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
30	QI 245.5	CP 245			CPS-261		
		2.0			ABS-261		
	QI 247.5	CP 246			CPS-261		
		3.4			ABS-261		
30 60	QI 250.0						
	QI 250.9	CP 250			CPS-261		
	QI 257.2	9.4			ABS-261		
	260.0						
	QI 260.3	CP 260			CPS-261		
	261.0				ABS-261		
	QI 266.3	13.2					
60 40	QI 269.0						
40	QI 273.5	LAWRENCE			ABS-261		
134.6 MILES CP 138 TO LAWRENCE							

**STATION PAGE NOTES**

**NOTE 1:** Where ABS-251 is the authority for movement the current of traffic is West on 2, and East on 1.

# INDIANAPOLIS LINE SUBDIVISION - IP QII MILEPOSTS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
F							
60 30	QI 245.0 = QII 245.5		1.7	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">SEE PREVIOUS PAGE FOR NO 2 TRACK - QI MP'S</div>	ABS-261		
	<b>QII 247.2</b>	<b>CP 247</b>			<b>CPS-261</b>		
			1.4		ABS-261		
	<b>QII 248.6</b>	<b>CP 249</b>			<b>CPS-261</b>		
			2.3	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">SEE PREVIOUS PAGE FOR NO 2 TRACK - QI MP'S</div>	ABS-261		
30 60	QII 250.9 = QI 250.9	CP 250			ABS-261		
5.4 MILES QII 245.5 TO QII 250.9							

## INDIANAPOLIS LINE SUBDIVISION - IP DOW-MARION CONNECTION TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST			
	QID 112.6 = QII 247.2	CP 247			CPS-261		
		1.3			ABS-261		
	QID 111.3 = QII 247.5	CP 246			CPS-261		
<b>1.3 MILES CP 247 TO CP 246</b>							

# INDIANAPOLIS LINE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS - - INDIANAPOLIS LINE

Trk	MP/Location	F
Both	QI 138.9 - 139.0	60
Both	QI 139.0 - 140.2	40
Both	QI 140.2 - 141.0	30
Both	QI 141.0 - 153.4	60
Both	QI 153.4 - 153.6	40
Both	QI 153.6 - 227.4	60
Both	QI 227.4 - 232.7 -- City Ordinance (HE)	30
Both	QI 232.7 - 245.5	60
2	QI 245.5 - 250.0 -- City Ordinance	30
Both	QI 250.0 - 269.0	60
Both	QI 269.0 - 273.5	40

### AUTHORIZED SPEEDS - - QII MILEPOSTS

Trk	MP/Location	F
1	QII 245.5 - 250.9 -- City Ordinance (HE)	30

### ADDITIONAL SPEEDS (SP) - - QII MILEPOSTS

Location	Track Type	F
QII 247.2 - 248.6	SSDG	15

### ADDITIONAL SPEEDS (SP) - - DOW-MARION CONNECTION TRACK

Location	Track Type	F
QID 112.6 - 111.3	CONN	10

### 42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - INDIANAPOLIS LINE

Trk	MP/Location	F
Both	QI 227.4 - 232.7 (HE)	30
2	QI 245.5 - 250.0	30

### 42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - QII MILEPOSTS

Trk	MP/Location	F
1	QII 245.5 - 250.9 (HE)	30

### 94 MAIN TRACK DESIGNATION

QI 198.8 - QI 245.5 - Where Rule 251 is in effect, Number 1 Track is East and Number 2 Track is West.

## 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QI 153.5	CP 153	IORY	Automatic	226-B
QI 229.5	CP 229	NS	Remotely	
QI 230.0	CP 230		Controlled	

QI 153.5 Quincy – Emergency push button instructions

- Contact CSX Dispatcher for permission to push button.
- If red light is on, push button, hold button for 5 seconds, white light should then be on; train may proceed with signal lined by Dispatcher or with his permission. If white light is not on, wait 5 minutes, white light should then be lit and train may proceed on signal lined by Dispatcher or with his permission. If white light is not lit, occupy interlocking short of crossing for 5 minutes and then proceed with Dispatcher permission.
- If red light is not on wait 13 minutes, then if no approaching I&O train is observed, push button and hold button for 5 seconds, red light should be lit. Wait for 5 minutes, white light should then be lit and train may proceed on signal lined by Dispatcher or with his permission. If white light is not lit, occupy interlocking short of crossing for 5 minutes and then proceed with Dispatcher permission.

4. If I&O train is observed during the 13 minute period and signal could not be displayed after the I&O moved through CP 153, begin back at paragraph number 1 above.

### 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QI 247.2 - QI 248.6	Anderson, IN No 1 Main, Sdg Yard Tracks	2

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a on the Indianapolis Line Subdivision.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QI 139.2	Bellfontaine	Continuous	38-7#, 46	Wayside
QI 167.2	Sidney		38-6#, 46	
QI 189.4	Ansonia		38-5#, 46	
QI 208.0	Winchester		38-6#, 46	
QI 229.0	Muncie		38-4#, 46	
QI 247.0	Anderson		38-3#, 46	
QI 263.1	Fortville		38-6#, 46	
QI 273.0	Post Rd		38-8#, 46	

## 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
QI 149.9	Degraff	1	NONE
QI 159.5	Pemberton	1	NONE
QI 167.3	Hardin	2	NONE
QI 184.5	Dawn	1	NONE
QI 203.7	Harrisville	1	NONE
QI 221.7	Parker City	1	NONE
QI 233.7	Yorktown	2	NONE
QI 242.0	Chesterfield	1	NONE
QI 257.2	Ashtabula	2	NONE
QI 266.3	McCordsville	2	HIWI

**4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE**

Governs Intermodal trains on the Indianapolis Line Subdivision.

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

**QI 164.0 Old Sidney Main** – Crews using the Main and Industry Tracks must have operative air brakes on all cars.

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
QI 138.9 - QI 273.5	Entire Subdivision	Cars with gross weight over 315,000 pounds	Prohibited
QI 142.0	HBD	6-Axle Locomotives	
QI 149.9	DeGraff Ind Track	Cars with gross weight over 286,000 pounds	
QI 149.9		6-Axle Locomotives	
QI 166.2	Old Sidney Main	Cars with gross weight over 286,000 pounds	
QI 166.2		Locomotives over 400,000 pounds	
QI 252.9	Nestle-Prestrip	6-Axle Locomotives	
QIG 121.1 QIG 122.1	Gridley IT	Cars with gross weight over 273,000 pounds	
QII 247.2		Marion IT	
QII 247.2	Anderson Emporia IT		
QII 247.2			
QIS 165.5	Cargill, Sidney, OH	Locomotives	Must not pass through loader

**7. CLOSE CLEARANCE**

MP	Location	Remark
QI 148.9	DeGraff	Champaign Landmark
QI 156.9	Pemberton	Bambauer
QI 164.0	Old Sidney Main	American Trim
QI 164.0	Old Sidney Main	Cargill
QI 164.0	Old Sidney Main	ADM
QI 208.0	Winchester	Anchor Glass
QI 252.9	Precision Strip and Nestle Corp	ALL
QID 112.3	Dow-Marion Connecting	Fence
QID 112.4	East side of Track	Fence
QII 248.0	Tru Cut	ALL
QII 248.0	S Anderson Yard - When cars are on E Engine Lead between turntable switch and M of W track	East end of No 14 Track

**8. MISCELLANEOUS**

**EXCEPTED TRACK**

MP	Location	Track
QI 121.1	Gridley Industrial Track	QIG 122.1 / Entire Track
QI 149.9	DeGraff Industrial Track	Entire Track
QI 166.2	Old Sidney Main Ind Track - east of 175 only	Entire Track

**QI 142.0 HBD** – Due to industry switch crew working, equipment is prohibited from entering or clearing at this location, except for crews setting off or picking up industry cars.

**QIS 165.5 Cargill, Sidney, OH** – No 4 Track is restricted to tank cars only.

**QI 189.7 Main Street, Ansonia, OH** – Equipment must not be left on siding east of Main Street.

**QI 248.0 S Anderson Yard** – Semi-automatic switches must be operated manually for movement in either direction.

**QI 252.9 Nestle & Prestrip** – Due to industry switch crew working, MofW equipment is prohibited from entering or clearing at this location.

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

MP	Location	DOT#
QI 139.3	Stock Yard Rd	518351J
QI 140.7	Garfield Ave	518348B
QI 140.7	Columbus St	518347U
QI 140.8	Chillicothe St	518346M
QI 141.0	Plum Valley Rd	538709H
QI 142.4	Childrens Home Rd	538711J
QI 145.1	46 Township Rd	538712R
QI 145.6	CR 31	538713X
QI 146.1	Gretna Rd	538714E
QI 147.9	CR 208	538717A
QI 153.3	Miami St	538728M
QI 153.5	SR 235	538729U
QI 155.7	Logan-Shelby Rd	538734R
QI 156.8	Tawawa-Maplewood	538735X
QI 156.9	Main St	538736E
QI 160.4	Pasco Montra Rd	538740U
QI 165.2	Vandermark Rd	538763B
QI 167.3	Lockington-Lindsey	538767D
QI 171.9	Pampel Rd	538771T
QI 175.7	Rangeline Rd	538778R
QI 177.3	Russia Rd	538781Y
QI 177.8	Miller Rd	538782F
QI 178.3	Russia-Versailles	538783M
QI 178.8	Darke-Auglz-Shelby	538784U
QI 180.4	SR 47	538786H
QI 181.4	Steffin St	538792L
QI 181.5	S 2nd St	538793T
QI 181.6	Center St	538794A

QI 181.6	West St	538795G
QI 183.1	Conover Rd	538797V
QI 188.5	Beam Rd	538804D
QI 189.7	Main St & SR 118	538805K
QI 191.2	Detling	538808F
QI 192.3	SR 49	538810G
QI 193.5	Cltwn-Lghtsvll Rd	538814J
QI 195.5	Staudt Rd	538816X
QI 196.8	Hill Grove-Fort	538820M
QI 198.1	Deerfield	538821U
QI 198.3	Division St	538822B
QI 198.4	Sycamore St	538823H
QI 198.7	State Line St	538826D
QI 198.7	Columbia St	538827K
QI 198.8	Howard St	538828S
QI 199.0	Walnut St	538829Y
QI 200.6	700 East	538831A
QI 201.7	600 East	538834V
QI 202.7	Main St 500 East	538835C
QI 203.8	400 East	538836J
QI 204.8	300 East	538838X
QI 205.8	200 East	538841F
QI 206.8	CR 100E	538842M
QI 208.0	East St	538845H
QI 208.1	Main St	538846P
QI 208.2	Meridian	538847W
QI 208.3	West St	538848D
QI 208.5	Jackson St	538850E
QI 210.0	200 West	538852T
QI 211.8	375 West	538854G
QI 214.8	675 West	538857C
QI 215.8	Plum St	538858J
QI 215.9	Main	538859R
QI 216.1	Mulberry St	538860K
QI 216.9	900 West	538862Y
QI 218.0	1000 West	538863F
QI 219.0	1100 West	538865U
QI 219.9	Fulton	538866B
QI 220.0	Main St	538867H
QI 220.0	Franklin St	538868P
QI 221.6	800 East	538870R
QI 222.6	700 East	538871X
QI 223.4	Albany St	538872E
QI 223.6	Pittenger	538874T
QI 224.1	CO 550 East	538875A
QI 225.6	400 East	538877N
QI 226.6	Country Club Rd	538890C
QI 227.5	Butterfield Rd	538892R
QI 228.7	Lincoln St	538896T
QI 228.8	Ohio Ave	477167F
QI 229.1	Hackley St	477168M
QI 229.2	Pershing St	477169U
QI 229.3	Monroe St	477171V
QI 229.5	Elm St	477173J
QI 229.5	Jefferson St	477174R
QI 229.6	Vine St	477170N
QI 229.6	Walnut St	538898G
QI 229.8	Liberty	538899N
QI 229.9	Council St	538900F

QI 230.4	Elliott St	474549R
QI 230.6	Perkins	538901M
QI 231.0	Batavia Ave	538902U
QI 232.2	Perdieu Rd	538903B
QI 232.7	300 West	538904H
QI 233.7	400 West	538905P
QI 234.8	Andrews Rd	538906W
QI 235.4	Broadway	538908K
QI 235.9	York Ave-600 West	538909S
QI 237.3	700 West	538910L
QI 237.4	300 South	538911T
QI 238.9	400 South	538913G
QI 239.8	Tennessee	538914N
QI 240.2	Walnut	538915V
QI 241.2	CR 500 East	538918R
QI 242.4	Water St	538919X
QI 243.7	300 E-Middletown Rd	538920S
QI 244.1	Mounds Rd	538921Y
QI 244.9	Range Line Rd	538922F
QI 246.0	Scatterfield Rd	538939J
QI 246.4	E 22nd St	538940D
QI 246.6	Pitt St	538941K
QI 246.9	Columbus Ave	538942S
QI 247.1	Jefferson St	538943Y
QI 247.1	Noble St	538944F
QI 247.2	Walnut St	538945M
QI 247.3	Pearl St	538946U
QI 247.3	Fletcher St	538947B
QI 247.4	Central Ave	538948H
QI 247.5	Main St	538949P
QI 247.6	Meridian St	538950J
QI 247.6	Jackson St	538951R
QI 247.7	Brown St	538952X
QI 247.8	Lincoln St	538953E
QI 248.0	Fairview St	538954L
QI 248.3	Madison Ave	538955T
QI 248.3	Cedar St	538956A
QI 248.4	Locust St	538957G
QI 248.9	W 22nd St	538958N
QI 249.0	W 25th St	538960P
QI 250.2	W 38th St	538961W
QI 251.3	W 53rd St	538962D
QI 252.4	W 63rd St	538963K
QI 252.8	W 73rd St	538964S
QI 253.9	Goul Rd	538966F
QI 254.1	N Pendleton Rd	538967M
QI 255.9	Madison Ave	538971C
QI 256.5	Broadway	538972J
QI 257.1	S Pendleton Rd	538974X
QI 257.4	Reformatory Rd	538976L
QI 260.0	East St	538978A
QI 260.5	Meridian St	538980B
QI 260.6	Alfonte St	538981H
QI 261.2	750 West -Alfont Rd	538983W
QI 262.9	Madison 100 W	538985K
QI 263.3	Noel	538986S
QI 263.3	Main St & ST Rd #13	538987Y
QI 263.4	Merrill St	538989M
QI 263.8	1000 North	538990G

QI 264.2	300 West - Davis Rd	538991N
QI 265.4	400 West	538992V
QI 266.3	CR 500 W Woodbury Rd	538995R
QI 267.8	Oil Well Rd 600 W	538996X
QI 268.1	Depot St	538997E
QI 268.5	750 North	538998L
QI 269.0	700 W CO Line Rd	539268R
QI 270.1	Brandon St	539266C
QI 270.2	Oaklandon Dr	539265V
QI 271.2	Sunnyside	539264N
QI 272.0	59th St	539263G
QI 273.7	Post Rd	539259S
QID 111.4	Central Ave	538946U
QID 111.6	Fletcher St	538947B
QID 111.7	Pearl St	538948H
QID 111.9	19th St	539712U
QID 112.0	21st St	539713B
QID 112.1	23rd St	539714H
QID 112.5	29th St	539716W
QID 112.6	31st St	539717D
QIG 121.2	Scatterfield Rd	527661C
QII 246.0	Scatterfield Rd	538937V
QII 246.6	Pitt St	538933T
QII 246.7	32nd St	538932L
QII 246.9	Columbus Ave	538930X
QII 248.7	Dr Milk Jr Blvd	538924U
QIZ 167.3	38th St	539718K
QIZ 168.3	53rd St	539719S
QIZ 168.3	Columbus Ave	539720L
QIZ 169.4	67th St	507797K
QIZ 170.8	Ind 109	918309P
QIZ 172.6	US 36	539732F
QIZ 172.7	Ind 109	539733M

# INDIANAPOLIS TERMINAL SUBDIVISION - IT

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓ WEST ↓	↓ EAST ↓				
			INDIANAPOLIS LINE SD					
40	QI 273.5	CP 273					CPS-261	
	QI 274.8		1.5	DD	IC DISP 30-2# RD-46		ABS-261	
	QI 275.0	CP 275 (EB ONLY)		2	1		CPS-261	
			5.1				ABS-261	
						QI 279.3 EAST SIDE IT		
40	QI 280.1	CP 280		IT, INDIANAPOLIS BELT			CPS-261	
25	QI 281.9			2	1		ABS-261	
15	QI 283.1		3.6			SHELBYVILLE SECONDARY SD		
15	QI 283.7	CP IU		PM	2	1	DELAWARE WYE TO SP LOUISVILLE SECONDARY	CPS-261
	QI 283.9=							
	QS 0.0	AMTRAK DEPOT (P)	0.5				MERIDIAN WYE	ABS-261
15	QS 0.3	CP KENTUCKY AVE					CPS-261	
40			0.6				ABS-261	
40	QS 0.9	CP IJ		2	1		IT, CRAWFORDSVILLE BRANCH	CPS-261
							QS 1.1 ZIONSVILLE IT	
			0.7					ABS-261
	QS 1.6	CP 1		IT, INDIANAPOLIS BELT			CPS-261	
40				2	1		ABS-261	
			5.0 6.0 7.0					
			6.2				ABS-261	

# INDIANAPOLIS TERMINAL SUBDIVISION - IT

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
40			<div style="border: 1px solid black; padding: 2px; margin: 0 auto; width: 80%;">CRAWFORDSVILLE BRANCH</div>		ABS-261		
			NORTH	SOUTH			
	QS 7.8	CP MY	HUNT CONN	HUNT CONN			
	QS 8.5		DO		CPS-261		
	QS 9.4			SOUTH RUNNER			
40	QS 10.3				ABS-261		
30	QS 10.4		FUEL PAD	END OF ABS QS 10.4			
40	QS 10.4		IC DISP 30-6# RD 46	AVON YD END ABS QS 11.9			1
		5.1	HARLAN BAKERY	DEPARTURE YD LEAD			
			QS 12.4	OUTBOUND HUMP LEAD	ABS-261		
40	QS 12.9	CP AN		SANKEY INBOUND			
60					CPS-261		
60	QS 13.1						
60			1.9	ST LOUIS SD NO 2 TRACK ONLY	ABS-261		
60	QS 14.8	CP GALE			CPS-261		
				ST. LOUIS LINE SD			
25.2 MILES CP273 TO CP GALE							

### STATION PAGE NOTES

**NOTE 1:** Movements must not enter the signaled portion of the South Runner or Sankey Inbound without signal indication or permission of the IC Train Dispatcher. Permission to enter must also be obtained from Hump Yardmaster.

# INDIANAPOLIS TERMINAL SUBDIVISION - IT CRAWFORDSVILLE BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F			IC DISP 30-2# RD 46	INDIANAPOLIS TERMINAL SD			
40	30	QSC 0.7	CP IJ	0.9	GM TRUCK & BUS	ABS-261		
		QSC 1.6	CP WOODS			CPS-261		
40 60		QSC 2.3		1.9		ABS-261		
		QSC 3.5	CP HOLT			CPS-261		
60		QSC 4.6						
40		QSC 5.3						
60		QSC 6.8						
40		QSC 7.4		5.1		ABS-261		
49		QSC 8.1						
40		QSC 8.6	CP SOUTH HUNT					
						CPS-261		
				0.9		ABS-261		
		QSC 9.5	CP NORTH HUNT HCD (HUNT)			CPS-261		
60				3.1		ABS-261		
30		QSC 12.5						
30	30	QSC 12.6	CP CLERMONT			CPS-261		
					FRANKFORT SECONDARY SD			
					CRAWFORDSVILLE BRANCH SD			

11.9 MILES CP IJ TO CP CLERMONT

### STATION PAGE NOTES

**NOTE 1:** The Crawfordsville Branch does not intersect the Indianapolis Terminal Subdivision at grade.

# INDIANAPOLIS TERMINAL SUBDIVISION - IT LOUISVILLE SECONDARY BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F							
10	10	QSL 0.0	CP IU	1.7	<div style="border: 1px solid black; padding: 2px; display: inline-block;">IC DISP 30-2# RD 46</div>	IT, INDIANAPOLIS BELT	ABS-261	
20	10	QSL 1.7	CP DALE				CPS-261	
				2.3	QSL 3.1  QSL 3.5	QSL 3.2  DALE STG TRK 16 CARS	TWC-DCS	
20	10	QSL 4.0						
					LIRC			
4.0 MILES CP IU TO QSL 4.0								

# INDIANAPOLIS TERMINAL SUBDIVISION - IT INDIANAPOLIS BELT BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
10	QIB 0.0	NORTH INDIANAPOLIS (END OF MAIN TRACK)		EAST	N STREET IT		
			2.9	ZIONSVILLE IT	IC DISP 30-2# RD 46	193 YARD LIMITS	
			2.9	INDIANAPOLIS TERMINAL SD	QIB 2.5		
		QIB 2.9	CP 1	=====		ABS-261	
				0.3	IT, CRAWFORDSVILLE BRANCH	193 YARD LIMITS	
		QIB 3.2	CP WOODS	=====		ABS-261	
				2.7	TO CAVEN IT  TO INRD  IT, LOUISVILLE SECONDARY	NATIONAL STARCH  WEST MAIN	193 YARD LIMITS
		QIB 5.9	CP DALE	=====		ABS-261	
				2.3	SHELBYVILLE SECONDARY SD	TO HILL YD	193 YARD LIMITS
		QIB 8.2	BELT CROSSING	-----		ABS-261	
			3.9	HAWTHORNE YD  ARLINGTON AVE IT  HUNTER IT  INDIANAPOLIS LINE SD	PROSPECT WYE  HAMILTON WYE  TO STATE STREET YD  B&O CONN QIB 11.3 EASTSIDE JCT EASTSIDE IT	193 YARD LIMITS	
	QIB 12.1	CP 280	-----		ABS-261		
			1.4		193 YARD LIMITS		
	QIB 13.5	21 <sup>ST</sup> STREET	-----		193 YARD LIMITS		
			-----		PORT AUTHORITY OF HAMILTON COUNTY		
13.5 MILES NORTH INDIANAPOLIS TO 21 <sup>ST</sup> STREET							

# INDIANAPOLIS TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- INDIANAPOLIS TERMINAL

Trk	MP/Location	F
Both	QI 273.5 - 281.9	40
Both	QI 281.9 - 283.1	25
Both	QI 283.1 - 283.9	15
Both	QS 0.0 - 0.3	15
Both	QS 0.3 - 9.4	40
SG	QS 9.4 - 10.3	40
SG	QS 10.3 - 10.4	30
SG	QS 10.4 - 12.9	40
Both	QS 12.9 - 13.1	60
1	QS 13.1 - 14.8	60

### AUTHORIZED SPEEDS -- CRAWFORDSVILLE BRANCH

Trk	MP/Location	P	F
SG	QSC 0.7 - 2.3	40	30
SG	QSC 2.3 - 4.6	60	30
SG	QSC 4.6 - 5.3	40	30
SG	QSC 5.3 - 6.8	60	30
SG	QSC 6.8 - 7.4	40	30
SG	QSC 7.4 - 8.1	49	30
SG	QSC 8.1 - 8.6	40	30
SG	QSC 8.6 - 12.5	60	30
SG	QSC 12.5 - 12.6	30	30

### AUTHORIZED SPEEDS -- LOUISVILLE SECONDARY BRANCH

Trk	MP/Location	P	F
SG	QSL 0.0 - 1.7	10	10
SG	QSL 1.7 - 4.0	20	10

### AUTHORIZED SPEEDS -- INDIANAPOLIS BELT BRANCH

Trk	MP/Location	F
SG	QIB 0.0 - 13.5	10

### ADDITIONAL SPEEDS (SP) -- INDIANAPOLIS TERMINAL

Location	Track Type	F
QI 283.7 - 283.7	WYE	10

### 96 OTHER THAN MAIN TRACK

Permission of the IC Dispatcher is required to enter any track other than a Main Track, accessed off the Indianapolis Belt QIB 0.0 to QIB 13.5.

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QI 280.1	CP 280	CSX	Remotely Controlled	226-B
QS 1.6	CP 1			
QSC 1.6	CP Woods			
QSL 1.7	CP Dale			
QIB 2.5	KD - Zionsville IT		Stop Sign	98
QIB 2.9	CP 1		Remotely Controlled	226-B
QIB 3.2	CP Woods			
QIB 5.9	Dale			
QIB 8.2	Belt Crossing			
QIB 12.1	CP 280		Remotely Controlled	

### QIB 8.2 Belt Crossing -- Emergency push button instructions

1. If the red light is on, operate push button and hold for five (5) seconds, white light should come on within five (5) minutes. You may then proceed on hand signal from trainman stationed at the crossing. If light does not come on, be governed by Paragraph 3.

2. If red light is not on, operate push button, and hold for five (5) seconds, white light should come on within five (5) minutes. You may then proceed on hand signal from trainman stationed at the crossing. If light does not come on, be governed by Paragraph 3.

3. If white indicator light fails after five (5) minutes, refer to paragraphs (1) and (2) above. Movement may be made by train occupying track between interlocking signal and crossing, but must stop clear of crossing, wait an additional five (5) minutes, after which train may proceed over the crossing on hand signal at restricted speed with trainman stationed at the crossing provided no other trains are on or closely approaching the crossing.

### 100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QIB 0.9 - QIB 2.7	North Indianapolis to KD - Belt Line	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided

**103-D SECURING EQUIPMENT**

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QS 9.0	Avon Receiving Yard	All cars left standing will have minimum 3 on the West end of each cut
QS 9.0	Avon Departure Yard	Minimum 3 per cut
QIB 9.0	Hawthorne 001-025 R3 through R5	1, east end only

**104 HANDLING SWITCHES**

**Avon Yard Power Switches**

1 - Receiving Yard, east end - Controlled by the Hump Yardmaster.

2 - Electrics at the east end in the pullers - Controlled by the Tower Two Yardmaster.

**Note:** All power switches must be lined per Rule 104-C prior to traversing.

**104-A HANDLING SWITCHES**

**QIB 9.0 Hawthorne Yard** – The normal position of the derail leading to the Icehouse Track, 201 Track, 310 Track and the Eastbound Lead is in the Off position. The derail will be applied in the On position when equipment is left on these tracks.

**QIB 9.0 Hawthorne Yard** – The normal position of the derail on westbound, west of the west end of the Remote Control Zone is in the Off position. When the Remote Control Zone is activated or equipment is left unattended, it will be placed in the On position.

**QSC 3.0 Transfer Yard** – The normal position of the derail on the EM Track is in the Off position. The normal position for the lead switch that provides access to Tracks 10 – 12 and the EM and Scale Tracks, is lined for movement for Tracks 10-12.

**QSC 10.0 East End Avon Service Center** – The normal position of the balloon switch is lined for straight track movement.

**QSC 10.0 East End Controlled Siding Switch** - The normal position for the hand-operated switch from the controlled siding to the east end departure yard lead will be for movement on the controlled siding. This switch must be restored to normal position when not in use.

**220 WHERE SIGNAL RULES ARE IN EFFECT**

Signal Rules CR-1277 and 1294a are in effect on the Indianapolis Terminal Subdivision.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station
QI 283.7	Indy East	Continuous	30-2#, 46	Wayside
QS 1.1	Zionsville Industrial Track		84	Terminal
QS 10.0	Avon Fuel		54	
	Avon, YM		58	
			21-82	
QS 11.8	Avon		30-6#, 46	Wayside
QSC 3.5	Petersburg and Stout Field Industrial Tracks		60	Terminal
QSC 25.2	Lizton		30-5#, 46	Wayside
QIB 9.0	Hawthorne		86	Terminal
QIB 11.3	Hunter Industrial Track		57	

**913 REMOTE CONTROL ZONES**

**Remote Control Operation East end of Avon**

**1. North and South Puller**

Authority to occupy Puller Zone Tracks will be granted by the East End Yardmaster. PSP, Positive Stop Protection, area starts 450 feet east of 5 Crossover in the Electrics.

"9 MPH" Puck is 222 feet East of Switch to North Departure Track

"0 MPH", Stop Point, is 500 feet from the end of Track.

A. The following conditions must be met before relieving Remote Control Operators from Point Protection on the North and South Puller Zone.

1.) Locomotive - PSP Locomotives must be facing Short Hood East. PSP equipment is installed on the following Avon RCL locomotives.

2240-2441-8618-8480-8487-8477-8466-1312-1313-2442

Locomotive - Must be set up as a RCL and linked to at least 1 OCU. The GPS override must not be activated for normal operation. If it becomes necessary to override GPS, Point Protection must be provided.

2.) Operators - Must verify the RCL is responding to transponders (Pucks) at the beginning of each shift unless a crew directly transfers control of the remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible and visual outputs of the OCU once the locomotive has entered the PSP Zone and has traversed over the first two pucks. Any exceptions of locomotive not properly reading pucks must be reported to the East End Yardmaster.

3.) Speed Selector Settings - While operating in the PSP area, the Operator will match the speed commands received on the OCU (I.E. 7, 4, STOP, etc.). The Operator must not

use the Coast or Coast B Command while operating in the PSP area.

4.) Radio Channel - All Yard Crews working on the East End of the Bowl will Operate on designated radio Channel #21-82 (Hand Held and Engine Radios).

## 2. East End Electrics

Point Protection must be provided through the "Electrics". When the Control Station (East End Yardmaster) is contacted by the RCOF that they are ready to pull out of the Bowl, the Control Station (East End Yardmaster) must determine which Puller Zone Track (North or South) is to be used and then line and lock the route.

When the route is lined and locked and the East End Yardmaster has determined that they are ready to pull the cut out of the Bowl, the RCOF will be informed that it is ok to pull to the designated Puller Zone Track. The instructions from the East End Yardmaster will include, yard crew designation, engine number, the zone that engine is coming out of, and designated Puller Zone Track going to.

The RCOF will repeat the instructions given by the East End Yardmaster. The route cannot be changed without permission from the RCOF.

Example: "Y190 ENG. 8466 In North Zone Lined to North Puller Zone"

The control station (East End Yardmaster) may activate multiple routes or make other moves through the electrics, as long as they do not conflict with any other movements. East End Yardmaster will record activation and release times of RCZ, on prescribed form.

## 3. RCO Zones (RCZ) East End of Bowl

To activate designated RCZ, the RCOF name, engine number, and RCZ name will be used for all RCZ movements.

The following RCZ Zones are established and the designated RCZ is activated when:

- 1) RCOF has secured permission from East End Yardmaster.
- 2) The assigned Class Track has been blocked out by the Hump.
- 3) Road crossings must be made inaccessible.
- 4) The RCOF or properly attached crew member will line all switches into the designated Class Track to ensure route is lined when ready to pull.

### A. Name and Location of RCZ's

**Zone - 1-22** Class Ladder and Lead to Clearance Point of the "Electrics" Track 22 will be lined and locked for the North Zone.

**South Zone - 23-42** Class Ladder and Lead to Clearance Point of the "Electrics" Track 42 will be lined and locked for the South Zone.

**Back Zone - 43-53** - Class Ladder and Lead to the West End of Building 5.

**North Puller Zone** - North Puller Track beginning East of 6 Crossover in the Electrics.

**South Puller Zone** - South Puller Track beginning East of 8 Switch in the Electrics.

**Note:** There are no switches in either Puller Zones.

RCOF in charge of RCZ will be referred to by Yard Crew designation, engine number, and zone name.

Example: "Y190, engine 8466 in South Puller Zone"

1) RCZ signs are placed marking the Eastern and Western limits of the Zones.

2) Signs will be displayed continuously unless, RCZ is removed from service. In order for RCZ to be removed from service:

- A) RCZ must be clear
- B) Yardmaster must job brief all East End Crews that designated Zone is out of service.
- C) Appropriate Zone sign is closed

### B. Permission to enter or foul an activated RCZ at the East End of Avon Yard.

1) Definitions:

Jointly occupying employee(s): Engineering, Mechanical or T&E Service Employee(s) who have received permission from the RCOF to occupy or foul any track within an activated RCZ.

2) Permission to Enter or Foul an activated RCZ

- A) The East End Yardmaster will not authorize any movement to enter an activated RCZ.
- B) Engineering, Mechanical or T&E Employee(s) must receive permission of the RCOF before occupying or fouling any track within an activated RCZ. Requests for permission must include the switches to be handled and/or the route the employee will use while in the zone.

### C. When permission is granted to employee(s) to occupy an activated RCZ, the activated RCZ will become a jointly occupied RCZ.

1. The RCL Crew is responsible for prohibiting protection for their movement against jointly occupying employee(s).
2. All movements within a jointly occupied RCZ must provide Point Protection, until:
  - A. The jointly occupying employee(s) report clear as outlined below. After a jointly occupying employee(s) has completed use of the RCZ, they must reline all Zone Switches handled back to the position each switch was found in prior to its use. The RCZ must also be clear of the following: Blue signal, Derails, Personnel under the permission of the jointly occupying employee, and any other equipment. The jointly occupying employee, that was granted permission to occupy the RCZ must communicate directly with the RCOF in charge of the RCZ and report the following:
    1. He/she and any equipment is clear of the RCZ, and
    2. The RCZ is clear.

This information must be repeated by the RCOF in charge of the RCZ and acknowledged by the jointly occupying

employee.

**D. The RCOF in charge of the RCZ must comply with the following instructions:**

Before resuming utilization of the Zone without point protection the following conditions must be met:

1. The controlling RCL/RCP of the Remote Control Movement is on the leading end in the direction of the movement (i.e. the movement occurs on the pull out end), and
2. The Remote Control Zone is not jointly occupied, and
3. The last jointly occupying employee has directly communicated with the RCOF in charge of the RCZ as required in part D (above) of this item.

If these three conditions cannot be met, and before utilization of the Zone without Point Protection can resume, the Zone must be reinspected as required by CSX Rule 913-A, otherwise Point Protection must be provided.

Jointly occupied RCZ: Remote Control Zone where RCOF in control of the Zone has granted a jointly occupying employee (s), permission to occupy or foul any track within an active RCZ, and not yet cleared by the jointly occupying employee.

**E. RCOF Instructions at the East End of Avon Yard**

1) RCO, with activated Zone:  
When track is coupled, RCOF will notify East End Yardmaster. When the East End Yardmaster gets a lined and locked route to the North or South Puller Zone, he will instruct the RCOF of that and that it is ok to pull. The instruction will include Yard Crew designation, engine number and the zone that the engine is coming out of, and the designated puller Zone Track.

Example: "Y190 ENG. 8466 in North Zone lined to North Puller Zone"

Reminder: Point Protection (Rule 46) is required in the electrics.

The RCOF will repeat the instructions prior to initiating the move. RCOF will report when clear of RCZ. The RCZ is no longer activated after RCOF reports Clear.

2) When working in the back zone, head protection will be required from the East End of Zone to the Electrics.

3) RCOF, without activated zone: Whenever the RCOF does not have an activated zone, Head End Protection must be provided. Head End Protection may be provided by RCOF or other properly attached employee.

**Remote Control Operation at Hawthorne Yard**

**Eastbound Zone**

Limits are from the clearance point of the east end of the Eastbound Lead and extend 3700 feet to the west on the Eastbound Lead. RCO Zone Signs are located at the clearance point of the Eastbound Lead on the east end and 300 feet to the east of the yard access road, Wilhelm. Both crossings and all switches within the zone must be made inaccessible when the Zone is activated.

**2. INSTRUCTIONS RELATING TO SAFETY RULES**

**TS-4 PROCEDURE FOR APPLYING HAND BRAKES**

Hawthorne Yard – Brake stick is located at the west end of R2 and in the yard office. Yardmaster will issue brake sticks to all crews. At the end of their tour of duty, crews will return brake sticks to yardmaster.

Transfer Yard – Yardmaster will issue brake sticks to all crews. At the end of their tour of duty, crews will return brake sticks to yardmaster.

Avon Yard – The use of an approved brake stick is required within Avon Yard to apply and release all vertical wheel hand brakes. If a brake stick is not available, contact the yardmaster. Brake sticks are to be returned to their proper location.

**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
QI 274.8	Lawrence	2	NONE
QS 8.5	Hunt	2	NONE

**4400 THRU TRUSS BRIDGES**

Thru Truss Bridges are at the following locations:

MP	Location
QS 7.6	Indianapolis, IN
QSC 9.2	Clermont, IN
QSC 11.6	Clermont, IN
QIB 1.4	Indianapolis Belt

**4401 CIRCUS TRAINS**

QIB 9.0 Hawthorne Yard – Circus Trains will be pulled into Hawthorne Yard.

**4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE**

Governs Intermodal trains on the Indianapolis Terminal Subdivision.

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
QSC 4.6	Stout Field Ind Track	6-Axle Locomotives	Prohibited
QIB 1.4	White River Bridge	Cars over 220,000 pounds, Locomotives over 294,000	
QIB 2.3	Zionsville Industrial Track	6-Axle Locomotives	
QIB 8.5	Hawthorne Yard	Cars over 273,000 pounds	
QIB 4.3	Caven Ind Trk	6-Axle Locomotives	
QIY 2.2	Arlington Ave IT		
QIY 2.2	NW Belt		
QIY 2.2	Woods St Runner		
QIY 2.2	Harding St Runner		

**7. CLOSE CLEARANCE**

MP	Location	Remark
QSP 5.7	Hill Griffith	Building
BD 127.0	Acoustic Supply	Building
QIB 2.7	Carter Lee Lumber	Docks
QIB 9.0	Fishers Building Supply	Docks
QIB 2.1	Cargill	Building and fence
QIB 7.4	Caven Bridge at Raymond	Bridge
QIH 132.0	Ulrich	Building and totes stored close to tracks
QSC 1.5	GM DC	Building
QSC 7.6	Heritage	Shed
QSP 5.2	Roll and Hold	Building
QSS 118.0	Nampac	Fence and racks
QSS 121.0	Piper	Building
QSS 121.0	Superior	Building
QSS 121.0	RTP	Building
QSY 3.4	Distributor Services vacant	Building
QIB 8.3	Citizens Gas	Gate
BD 126.0	Marathon	Racks
QIA 4.6	Distributor Services	Building
QIB 3.0	GM Bailer	Structure
QIB 9.0	19-22	Close track centers
QIB 9.0	R2-R5	Close track centers
QIB 9.0	North Pacific Lumber	Building
QIB 0.0	DA Lube	Building and track centers
QIB 3.4	Lilly	Racks and fence
QIB 7.4	Interstate Whse	Buildings
QIB 7.4	Agrilaince Caven Ind.	Buildings
QIH 131.5	Ashland	Pipes, racks and Buildings
QIH 132.0	Weyerhaeuser	Building
QIH 132.1	Univer	Building and fence

QIH 132.7	Interstate Brands	Building and vehicles
QS 10.3	Fuel pad	Siding
QSC 3.0	All yard tracks	Close track centers
QSC 3.0	Omnisource	Concrete structure
QSC 7.5	Cablec	Building
QSC 7.7	Micronutrients	Building
QSP 4.0	Vertilius	Racks, fence pipes
QSP 5.7	Hoosier	Dock
QSS 119.0	Tri-State	Dock
QSS 119.0	Weyerhaeuser	Building
QSS 120.0	Flint Ink	Rack
QSS 121.0	Rugby/McCormic	Building
QSS 121.0	Color Box	Building
QSS 121.0	Star News	Building
QSS 121.0	Chem Central	Building
QSY 3.4	Synergy	Building
QSY 3.4	Inland	Building
QSY 3.4	Trinity vacant	Building
QSY 4.2	Henry	Building, pipes and fence
QSZ 3.8	Frick	Racks and fence

**8. MISCELLANEOUS**

**EXCEPTED TRACK**

MP	Location	Track
QIB 0.0	Indianapolis	QIB 3.2 / CP Woods Inc N Street IT
QIB 12.1	Running Track	QIB 13.5 / 21st Street
QIB 4.3	Caven Ind Track	Entire Track
QSC 4.6	Stout Field Ind Track	Entire Track
QIY 2.2	Arlington Ave IT	Entire Track

**QS 11.9 Avon Engine House** – Movements in, out and inside engine house territory will be made by verbal instructions of the Service Center Supervisor.

**QS 11.9 Avon** – Movements will receive permission from the IC Dispatcher and Tower 2 Yardmaster before departing.

**QS 11.9 Avon Departure Yard – Shove Light Instructions**

The Departure Yard is equipped with shove signal indicators located on the east end of each track. The shove light controlling each track is located to the south side approximately 50 feet from the switch. The shove light is equipped with a dual indicator light that can be viewed looking in either direction, east or west.

The shove light indicator remains in the lighted position until the track circuit on the west end of the track is occupied. Once the shove indicator light goes dark, the cut of cars must be stopped immediately.

The employee providing the protection at the shove indicator light is responsible for the movement and in case of doubt will comply with the instructions of the Tower Two Yardmaster. Under no circumstances will tracks be shoved without the required protection being provided.

**QIB 9.0 Hawthorne Yard** – Chevy boxcars and cars containing hazardous material will not be cut off in motion to couple into other cars. Do not permit other cars to be cut off

in motion to couple into Chevy boxcars or cars containing hazardous material.

**QIB 9.0 Hawthorne Yard** – Cars will not be cut off in motion more than fifteen (15) 50-foot car lengths to coupling.

Cars identified as long cars, 80 feet or longer must not be cut off in motion. Other cars may not be cut off in motion to couple into long cars 80 feet or longer. Cars will not be cut off in motion more than fifteen (15) 50 foot car lengths to couple.

**TERMINAL INSTRUCTIONS**

**Avon Yard**

**1 - Riding Equipment-** Employees are prohibited from riding equipment, other than a locomotive, between the crest of the hump and the group retarders.

**2 - Operation on Balloon Track-** When operating on the Balloon Track, movement must be made in the clockwise direction and must not exceed 5 MPH.

**3 - Trimming or Starting Tracks-** Yard crews required to trim or start tracks from the west end of the class yard must request permission from the tower 2 yardmaster by radio who must verify there are no conflicting movements. At no time will there be a movement allowed past the track being handled from the west end until it is verified that the equipment is stopped and in the clear. Note - to trim or start a track is different from shoving. When shoving Rule 103 applies. For example, if you can see the leading end of the leading car being shoved and the track ahead is clear, then it is okay to shove.

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

MP	Location	DOT#
BD 118.1	Shortridge Rd	154273V
BD 118.9	Kitley Ave	154275J
BD 119.4	Arlington Ave	154276R
BD 119.7	Audubon Rd	154277X
BD 119.9	Ritter Ave	154278E
BD 120.2	Butler Ave	154280F
BD 120.4	Emerson Ave	154281M
BD 123.0	State St	154285P
BD 123.2	Southeastern Ave	154286W
BD 123.3	Leota St	154287D
BD 126.4	Miley Ave N	154292A
BD 126.7	Belmont Ave	154295V
BD 127.1	Michigan St W	154297J
BD 127.1	Holmes Ave N	154296C
BD 127.3	Concord St	154298R
BD 127.6	Tibbs Ave	154299X
QI 274.6	47st or Hunter St	539258K
QI 274.7	Franklin Rd	539257D
QI 274.8	46 St	539256W
QI 277.1	Arlington Ave	539252U
QI 277.5	34th St	539251M
QI 279.6	Sherman Dr	539247X
QI 279.9	Olney St	539245J

QI 280.2	Dearborn St	539243V
QI 280.5	Rural St	539242N
QI 281.1	18th St	539240A
QI 281.3	Commerce Ave	539239F
QI 281.7	Columbia Ave	539237S
QI 282.2	Saint Clair St	539235D
QI 282.5	Michigan St	539233P
QI 282.6	Vermont St	539232H
QI 282.7	New York St	539230U
QIA 0.6	English Ave	539106N
QIA 1.1	Shortridge Rd	539107V
QIB 0.9	18th St W	850406E
QIB 1.0	16th St W	850407L
QIB 1.3	Waterway Blvd	850408T
QIB 1.6	White River Pkw	850409A
QIB 1.8	10th St W	850410U
QIB 2.2	Michigan St W	850412H
QIB 2.3	Vermont St W	850414W
QIB 2.3	New York St W	850413P
QIB 2.6	Market St W	850416K
QIB 2.7	Washington St W	850417S
QIB 3.2	Oliver Ave	850418Y
QIB 3.6	Ray St	850420A
QIB 6.0	East St S	850428E
QIB 7.1	State St	850434H
QIB 7.4	Churchman Ave	850435P
QIB 7.6	Minnesota St	850436W
QIB 10.9	16th St E	850449X
QIB 11.4	21st St	539197W
QIB 11.5	21st St E	850453M
QIB 12.0	Dearborn St	539193U
QIB 12.3	Roosevelt Ave	850454U
QIB 12.4	Rural St	850456H
QIB 13.1	Dr Andrew Brown	476478D
QIB 13.2	Columbia Ave	476477W
QIB 13.3	Yandes Rd	476476P
QIE 11.4	Sherman Dr	850452F
QIE 11.4	21st St E	850467V
QIE 12.1	Massachusetts Ave	850469J
QIH 130.9	Post Rd	539221V
QIH 131.4	30th St	539218M
QIH 131.8	Franklin Rd	539215S
QIH 131.9	Enterprise Hooks	539213D
QIH 132.8	Shadeland Ave	539210H
QIH 133.8	Arlington Ave	539208G
QIH 134.3	Ritter Ave	539207A
QIH 135.8	21st St E	850466N
QIP 186.5	State Ave	539025N
QIP 186.6	Oriental St	539026V
QIP 186.6	Southeastern	539027C
QIP 186.7	Leota St	539028J
QS 1.5	Harding St	539169T
QS 2.0	Belmont St	539172B
QS 2.4	Holmes Ave	539175W
QS 2.6	Harris Ave	539178S
QS 2.6	Warman Ave	539176D
QS 4.8	Lynnhurst Dr	539183N
QS 6.9	Girls School Rd	539186J
QS 12.8	267 SR	539190Y

QS 14.6	525 E	540140S
QS 15.9	CR 400 E	540141Y
QSC 1.5	Harding St	539039W
QSC 2.0	Belmont Ave	539040R
QSC 5.0	Lynhurst Dr	539047N
QSC 7.2	Girls School Rd	545080C
QSC 12.7	Tansel Rd	542998T
QSC 13.2	Raceway Rd	543001G
QSL 1.2	Terrace Ave	535624V
QSL 1.3	Palmer St	535623N
QSL 1.5	Caven St	535621A
QSL 2.0	Raymond St	535620T
QSL 2.5	Southern Ave	535618S
QSL 3.0	Troy Ave	535616D
QSL 3.1	Schusters Blk	535615W
QSL 4.4	Sumner Ave	535614P
QSP 3.6	Morris St	539273M
QSP 4.1	Minnesota St	539274U
QSP 4.8	Raymond St	539276H
QSP 5.7	Holt Rd & Troy	539279D
QSS 107.3	Keystone Ave	538268M
QSS 107.6	Harlan St	538269U
QSS 107.7	Fletcher Ave	538270N
QSS 107.8	English Ave	538271V
QSS 107.9	State Ave	538272C
QSS 108.5	Shelby St	538274R
QSS 108.5	Bates St	538275X
QSS 115.2	30th St	538288Y
QSS 118.3	56th St	538297X
QSS 119.3	62nd St	538298E
QSS 119.6	Guion Rd	538299L
QSS 120.4	71st St	538301K
QSS 120.5	72nd St	538302S
QSS 121.3	Coffman Georgetown Rd	538303Y
QSS 121.4	79th St	538304F
QSY 4.2	Raymond	539061J
QSZ 3.0	Concord St	913010D
QSZ 3.3	Tibbs Ave	542986Y
QSZ 3.6	10th St W	542987F

# MT VICTORY SUBDIVISION - MY

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			GREENWICH SD				
60	QI 54.6 57.0 58.0 QI 67.0 QI 67.1	CP 54 12.6		DD	IE DISP 25-4# RD 50	ABS-261	
50	QI 67.2 QI 70.4	CP 67 3.2 CP 71 5.3	ASRY - - - - -	2	IE DISP 25-3# RD 50	CPS-261 ABS-261 ABS-261	
40	QI 75.5 QI 75.7 QI 76.1	CP 75 4.6	CF&E - - - - - CSX CRESTLINE CSDG	SP 1 NS		CPS-261 ABS-261	
60	QI 79.6 QI 80.3	4.6 CP 80 3.6	QI 77.9 GALION STG QI 79.0	2		ABS-261 CPS-261	
30	QI 80.9 QI 83.9	3.6 CP 83 11.8		DD DD	QI 87.2 MARTEL STG 120 CARS QI 89.0	ABS-261 CPS-261	1
60	87.0 88.0 QI 95.2	11.8 CP 95 5.8		2	QI 97.1 MED LEAD QI 97.7 MED STG TRK	ABS-251 ABS-251	
30	QI 99.0 QI 101.5	5.8 CP 101 0.2	BUNGE QI 100.0	1	NS NS	ABS-251 CPS-261	1
60	QI 101.7 QI 101.8	CP 102 0.2 3.8	MARION CONN SP	SP 1	COLUMBUS SD HUNTINGTON DIV	CPS-261 ABS-261	
30	QI 102.8	3.8 WESTBOUND STG	QI 101.8 MARION YD		IE DISP 25-6# RD 50	ABS-261	
60							

# MT VICTORY SUBDIVISION - MY

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
60			2	1	ABS-261		
	QI 105.5	CP 105			CPS-261		
	QI 110.1 113.0 114.0	14.6	DD		IE DISP 25-1# RD 50	ABS-261	
	QI 120.1	CP 120			CPS-261		
	QI 121.9	4.6	DD	2	1	ABS-261	
60 40	QI 124.5	CP 124				CPS-261	
40	QI 125.0						
60						ABS-261	
50	QI 128.5	14.2	2	1			
	QI 134.8		DD		IE DISP 25-7# RD 50	ABS-261	
	135.0 136.0					ABS-261	
50	QI 138.9	CP 138			CPS-261		
			INDIANAPOLIS LINE SD				
<b>84.3 MILES CP 54 TO CP 138</b>							

**STATION PAGE NOTES**

**NOTE 1:** Rules 251 ABS are in effect between CP-101 and CP-95. When operating against the current of traffic, Signal rules are still in effect at CP-101 and CP-95.

# MT VICTORY SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- MT. VICTORY

Trk	MP/Location	F
SG	QI 54.6 - 67.1	60
SG	QI 67.1 - 70.4	50
Both	QI 70.4 - 75.5	50
Both	QI 75.5 - 76.1	40
Both	QI 76.1 - 79.6	60
Both	QI 79.6 - 80.9	30
Both	QI 80.9 - 83.9	60
SG	QI 83.9 - 95.7	60
Both	QI 95.7 - 99.0	60
Both	QI 99.0 - 102.8	30
Both	QI 102.8 - 105.5	60
SG	QI 105.5 - 120.1	60
Both	QI 120.1 - 124.5	60
Both	QI 124.5 - 125.0	40
Both	QI 125.0 - 128.5	60
Both	QI 128.5 - 138.9	50

### ADDITIONAL SPEEDS (SP) -- MT. VICTORY

Location	Track Type	F
QI 75.7 - 75.7	CONN	25
QI 101.7 - 101.7		10

### ADDITIONAL SPEED RESTRICTIONS

#### QI 124.7 Connection Track Speeds

SE Connection - 10 MPH

SW Connection - 25 MPH

NW Connection - 25 MPH

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QI 67.2	CP 67	ASRY	Remotely Controlled	226-B
QI 75.7	CP 75	NS		
QI 101.5	CP 101	CSX		
QI 101.5	CP 101			
QI 124.7	CP 124			

#### QI 67.2 Shelby - Emergency push button Instructions -

1. If red light is lighted, foreign line signals are indicating stop.
2. If red light is not lighted, foreign signals may be indicating proceed. No action should be taken for at least 11 minutes. If no foreign movement is then evident, proceed with instruction (3) below.
3. Operate push button and hold for five (5) seconds. If white light is lighted train may proceed over the crossing on hand signals from employee stationed at the crossing.
4. If white light does not light, wait four (4) minutes. White

light should then light and signal should indicate PROCEED.

5. If white light does not light or signal does not display PROCEED after complying with instruction (4), Train may occupy track between interlocking signals and crossing, but must stop clear of the crossing. Wait an additional four (4) minutes after which the train may proceed over the crossing on hand signals from employee stationed at the crossing provided no other trains are on or closely approaching the crossing.

6. When it is necessary to use the emergency release box, employee must lock the box after use and notify the Dispatcher from first available point of communication.

### 100-D HIGHWAY-RAIL GRADE CROSSINGS

QI 123.37 Township Rd 197 - All tracks - switch must be lined in normal position for crossing protection to deactivate.

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Mount Victory Subdivision.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QI 67.4	Shelby	Continuous	25-4#, 50	Wayside
QI 80.3	Galion		25-3#, 50	
QI 102.5	Marion		25-6#, 50	
QI 124.0	Ridgeway		25-1#, 50	
QI 139.2	Bellefontaine		25-7#, 50	

## 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
QI 67.0	Shelby	2	NONE
QI 85.0	Martel	2	NONE
QI 95.2	Slicks	2	NONE
QI 110.1	New Bloomington	2	NONE
QI 121.9	Mt. Victory	2	NONE
QI 134.8	Harper	2	NONE

### 4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QI 91.6	Caledonia, OH

**4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE**

Governs Intermodal trains on the Mt. Victory Subdivision.

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
QI 97.8	MED Industrial Track (Note)	6-Axle Locomotives	Prohibited
QI 98.7	GSA Industrial Track		
QI 101.2	NS Interchange		
QI 83.9 - QI 138.9	Entire Subdivision	Cars over 315,000 pounds	
QF 188.0	Land-O-Lakes	6-Axle Locomotives	

**Note:** 6-Axle Locomotives are permitted on MED Industrial Tracks as shown below:

Wye Tracks and Siding.

All leads to 3, 4, 5, 9 and 10 tracks.

#3 track to D crossing.

#4 track to D crossing.

#5 track to accommodate locomotives through the 4-5 crossover.

#9 and #10 tracks to 500 feet east of A crossing.

**7. CLOSE CLEARANCE**

MP	Location	Remark
QI 87.2	General Mills	Buildings & fence
QI 92.0	Glen Gery Brick	Loading Dock
QI 94.7	Morrall Chemical	Pit
QI 97.0	Silver Line	Building
QI 97.8	MED	3, 4 & 5 tracks
QI 98.7	Gaylord GSA Lead	Building
QI 98.9	Todco	Building
QI 99.5	Bunge	Within Plant
QI 110.5	Champaigne Landmark	Buildings
QI 122.1	Champaigne Landmark	Buildings

**8. MISCELLANEOUS**

**QI 101.8 Marion, OH** – To avoid blocking Marion Road crossings, Eastbound trains will be held at Campbell Road, QI 102.7. Westbound trains will be held at Pole Lane Road, QI 97.6

**QI 124.7 CP 124** – Equipment will not be left within 500 feet of signal on Number One Main at the westward absolute signal and on the west end of the Eastbound Siding.

**LOCATIONS OF NON-CLEARING SWITCHES**

QI 92.0 / Glen Gery Brick

QI 94.7 / Morrall Chemical

QI 110.5 / Champaigne Landmark

QI 122.1 / Champaigne Landmark

QI 125.2 / Tri-County

QI 131.7 / Rushiana Elevator

**ADDITIONAL STATIONS**

MP	Station	Switch Opening
QI 92.0	Glen Gery	East
QI 94.7	Morrall Chemical	
QI 97.0	Silver Line on No 2	
QI 98.7	GSA Lead on No 2	West
QI 110.5	Champaigne Landmark	East
QI 122.1	Champaigne Landmark on No 1	
QI 131.7	Rushsylvania Elevator No 1	

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

MP	Location	DOT#
QI 54.8	Townsend St	518482M
QI 55.0	Main St	518471F
QI 56.1	Greenwich Milan Rd	518480Y
QI 56.6	Plymouth East Rd	518479E
QI 58.7	Base Line Rd	518476J
QI 59.3	Hummel Rd	518455R
QI 59.4	Planktown	518475C
QI 60.1	Malone Rd	518474V
QI 60.6	Noble Rd	518473N
QI 61.1	Main St	518472G
QI 63.1	Bowman Rd	518468S
QI 64.1	Hazel Brush Rd	518466D
QI 65.1	Sprgmll Plymth Rd	518465W
QI 65.8	London East Rd	518462B
QI 66.7	Shelby Ganges Rd	518461U
QI 67.0	N Broadway	518460M
QI 67.6	Smiley	518459T
QI 67.7	N Gamble	518458L
QI 67.9	Main St	518456X
QI 69.5	Stentz Rd	518454J
QI 70.4	German Sttlmnt Rd	518452V

QI 71.5	Settlement Rd	518451N
QI 72.3	Finnegan Rd	518450G
QI 74.5	Beam Rd	518446S
QI 75.2	Washington	518445K
QI 75.3	Main St	518443W
QI 75.6	Bucyrus St	518441H
QI 76.0	Livingston	518439G
QI 76.3	Wiley	518437T
QI 76.8	Middletown Rd	518437T
QI 77.9	Nazor Rd	518434X
QI 79.1	Knorr Rd	518433R
QI 79.4	Sherman St	518432J
QI 79.8	Church St	518431C
QI 79.9	Harding Way East	518430V
QI 80.1	Atwood	518428U
QI 80.4	South Market St	262037M
QI 80.5	Union St	262038U
QI 80.6	Boston St	262039B
QI 81.6	Portland Way S	262040V
QI 84.6	Hunter Rd	262044X
QI 85.0	Cardington-Iberia	262045E
QI 85.5	Morril Kirkpatrick	262046L
QI 87.2	Marseilles Galion	262047T
QI 87.9	Martel Rd	262048A
QI 89.9	Linn Hipsher Rd	262050B
QI 91.7	Water St	262053W
QI 91.8	Main St	262055K
QI 91.8	High St	262056S
QI 93.0	Nesbitt Rd	262057Y
QI 95.2	Columbus Sandusky	262062V
QI 97.3	SR 309	913045E
QI 97.7	Pole Lane Rd	262064J
QI 99.0	Madison Ave	262069T
QI 99.6	Barnhart St	262070M
QI 99.9	Jefferson St	262073H
QI 100.3	Greenwood St	262074P
QI 100.3	Greenwood Rd	518424S
QI 100.6	Anicon Alley	518423K
QI 100.7	State St	262076D
QI 100.7	State St	518422D
QI 100.8	N Main / Hubner St	518421W
QI 100.8	N Main St	262079Y
QI 100.9	Prospect St	262080T
QI 100.9	N Prospect St	518419V
QI 100.9	Oak St	262083N
QI 100.9	Oak St	518417G
QI 101.6	Kenton Ave	261540P
QI 101.9	Center St	518415T
QI 102.7	Campbell Rd	518413E
QI 105.5	Prospect Up San	518410J
QI 107.5	Espyville Rd	518407B
QI 110.1	SR 95	518398E
QI 110.6	S Carey St	518397X
QI 110.6	Main St	518396R
QI 112.1	Decliff Rd	518393V
QI 113.1	Dry Lane Rd	518392N
QI 114.2	Section St	518391G
QI 114.4	High St	518390A
QI 114.5	Front St	518389F

QI 115.5	Larue Mt Victory	518387S
QI 116.3	Marion Hardin Rd	518385D
QI 117.7	CR 245	518382H
QI 121.9	Wheeler Mt Victory	518379A
QI 122.2	Main St	518376E
QI 122.4	W Mansfield Pike	518373J
QI 123.4	Township Rd 197	518372C
QI 125.2	Main St	518370N
QI 127.6	Van Horn Rd	518368M
QI 128.8	CR 265	518367F
QI 130.1	Rumor St	518366Y
QI 131.8	Main St	518363D
QI 131.8	Railroad St	518362W
QI 131.9	Euclid Rd	518361P
QI 132.0	Bank St	518360H
QI 132.7	CR 9	518358G
QI 134.8	Harper Rd	518355L
QI 136.0	CR 57	518354E
QI 137.6	Hopewell Rd	518352R

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NOTES

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# NEW CASTLE SUBDIVISION - AK

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
3	1	2			WEST	EAST			
					PITTSBURGH SD BALTIMORE DIV				
	30	40	BG 54.0 = PLE 43.2	WEST PITTSBURGH	1.4	1 2	ABS-261		1
25			BG 52.2 =	BG 55.4 (NO 3 TRACK)		BG 51.2 BPRR	IO DISP 14-8 RD 08		
			BG 55.4	P&W JUNCTION	0.2	3 1 2	CPS-261		
25	30		BG 55.6	UN			CPS-261		
	20				2.2	1 AUX	RUNNING TRK	ABS-261	
			BG 57.8	WE YARD (NO 1)	0.4		CPS-261		2
			BG 58.2	NEW CASTLE		NS SP ON CONN	CPS-261		
	20	40	BG 58.4			1 2	ABS-251		3
	40		BG 58.9						
	50		BG 62.6		15.7	DD			
			BG 67.5						
	55		69.0						
			70.0						
			BG 72.8				ABS-251		
	30		BG 73.9	HAZELTON	3.9	SP NS	CPS-261		
							ABS-251		
	30		BG 77.8	YANDA			CPS-261		
	55								
			BG 80.1			BG 78.5 OHIO STG 80 CARS BG 79.9			
	55		BG 81.3			DD	ABS-251		
	40		BG 83.2						
	55					1 2			

# NEW CASTLE SUBDIVISION - AK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ WEST	↓			
55		16.4	SPACE CENTER	BG 89.6 LORDSTOWN	ABS-251		
	BG 94.2	<b>SCOTTY</b>	NEWTON FALLS SD	BG 91.4 GOODMAN	ABS-251 <b>CPS-261</b>		
		1.5		BG 92.2 LAFARGE BG 92.8	EASTBOUND STG 110 CARS	ABS-261	
	BG 95.7	<b>NEWTON FALLS</b>			<b>CPS-261</b>		3
		0.5			ABS-261 <b>CPS-261</b>		
		2.0		WESTBOUND STG 160 CARS BG 98.0	ABS-261		
	BG 96.2	<b>EE HN</b>			<b>CPS-261</b>		
		4.3		1 2 DD	ABS-251		3
	BG 102.5	<b>E FS SWITCH</b>			<b>CPS-261</b>		
		1.4		FS CSDG 6,600 FT SP	NO 1 NO 2 ABS SDG 251 261 NO 2 SDG		
	BG 103.9	<b>FS TOWER</b>			<b>CPS-261</b>		
		107.0 108.0		FS WESTBOUND STG 115 CARS BG 105.2	ABS-251		
	55	BG 110.1					
40	BG 111.0						
55	BG 115.6						
30	BG 118.0		KENT BG 117.8 KENT YD				
50	BG 121.9		DD BG 118.2 PORTAGE LIMESTONE BROAD ST BG 124.6	ABS-251			

# NEW CASTLE SUBDIVISION - AK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
50	BG 126.3	23.6		BG 124.9 XN STG 50 CARS	ABS-251		
35			<b>BG 127.5 BD TOWER</b>			<b>CPS-261</b>	
25	BG 128.1	0.9		AKRON YD	ABS-261		
35	<b>BG 128.2</b>			BG 128.3	<b>CPS-261</b>		
	BG 128.9	6.6			ABS-261		
	BG 130.0			W&LE			
	<b>BG 135.0 LAMBERT</b>				<b>CPS-261</b>		
55	BG 143.6	9.0	EE ABC BG 135.4		ABS-261		
			WE ABC BG 137.5				
			BG 139.5 JONES CHEMICAL				
35	<b>BG 144.0 WARWICK</b>			RJCR RJ CORMAN	<b>CPS-261</b>		
40	BG 145.0						
60		1.6	NON-DIRECTIONAL CSDG 8,299 FT SP	EASTBOUND SP CSDG 6,500 FT	ABS-261		
	<b>BG 145.6 EB SIDING</b>				<b>CPS-261</b>		
		0.1			ABS-261, NO 1 ABS-251, NO 2		
	<b>BG 145.7 COAL</b>				<b>CPS-261</b>		
		0.9	SCALE BG 147.6		ABS-261, NO 1 ABS-251, NO 2		
	<b>BG 146.6 NOT</b>				<b>CPS-261</b>		
	BG 148.0	9.2	DD	BG 154.0 EAST STG 115 CARS BG 155.3	ABS-251		
	<b>BG 155.6 STERLING</b>		CL&W SD		<b>CPS-261</b>		
	BG 159.0 160.0 161.0		WEST STG 110 CARS BG 157.2		ABS-251		
60	BG 163.2			W&LE			
1							
2							
60							
50							
60	BG 167.0						
60	BG 169.2		DD	LODI BG 165.6	ABS-251		

# NEW CASTLE SUBDIVISION - AK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
60	172.0 173.0	36.6	1	2	ABS-251		
	BG 184.3 188.0 189.0 190.0		DD				3
60	BG 192.4	CP 54			ABS-251		
			GREENWICH SD				
<b>138.4 MILES WEST PITTSBURG TO CP 54</b>							

STATION PAGE NOTES
<p><b>NOTE 1:</b> MP equations: On No. 1 and 2 tracks PLE 43.2 equals BG 54.0. On No. 3 track BG 52.2 equals BG 55.4.</p> <p><b>NOTE 2:</b> Yardmaster's &amp; dispatcher's permission is required to depart New Castle Yard.</p> <p><b>NOTE 3:</b> Where Rule or 251 is in effect, the direction of traffic is : No. 1 track - westbound, No 2 track - eastbound.</p>

# NEW CASTLE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- NEW CASTLE

Trk	MP/Location	F
3	BG 52.2 - 55.6	25
1	BG 54.0 - 55.6	30
2	BG 54.0 - 58.4	40
1	BG 55.6 - 58.4	20
Both	BG 58.4 - 58.9	40
Both	BG 58.9 - 67.5	50
Both	BG 67.5 - 72.8	55
Both	BG 72.8 - 77.8	30
Both	BG 77.8 - 80.1	55
Both	BG 80.1 - 83.2	40
Both	BG 83.2 - 110.1	55
Both	BG 110.1 - 111.0	40
Both	BG 111.0 - 115.6	55
Both	BG 115.6 - 118.0	30
Both	BG 118.0 - 126.3	50
Both	BG 126.3 - 128.1	35
Both	BG 128.1 - 128.2	25
Both	BG 128.2 - 130.0	35
Both	BG 130.0 - 135.0	55
SG	BG 135.0 - 143.6	55
SG	BG 143.6 - 144.0	35
Both	BG 144.0 - 145.0	40
Both	BG 145.0 - 163.2	60
1	BG 163.2 - 167.0	60
2	BG 163.2 - 167.0	50
Both	BG 167.0 - 192.4	60

### ADDITIONAL SPEEDS (SP) -- NEW CASTLE

Location	Track Type	F
BG 58.2 - 58.2	CONN	25
BG 73.9 - 73.9		
BG 102.5 - 103.9	CSDG	10
BG 144.0 - 145.6		

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BG 73.9	Haselton	NS	Remotely Controlled	226-B

Signals are not equipped with time release.

### 100-D HIGHWAY-RAIL GRADE CROSSINGS

**BG 86.3 Salt Springs Rd and BG 90.8 (OTMT) Lyntz Townline Rd** – When delivering cars to General Motors Support Yard, Lyntz Townline Rd and Salt Springs Rd must not be blocked, especially during the hours of 0530 to 0730.

## 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BG 56.5	New Castle Yard to BG 58.2	3% Minimum 2
BG 68.4	Lally Pipe Lead	
BG 74.7	MV Tail Track	
BG 77.3 - BG 79.5	Yanda 1 & 2 Main, Westbound Siding, 1 & 3 Yard Tracks	
BG 79.5	Toys R US Lead	Cars or trains - 50 %
BG 89.0	Lordstown 1 & 2	3% Minimum 2
BG 89.1	Niles Siding	
BG 91.9	Main, Space Center Yard Tracks	
BG 94.0	Newton Falls 1 & 2	
BG 99.0	Main, Eastbound and Westbound Sdgs.	
BG 102.3	Charleston 1 & 2	
BG 105.5	Main, Eastbound and Westbound Sdgs	All cars setoff - 50%
BG 129.0	Wheeling Transfer	
BG 143.8	Warwick 1 & 2	3% Minimum 2
BG 147.0	Main, Eastbound and Westbound Sdgs, Scale Track, Non-Directional and all Yard tracks	
BG 153.5	Sterling 1 & 2	
BG 157.5	Main, Eastbound and Westbound Sdgs and 30 Car Track	

## 104-A HANDLING SWITCHES

**BG 76.4 Youngstown** – The normal position of the Tail Track inside switch on the Tail Track is lined for the Mahoning Valley Railroad.

**BG 91.2 Lordstown** – The normal position of the Engine Track is lined for the Lead.

**BG 91.2 Lordstown** – The normal position of the lead switch at the East end on the No. 1 Storage Track is lined for straight track movement.

## 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281 through 1298 govern aspects and indications on the New Castle Subdivision tracks.

Exception:

Signal Rules C-1281 through C-1298 govern aspects and indications at BG 77.8 Yanda.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station
BG 55.0	New Castle	Continuous	08, 28	Terminal
BG 62.6	Edinburg		14-8, 08	Wayside
BG 73.9	Center Street			
BG 83.9	Niles Jct		08, 28	Terminal
BG 91.2	Lordstown		14-8, 08	Wayside
BG 91.3	Goodman			
BG 95.9	Newton Falls			
BG 103.9	FS Tower			
BG 121.9	Munroe Falls		08, 28	Terminal
BG 128.3	Akron Jct		14-8, 08	Wayside
BG 129.6	Austintown			
BG 130.6	Tallmadge		28	Terminal
BG 143.8	Warwick		14-8, 08	Wayside
BG 155.3	Sterling			
BG 176.8	Sullivan			
BG 180.9	Nova			

**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
BG 62.6	Edinburg	1	NONE
BG 81.3	Liberty Street	1	NONE
BG 102.0	Apco	1	NONE
BG 121.9	Munroe Falls	1	NONE
BG 148.0	Easton	1	NONE
BG 169.2	Pawnee	1	NONE
BG 184.3	Ramey	1	HIWI

**4303 AFTER PASSING A DEFECT DETECTOR**

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

**BG 169.2 Pawnee** – Eastbound trains only, receiving an indication to stop and inspect equipment at the Pawnee defect detector will reduce train speed to 10 MPH, consistent with good train handling techniques, and proceed east until the rear of their train is clear of State Route 83, BG 163.9. The Conductor, or his designee, will then perform the inspection of the equipment in accordance with Rules.

**4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT**

Unless otherwise authorized by a clearance bureau wire or by the Director Network Operations, double stack and multilevel equipment are prohibited at the locations below:

MP	Location	Information
BG 58.4 - BG 155.3	New Castle - Sterling	Double Stacks: 19.0"/ Multilevels: 19'1"
BG 155.3 - BG 192.5	Sterling - Boyd, CP-54	Double Stack: 19'2"/ Multilevels 19'2"

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
BG 85.9	LB Foster	6-Axle Locomotives	Prohibited
BG 91.0	Lordstown Space center		May not occupy any track other than storage No. 1
BG 91.9	Rock Cut: Lafarge Lead Track		May not occupy any track other than the Industrial Leads, No. 1, 2 & 3 tracks
BG 139.4	Jones Chemical	Cars other than tank cars	Prohibited past the west end of Jones Chemical building

**7. CLOSE CLEARANCE**

MP	Location	Remark
BG 139.4	Jones Chemical	ALL

Boxcars and hoppers are prohibited in plant.

**8. MISCELLANEOUS**

**NO PARKING ZONES**

MP	Location	DOT#
BG 189.3	Alpha Rd	142113X
BG 189.8	Ninevah Rd	142114E
BG 191.2	SR 13	142117A

A "No Parking Zone" is defined as a crossing that is not to be blocked for any reason, other than an emergency. In the event one (or more) of the crossings designated as "No Parking Zones" is blocked by a train, it must be cut immediately.

As a visual reminder to crews, special "No Parking Zone" signs will be installed at the designated crossings. The sign

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

**BG 144.0 - Warwick Interchange with RJ Corman -**

When delivering loaded alert cars to interchange with, for delivery RJ Corman to consignees served by RJ Corman HM-6603 will not apply:

- A. Positive control is not required
- B. Transfer of custody form is not required

**BG 58.2, New Castle, PA** – Entering New Castle - Permission from the New Castle Yardmaster and signal indication is required on all tracks.

**BG 58.2, New Castle, PA** – Departing New Castle - Permission from the New Castle Yardmaster and the IO Train Dispatcher is required on all tracks.

**BG 76.4 Youngstown** – Crews working the tail track must obtain permission from the Lordstown Yardmaster before entering. Crews must notify Lordstown Yardmaster on Channel 08 when work is completed.

**BG 77.7 Ohio Jct.** – Crew instructed to work at Ohio Junction and Yanda must obtain permission of the Lordstown Yardmaster on Channel 08 before entering. Crews must notify Lordstown Yardmaster when work is completed.

**BG 91.2 Space Center** – Crews working the east end or west end of the Space Center must obtain permission of the Lordstown Yardmaster on Channel 08 before entering. Crews must notify Lordstown Yardmaster when work is completed.

**BG 91.3 Goodman** – Crews working both the east end and west end of Goodman Yard must obtain permission from the Lordstown Yardmaster on Channel 08 before entering. Crews must notify Lordstown Yardmaster when work is completed.

**BG 128.3 Akron** – Crews must contact Lordstown Yardmaster on Channel 28 before working at Akron and again when work is completed.

**BG 143.8 Warwick – RJCR Connection** – CSX movements may be made to second road crossing.

**BG 143.8 Warwick** – Crews must contact Lordstown Yardmaster on Channel 28 before working at Warwick and again when work is completed.

**BG 146.1 Warwick Coupled-In Motion Scale**

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

All train movements not weighing shall not exceed 10 MPH across the scale. Train air brakes must not be applied during

the weighing except to comply with CSX Rules. Steady drawbar force is needed for accurate weighing and slack action must be avoided. Use of sand is prohibited.

If the consist of cars to be weighed has changed between origination terminal and scale, notify the Train Dispatcher of these changes prior to weighing.

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

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

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

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

**Emergency phone numbers:**

New Castle yard office – 724-656-9631 / 724-656-9629

Ohio only 800-544-4578

Lordstown yard office – 800-548-2156

**ADDITIONAL STATIONS**

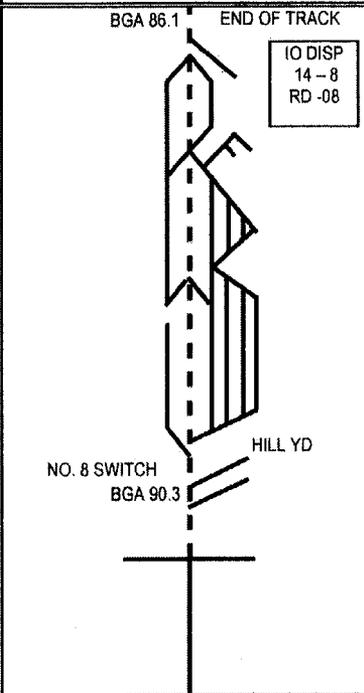
MP	Station	Switch Opening
BG 68.5	Lally Pipe	
BG 74.8	Tail Track	2 East
BG 78.0	EE WB Siding	1 West
BG 79.0	Toys-R-Us	2 East
BG 79.8	WE Ohio Jct.	1 West
BG 81.8	McDonald Steel	1 East
BG 84.1	Ohio Edison	
BG 85.3	Niles Iron and Metal	1 West
BG 85.9	LB Foster	2 West
BG 89.1	Niles Sidney	1 West
BG 89.8	Busy Beaver	2 East
BG 92.3	EE LeFarge	1 East
BG 92.7	WE LeFarge	
BG 105.2	WE FS	1 West
BG 110.4	Ceramic Track	
BG 117.7	Kent	
BG 124.9	XN	2 East
BG 127.9	Schulman	
BG 128.3	WE Akron	1 east
BG 132.7	Firestone Yard	2 West
BG 139.6	Jones Chemical	West
BG 148.9	Galehouse Lumber	2 East
BG 151.7	Morton Salt	
BG 164.3	Great Northern Lumber	1 West
BG 164.8	Storage, Lodi	
BG 176.6	Sullivan Elevator	
BG 179.7	Elkins Spur	2 East
BG 191.1	Rt. 13 Spur	1 West

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

MP	Location	DOT#
BG 55.3	Ninth St	584898E
BG 55.4	Taylor Township Rd	584899L
BG 60.8	Coverts Rd	141667X
BG 68.1	3 St	141677D
BG 68.2	1 St	141679S
BG 84.2	Belmont Ave	141704X
BG 86.3	Salt Spring Rd	141707T
BG 88.3	Highland Ave	141738S
BG 90.8	Lyntz Townline	141740T
BG 93.9	Miller Graber Rd	141745C
BG 100.1	Paris Rd / 225	141754B
BG 110.5	Chestnut St	141766V
BG 111.1	Diamond St	141990F
BG 112.4	Lakewood Rd	141991M
BG 114.0	Powder Mill Rd	141992U
BG 117.7	Summit St	141998K
BG 122.1	Main St	142003M
BG 123.7	Bailey Rd	142005B
BG 124.6	Broad Blvd	142007P
BG 127.6	Evans Ave	142011E
BG 128.4	Arlington St	503587G
BG 131.2	Voris Rd	503589V
BG 131.3	East South St	503590P

BG 135.1	Waterloo Rd	503591W
BG 135.9	Fairview Ave	503593K
BG 137.6	Snyder & Hudson Run	503594S
BG 139.4	Vanderhoof Rd	503595Y
BG 141.6	Center Rd	503596F
BG 143.1	Cleve Mass	503597M
BG 143.5	Chippewa St	503598U
BG 143.7	2nd St	503599B
BG 146.2	CR 169 / Hametown	142014A
BG 146.4	Black Diamond	142015G
BG 147.4	Coal Bank Rd	142017V
BG 148.1	Whitman Rd	142020D
BG 149.0	Galehouse	142021K
BG 149.2	Portage St	142022S
BG 150.1	Hatfield Rd	142024F
BG 150.4	Hatfield Rd	142025M
BG 152.0	Main St	142028H
BG 153.6	Blough Ed	142030J
BG 154.1	Shorle	142031R
BG 154.6	Frick / Sterling	142032X
BG 155.7	Kaufman Ave	142033E
BG 157.4	Jordan Rd	142035T
BG 158.1	Brooklyn St	142036A
BG 158.2	Main St	142037G
BG 158.4	Burbank St	142039V
BG 160.9	Westfield	142044S
BG 163.5	Jamison Rd	142048U
BG 164.2	Avon Lake Rd	142049B
BG 172.6	Camp Rd	142083H
BG 173.5	Firestone Rd	142085W
BG 174.5	CR 281	142086D
BG 176.7	SR 58	142090T
BG 177.7	581 Twp Hwy	142091A
BG 178.8	CR 681	142092G
BG 179.8	791 Twp Rd	142094V
BG 181.1	SR 511	142097R
BG 182.2	1031 Twp Hwy	141100W
BG 184.1	CR1181	142103S
BG 184.3	126 Twp Rd	142104Y
BG 185.2	1281 Twp Hwy	142105F
BG 187.0	Seven Hill Rd	142107U
BG 189.3	Alpha Rd	142113X
BG 189.8	Ninevah Rd	142114E
BG 191.2	SR 13	142117A
BG 192.6	Kniffin St	142119N
BJB 33.6	Krumroy Rd	142911V
BJB 36.0	Archwood Rd	142918T
BJB 37.0	Kelly Ave	142920U
BJB 37.0	3rd St	231553J
BJB 37.1	2nd Ave	142922H
BJB 37.7	Case Ave	142926K
BJB 37.9	Bank St	142928Y
BJB 38.3	Hazel St	142929F
BJB 38.7	Eastwood St	142930A

# NEWTON FALLS SUBDIVISION - NF

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			BGA 86.1    END OF TRACK 		96		
10	BGA 91.9  BGA 100.0	(END OF MAIN TRACK)  NEWTON FALLS	8.1		TWC-DCS		
			NEW CASTLE SD				
8.1 MILES END OF MAIN TRACK AT BGA 91.6 TO NEWTON FALLS							

# NEWTON FALLS SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS - - NEWTON FALLS

Trk	MP/Location	F
SG	BGA 91.9 - 100.0	10

### 104-A HANDLING SWITCHES

**BGA 90.3 Hill Yard** – The normal position of the Main Track No 8 switch to Hill Yard is lined for movement to Hill Yard.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BGA 100.0	Newton Falls	0800-2400	08	Terminal
		Continuous	14-8, 08	Wayside

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### GS-3 JOB BRIEFING

Crews starting a tour of duty on the Newton Falls SD will call the Yardmaster at Lordstown for a job briefing.

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

NONE

### 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

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

NONE

### 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BGA 88.2	Deforest - Yard Lead to Shop track Pit Track Roundhouse and Wye tracks	6-Axle Locomotives	Prohibited

## 7. CLOSE CLEARANCE

NONE

## 8. MISCELLANEOUS

### EXCEPTED TRACK

MP	Location	Track
BGA 86.1 - BGA 100.0	Newton Falls	End of Track

**BGA 92.0 Nevada Street** - Unless otherwise instructed, Eastbound crews at Nevada Street will call Yardmaster at Lordstown for instructions.

### EMERGENCY NUMBERS

Newton Falls – 330-872-5059

Lordstown Yard – 800-548-2156

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

MP	Location	DOT#
BGA 87.8	Deforest Ave	142699G
BGA 89.1	Burton St SE	142700Y
BGA 90.3	Pine Ave SE	142702M
BGA 90.4	Pine St S/SE	142701F
BGA 90.5	Park Ave S/SW	142703U
BGA 90.7	Main Ave S/SW	142704B
BGA 91.0	Highland Ave	142697T
BGA 91.2	Todd Ave SW	142705H
BGA 91.4	Parkman Rd SW	142706P
BGA 91.5	Austin Ave SW	142707W
BGA 92.0	Nevada Ave SW	142708D
BGA 93.8	Leavitt Rd	142710E
BGA 99.2	Warren Rd	141734P

# SCOTTLAWN SECONDARY SUBDIVISION - SB

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			← SOUTH	←			
			MT VICTORY SD				
49	QT 81.5	CP 124	0.8	IE DISP 25-1# RD 50	HAYES CSDG 2,500 FT SP	ABS-261	
	<b>QT 82.3</b>	<b>CP 82</b>				<b>CPS-261</b>	
	84.0 85.0					TWC-DCS	
	QT 92.4	HOOVER	10.1				
			5.1	IE DISP 25-2# RD 50	DD N SWITCH HONDA		
	QT 97.5	GAR		HONDA IT BEAR SWAMP SDG	QT 97.3 QT 97.7 S SWITCH HONDA		
49	QT 104.2		10.3				
40				IE DISP 25-4# RD 50	MARYSVILLE STG TRK 15 CARS MARYSVILLE ELEVATOR		
49	QT 105.3				QT 106.2		
	QT 107.8	WILLIS		O M SCOTT PLANT	QT 107.6 WILLIS SDG 7,575 FT SP POCKET TRK		
	QT 109.7	FLADT	1.9		QT 108.3		
49	QT 113.7				DD	TWC-DCS	

# SCOTSLAWN SECONDARY SUBDIVISION - SB

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
49			7.1		TWC-DCS		1
	QT 116.8	KILE	6.9	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">IE DISP 25-2# RD 50</div>	KILE SDG 8,156 FT SP  KILE ELEVATOR	TWC-DCS	
49	QT 123.7	CP DARBY			CPS-261		
20			2.6	WESTERN LEAD TO VAN YD  <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">NS DAYTON CHANNEL 58 925#</div>	QT 123.8  HIGHWAY STG TRK 130 CARS  QT 125.2	ABS-261	
20	QT 126.3	CP MOUNDS		NS	CPS-261		
30			3.7	GRANDVIEW STG 95 CARS	QT 128.8	TWC-DCS	
	QT 130.0 131.0	SE GRANDVIEW					
30	QT 131.2		1.3		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">IE DISP 25-3# RD 50</div>		
25	QT 131.3	CAMP			TWC-DCS		
				NS			
<b>49.8 MILES CP 124 TO CAMP</b>							

STATION PAGE NOTES
<b>NOTE 1:</b> Western Lead extends between QTB 3.3 and QTB 4.5. Movements are made by ABS-261 and limited to 30 MPH.

# SCOTSLAWN SECONDARY SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- SCOTSLAWN

Trk	MP/Location	F
SG	QT 81.5 - 104.2	49
SG	QT 104.2 - 105.3	40
SG	QT 105.3 - 123.7	49
SG	QT 123.7 - 126.3	20
SG	QT 126.3 - 131.2	30
SG	QT 131.2 - 131.3	25

### ADDITIONAL SPEEDS (SP) -- SCOTSLAWN

Location	Track Type	F
QT 81.5 - 82.3	CSDG	10
QT 106.2 - 107.8	SDG	15
QT 115.2 - 116.8		10

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QT 126.3	CP Mounds	NS	Remotely Controlled	226-B

### 104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
QT 97.3	N Honda Lead	Main	10
QT 97.7	S Honda Lead		
QT 106.2	N End Willis Sdg		15
QT 115.2	N End Kile Sdg		

### 220 WHERE SIGNAL RULES ARE IN EFFECT

- Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Scottslawn Secondary Subdivision.
- QT 123.7 - ABS-261 Rules are in effect on the Western Lead between QTB 3.3 and QTB 4.5.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QT 81.5	Ridgeway	Continuous	25-1#, 50	Wayside
QT 92.4	Lunda		25-2#, 50	
QT 104.5	Marysville		25-4#, 50	
QT 123.7	Darby		25-2#, 50	
CK 0.5	Parsons Yard		25-3#, 50	

## 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
QT 92.4	Hoover	2	NONE
QT 113.7	Arnold	2	NONE

### 4501 MOVING CLEARANCE IMPLICATED SHIPMENTS IN YARDS OR TERMINALS

#### Marysville Honda Facility

- Use Honda Lead for Running Track
- Handle separate or with idlers
- Do not flat switch
- Handle with air
- Yard on either No 9 Track or 33 Lead

#### QT 123.7 CP Darby – Western Lead to Columbus Van Yard

- All shipments must have proper paperwork and be routed through yard with adjacent tracks clear.
- Before cars are brought into the facility, crews must contact the Yardmaster to make sure there are no conflicting movements.
- Use Van Lead as Running Track.
- All high value shipments and cars with excessive dimensions will be handled separately.
- All high value shipments and cars with excessive dimensions will be handled with locomotive attached and air brakes cut in and operational.
- Hand brakes will be applied to all standing equipment when left unattended.
- Before entering or departing Intermodal Yard, movement must secure permission of the Van Yardmaster (118) on Radio Channel 46.

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
QT 82.3 - QT 131.3	CP 82 to Camp	Cars with gross weight exceeding 315,000 pounds	Prohibited

**7. CLOSE CLEARANCE**

MP	Location	Remark
QT 86.2	Horton Elevator	Loadout
QT 105.3	Marysville Elevator	Loadout
QT 116.8	Kyle Elevator	Loadout
QT 128.9	Allied	Loadout

**8. MISCELLANEOUS**

Columbus Van Yard - Securing Equipment:

All cars left unattended in the Columbus Van Yard on Class Tracks 1 thru 7, and the East and West, will be secured by applying and testing 2 hand brakes to that cut of cars.

**QTH 0.0 / Honda Industrial Lead to QTH 8.0 / East Liberty**

Whenever cars or equipment are left standing on the Honda Lead between QTH 0.0 and Bear Swamp Road, the divider switch must be left lined and locked for the South Leg of the Wye.

Road crossing Honda Industrial between QTH 0.0 and QTH 8.0: When the movement is preceded by a locomotive the Horn and Bell must be sounded per Rule 13, 14 and 14(l).

Movements must not enter or depart Honda Industrial Track without permission of the Trainmaster. If the Trainmaster is not available, contact the IE Dispatcher for instructions.

**QTH 3.99 Honda Industrial Lead** – Shoving movements over Homan Ave. must be protected by a member of the crew on the ground.

**QT 108.6 Willis** – OM Scott employs a third party switcher, Savage Company. Be aware of Savage Company switching in OM Scott on either side of the Main Track.

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

MP	Location	DOT#
QT 81.5	Hale St	513785E
QT 89.0	W Mans-Mt Victory Pk	513797Y
QT 89.5	Center St	513799M
QT 92.4	Lunda Rd	513804G
QT 93.3	Hoover Bault Rd	513806V
QT 94.7	Raymonds - E Liberty	513807C
QT 95.7	Dayton Rd	513810K
QT 100.3	Westlake Lee Rd	513817H
QT 100.5	Dog Leg Rd	513818P
QT 100.9	Barker Rd	513819W
QT 102.0	Dog Leg Rd	513821X
QT 103.0	Raymond Rd	513823L

QT 104.2	Maple St	513825A
QT 104.5	Main St	513827N
QT 105.0	Cherry St	513829C
QT 105.2	Delaware Ave	513830W
QT 106.1	Industrial Pkwy	513832K
QT 108.3	Scottslawn Rd	513293Y
QT 109.7	Fladt Pk	513296U
QT 112.6	Taylor Rd	513300G
QT 113.1	Crottinger Rd	513302V
QT 113.8	PI City - Calif Pk	513303C
QT 114.8	Converse Rd	513304J
QT 116.2	Warner Rd	513305R
QT 117.1	SR 161	513306X
QT 117.9	Houchard Rd	513307E
QT 119.1	Cosgray Rd	513313H
QT 119.5	Rings Rd	513314P
QT 121.2	Avery Rd	513316D
QT 121.4	Hayden Run Rd	513317K
QT 122.9	Leap Rd	513320T
QT 125.3	Scioto-Derby Ck Rd	513323N
QT 125.8	Roberts Rd	513324V
QT 127.0	Trabue Rd	513326J
QT 128.7	Fisher Rd	513327R
QT 129.2	McKinley Ave	513328X

# SHELBYVILLE SECONDARY SUBDIVISION - S4

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			I&O				
10	QSS 81.0	MACK	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">IC DISP 30-8# RD 46</div>	<div style="margin-bottom: 10px;">QSS 81.9</div> <div style="margin-bottom: 10px;">VINE STG 60 CARS</div> <div style="margin-bottom: 10px;">VINE YD</div> <div style="margin-bottom: 10px;">QSS 82.6</div>	TWC-DCS		
10 25	QSS 83.7	5.0					
	QSS 86.0	VINE	<div style="margin-bottom: 10px;">CAMBRIDGE STG 30 CARS</div>	<div style="margin-bottom: 10px;">QSS 84.4</div> <div style="margin-bottom: 10px;">QSS 84.7</div>			
25 15	QSS 102.0	GROVE	<div style="margin-bottom: 10px;">WALL TRK</div> <div style="margin-bottom: 10px;">01M STG TRK</div> <div style="margin-bottom: 10px;">STRAIGHT TRK</div>	<div style="margin-bottom: 10px;">SALT PILE</div> <div style="margin-bottom: 10px;">AMTRAK SHOPS</div> <div style="margin-bottom: 10px;">HILL YD</div> <div style="margin-bottom: 10px;">LIGHTFOOT CONN</div>	TWC-DCS	193 YARD LIMITS	
	QSS 106.8 QSS 106.9 QSS 107.0	BELT CROSSING	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">IT, INDIANAPOLIS TERMINAL BELT</div>	<div style="margin-bottom: 10px;">NEW WYE</div>	ABS-261		
15	QSS 109.3	CP IU	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">IC DISP 30-2# RD 46</div>			193 YARD LIMITS	
			INDIANAPOLIS TERMINAL SD				
<b>28.3 MILES MACK TO CP IU</b>							

# SHELBYVILLE SECONDARY SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS - - SHELBYVILLE SECONDARY

Trk	MP/Location	F
SG	QSS 81.0 - 83.7	10
SG	QSS 83.7 - 102.0	25
SG	QSS 102.0 - 109.3	15

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QSS 106.9	Belt Crossing	NS	Automatic	226-B

### QSS 106.9 Belt Crossing - Emergency push button instructions

1. If the red light is on, operate push button (hold for five (5) seconds), a white light should come on within five (5) minutes. Then you may proceed on hand signal from trainman stationed at the crossing. If light does not come on, be governed by Paragraph 3.

2. If red light is not on, operate push button hold for five (5) seconds. Then you may proceed on hand signal from trainman stationed at the crossing. If light does not come on, be governed by Paragraph 3.

3. If white indicator light fails after five (5) minutes, referred to in paragraphs (1) and (2) above, movement may be by train occupying track between interlocking signal and crossing, but must stop clear of crossing, wait an additional five (5) minutes after which train may proceed over the crossing on hand signal at restricted speed from trainman stationed at the crossing provided no other trains are on or closely approaching the crossing.

### 100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QSS 81.0 - QSS 109.3	Entire Subdivision	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

### 103-A SWITCHING CARS

QSS 81.0 - 109.3 Entire Subdivision

Making running switches or static drops is prohibited on the Shelbyville Secondary SD.

### 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QSS 83.8	O'Neal Steel	100%

O'Neal Steel personnel will apply chocks.

### 104-A HANDLING SWITCHES

**QSS 106.8 Straight Track** - The normal position of the Straight Track switch is lined for movement from the Shelbyville Secondary Subdivision to the Indianapolis Terminal Subdivision.

**QSS 107.0 New Wye Track** - The normal position for the Wye Track switch is lined for movement from the Shelbyville Secondary Subdivision to the Indianapolis Terminal Subdivision

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal rules CR-1277 through 1294a are in effect on the Shelbyville Secondary SD.

### 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QSS 82.0	Shelbyville	Continuous	30-8#, 46	Wayside
QI 283.7	Indy East		30-2#, 46	

### 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
QSS 83.2	Shelbyville, IN

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

NONE

### 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QSS 81.0 - QSS 109.3	Entire Subdivision	Cars with gross weight exceeding 286,000 pounds	Prohibited

## 7. CLOSE CLEARANCE

MP	Location	Remark
QSS 84.0	East Toray	Unloading Pipes
QSS 84.2	Yuma Industries	Unloading Racks
QSS 84.3	West Toray	ALL
QSS 104.5	East end Hill Yard	ALL
QSS 104.5	Amtrak	ALL
QSS 104.5	Salt Pile	Shed
QSS 104.6	Brookfield Sand	Shed
QSS 104.7	Jones Chemical	Rack, Bldg, Fence, Gate
QSS 106.5	Middle and West Hill Yard	Between H11, H12, H13
QSS 106.5	ADM Countrymark	Loadout
QSS 106.5	ADM Milling	Silos and sheds
QSS 108.0	Omnisource	Gate

## 8. MISCELLANEOUS

**QSS 83.8 O'Neal Steel** – Derail will be operated by O'Neal personnel. Cars will be spotted and pulled west of this derail with the derail applied unless specific instructions are received from O'Neal personnel to work east of the derail.

**QSS 84.2 Yuma Industries** – Derail will be unlocked, operated and locked by Yuma personnel.

**QSS 104.6 Amtrak Beech Grove** – CSX crews are only authorized to operate on tracks 34, 35 and track 6 up to the flagpole. If crews operating inside Amtrak need assistance or have questions, call Hawthorne Yardmaster or Amtrak Security.

## ADDITIONAL STATIONS

MP	Station	Switch Opening
QSS 82.6	Knauf	East
QSS 83.8	O'Neal	West
QSS 84.0	E Toray	East
QSS 84.1	Culpepper	West
QSS 84.2	Yuma	
QSS 84.3	Toray	
QSS 85.2	Libby Owens	
QSS 108.0	Omni Source	East
QSS 108.5	Metal Services	

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

MP	Location	DOT#
QSS 82.7	Broadway - SR 44	538198A
QSS 82.8	Jackson	538199G
QSS 82.8	Washington	538200Y
QSS 82.9	Noble - Franklin	538201F
QSS 82.9	Mechanic St	538202M
QSS 83.0	Penn St	538203U
QSS 83.1	Walker St	538205H
QSS 83.1	John St	538206P
QSS 83.3	SR 9	538207W
QSS 84.3	Mausoleum Rd	538209K
QSS 89.0	E Carey Rd	538216V

QSS 89.2	Walnut-Washington	538217C
QSS 89.3	Main	538219R
QSS 89.3	Mulberry	538218J
QSS 91.8	600 N	538226B
QSS 93.4	London Rd	538229W
QSS 96.7	Exchange	538236G
QSS 96.7	McGregor Rd	538237N
QSS 96.8	Acton Rd	538238V
QSS 98.0	Southport Rd	538241D
QSS 99.5	Edgewood Ave	538244Y
QSS 100.1	Franklin Rd	538246M
QSS 101.0	Thompson	538247U
QSS 102.5	Hanna Ave	538251J
QSS 103.3	Arlington Ave	538253X
QSS 107.3	Keystone Ave	538268M
QSS 107.6	Harlan St	538269U
QSS 107.7	Fletcher Ave	538270N
QSS 107.8	English Ave	538271V
QSS 107.9	State Ave	538272C
QSS 108.5	Shelby St	538274R
QSS 108.5	Bates St	538275X

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NOTES

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# ST LOUIS LINE SUBDIVISION - ST ST. LOUIS LINE

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			INDIANAPOLIS TERMINAL SD				
60	QS 13.1	CP AN (No 2 ONLY)  1.7		ON IT SD	ABS-261  INDIANAPOLIS TERMINAL SD		
60	QS 14.8  17.0 18.0 QS 19.4	CP GALE (No 1 ONLY)  9.1	2	DD	1  IB DISP 64-4# RD 08	ABS-261	
	QS 23.9	CP 24				CPS-261	
	QS 28.0	15.0		DD	MONON SD CHICAGO DIV  QS 32.5	ABS-261	
	QS 38.9	CP 39			IB DISP 64-1# RD 08	CPS-261	
	QS 46.5	17.1	2	DD	1	ABS-261	
	QS 56.0	CP 56			IB DISP 64-4# RD 08	CPS-261	
60	QS 64.0	12.5		DD		ABS-261	
	QS 68.4				INRD	CPS-261	
	QS 68.5	CP 68			CON-MILL CONN QS 68.9	CPS-261	1
40		1.8			QS 69.2  DUANE RUNNER  IB DISP 64-2# RD 08	ABS-261	

# ST LOUIS LINE SUBDIVISION - ST ST. LOUIS LINE

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
			WEST					
40			C&ED SD			DUANE RUNNER	ABS-261	
40	QS 70.3= OZA 176.4  OZA 177.0 = QS 70.8	CP EAST HALEY  CP WEST HALEY	C&ED SD NASHVILLE DIV				ABS-261	2
25		1.9	2	1	CE&D SD		ABS-261	3
	<b>QS 72.7</b>	<b>CP 72</b>					<b>CPS-261</b>	
40	QS 73.8	1.5	DANVILLE SECONDARY SD NASHVILLE DIV				ABS-261	
	<b>QS 75.5</b>	<b>CP 75</b>					<b>CPS-261</b>	
60		3.6					ABS-261	
	<b>QS 79.1</b>	<b>CP 78</b>					<b>CPS-261</b>	
		2.6	FARRINGTON SSDG 13,200 FT SP				ABS-261	
	<b>QS 81.7</b>	<b>CP 80</b>					<b>CPS-261</b>	
	QS 83.5	8.0		DD			ABS-261	
	<b>QS 89.7</b>	<b>CP 90</b>					<b>CPS-261</b>	
		1.3	MARSHALL SSDG 6,000 FT SP				ABS-261	
	<b>QS 91.0</b>	<b>CP 92</b>					<b>CPS-261</b>	
	QS 93.9	6.1		DD	EFFINGHAM EQUITY		ABS-261	
	<b>QS 97.1</b>	<b>CP 97</b>					<b>CPS-261</b>	
60			NORTH ADEN SSDG 6,000 FT SP				ABS-261	

# ST LOUIS LINE SUBDIVISION - ST ST. LOUIS LINE

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
60		1.3			ABS-261		
	<b>QS 98.4</b>	<b>CP 98</b>			<b>CPS-261</b>		
		1.3		SOUTH ADEN SSDG 6,750 FT SP	ABS-261		
	<b>QS 99.7</b>	<b>CP 99</b>			<b>CPS-261</b>		
	QS 105.4		14.6	DD QS 108.7 CASEY STG 115 CARS QS 109.8	QS 108.6 IB DISP 64-3# RD-08 QS 109.3	ABS-261	
	<b>QS 114.3</b>	<b>CP 114</b>			<b>CPS-261</b>		
			3.2	GREENUP SSDG 15,750 FT SP	IB DISP 64-1# RD-08	ABS-261	
	<b>QS 117.5</b>	<b>CP 117</b>			<b>CPS-261</b>		
	121.0 122.0				QS 122.7 JEWETT FARM SERVICE	ABS-261	
	<b>QS 124.6</b>	15.7		DD			
<b>QS 133.2</b>	<b>CP 134</b>			<b>CPS-261</b>			
60	QS 136.3	7.4	DD 2	1 IB DISP 64-4# RD-08	ABS-261		
40	QS 140.1 QS 140.6	CP 140	----- CNIC -----		CPS-261		
60	QS 140.8						
		3.8			ABS-261		
<b>QS 144.4</b>	<b>CP 144</b>			<b>CPS-261</b>			
	QS 148.4	9.9		DD UP	ABS-261		
<b>QS 154.3</b>	<b>CP 154</b> (CPI 224 W ST ELMO) UP RR			<b>CPS-261</b>			
		3.2	N SSDG 12,500 ET SP →	IB DISP 64-8# RD 08	ABS-261		
			S SSDG 12,500 ET SP →				
<b>QS 157.5</b>	<b>CP 157</b> (CPI 224 W ST ELMO) UP RR			<b>CPS-261</b>			
60				UP			

# ST LOUIS LINE SUBDIVISION - ST ST. LOUIS LINE

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
60	QS 165.0	15.2	DD				
	QS 172.3		VANDALIA				
	QS 172.7	CP 172					CPS-261
		3.0	VANDALIA SSDG 15,000 FT SP		IB DISP 64-5# RD 08		ABS-261
	QS 175.7	CP 174					CPS-261
60	QS 182.0	10.6	DD				ABS-261
			QS 185.9		TEAM TRACK		
40	QS 186.3	CP 186					CPS-261
	QS 186.4		BNSF				
60		3.3	SMITHBORO SSDG 16,360 FT SP		IB DISP 64-2# RD 08		ABS-261
	QS 189.6	CP 190					CPS-261
	QS 201.4	13.4	DD				ABS-261
	QS 204.0	CP 204					CPS-261
		4.6	HIGHLAND SSDG 22,900 FT SP		IB DISP 64-6# RD 08		ABS-261
	QS 208.6	CP 208					CPS-261
	QS 216.0	11.9	DD				ABS-261
	220.0						
QS 220.5	CP 220					CPS-261	
60	221.0		2	1			ABS-261

# ST LOUIS LINE SUBDIVISION - ST ST. LOUIS LINE

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
60	QS 228.3		DD 2	1	ABS-261			
		11.0						
	QS 232.5	<b>CP EXERMONT</b>			<b>CPS-261</b>			
		0.7	EXERMONT YD		ST. LOUIS LINE SD ILLINOIS LINE WEST	ABS-261		
	QS 233.2	<b>W BLACK LANE</b>	SSDG 7,500 FT SP		SP	<b>CPS-261</b>		
	0.8			MAIN TRK	ABS-261			
60 20	QS 233.8		2					
	QS 234.0	<b>HN</b>			<b>CPS-261</b>			
		2.5	TO ROSE LAKE YD		ILLINOIS LINE MAIN A&S IB DISP 64-7# RD 08	NO 2 ABS 261	NO 1 ABS 251	6
	QS 236.5	<b>CP ROSE LAKE</b>			<b>CPS-261</b>			
		0.5				NO 2 ABS 261	NO 1 ABS 251	6
	QS 237.0	<b>WILLOWS OPERATED BY KCS</b>			<b>CPS-261</b>			
20								
			GWRR	KCS	UP			
<b>220.1 MILES CP AN TO WILLOWS</b>								

STATION PAGE NOTES
<p><b>NOTE 1:</b> Permission of the CSX IB dispatcher is required to enter Con-Mill Connection Track. To enter the IRD main track contact the INRD dispatcher on channel 34 (812).</p> <p><b>NOTE 2:</b> Control Points East and West Haley are controlled by the Nashville Division SB Dispatcher. Radio channel is 94-4, RD 84.</p> <p><b>NOTE 3:</b> Distance between QS 72.0 and QS 74.0 is 3,862 feet. There is no QS 73.0.</p> <p><b>NOTE 4:</b> Distance between QS 200.0 and QS 202.0 is 5,408 feet. There is no QS 201.0.</p> <p><b>NOTE 5:</b> Distance between QS 225.0 and QS 227.0 is 5,047 feet. There is no QS 226.0</p> <p><b>NOTE 6:</b> Where ABS-251 is in effect the current of traffic is west on No.2 and east on No.1.</p>



# ST LOUIS LINE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- ST. LOUIS LINE

Trk	MP/Location	F
2	QS 13.1 - 68.4	60
1	QS 14.8 - 68.4	60
Both	QS 68.4 - 70.3	40
Both	QS 70.8 - 73.8	25
Both	QS 73.8 - 75.5	40
SG	QS 75.5 - 133.2	60
Both	QS 133.2 - 140.1	60
Both	QS 140.1 - 140.8	40
SG	QS 140.8 - 186.3	60
SG	QS 186.3 - 186.4	40
SG	QS 186.4 - 220.5	60
Both	QS 220.5 - 233.8	60
Both	QS 233.8 - 237.0	20

### AUTHORIZED SPEEDS -- ILLINOIS LINE WEST

Trk	MP/Location	F
SG	BC 329.3 - 331.1	30
SG	BC 331.1 - 333.8	25
SG	BC 333.8 - 334.3	10

**QS 70.3 - 70.8** Do not exceed 40 MPH on Tracks 1 or 2.

### ADDITIONAL SPEEDS (SP) -- ST. LOUIS LINE

Location	Track Type	F	
QS 79.1 - 81.7	SSDG	40	
QS 89.7 - 91.0		30	
QS 97.1 - 98.4		40	
QS 98.4 - 99.7			
QS 114.3 - 117.5			
QS 154.3 - 157.5			
QS 154.3 - 157.9			
QS 172.7 - 175.7			
QS 186.4 - 189.6			
QS 204.0 - 208.6			
QS 232.5 - 234.0		30	
QS 233.2 - 233.2		CONN	10

### ADDITIONAL SPEEDS (SP) -- ILLINOIS LINE WEST

Location	Track Type	F
BC 330.0 - 330.0	CONN	10

## 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QS 68.5	CP 68	INRD	Remotely Controlled	226-B
QS 140.6	CP 140	CNIC		
QS 186.3	CP 186	BNSF		
QS 234.0	HN	A&S		
QS 237.0	Willows Controlled by KCS	NS/ TRRA		
BC 331.1	HN	A&S		
BC 334.3	Willows Controlled by KCS	NS/ TRRA		

## 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BC 235.5 - BC 329.0	All tracks	2
QS 68.0 - QS 70.0	Terre Haute - 1 & 2 Main, Duane Yard tracks	5%
QS 89.7 - QS 91.0	Marshall, IL - Main and siding	
QS 140.8 - QS 142.0	Effingham, IL - 1 & 2 Main, Yard tracks	
QS 154.3 - QS 154.8	St. Elmo, IL - North and South Sidings	2
QS 232.2 - QS 237.0	All tracks	
QS 234.0	Roselake Yard, North and South mail yard, EB and WB yards, and Exermont Yard	1

## 104 HANDLING SWITCHES

### SELF RESTORING POWER OPERATED SWITCHES (SR)

Self Restoring Power Operated switches are installed at the following locations and instructions governing this type switch installation are found in Division Special Instructions:

MP	Location	Normal Position
BC 330.4	A&S connection	Main Track

**Note: BC 330.4 A&S Connection** - Request permission to enter Main Track from operator HN Cabin. The operator at HN Cabin will work under the direction of the Train Dispatcher before granting permission by signal indication or verbal permission to enter the Main Track at this location.

**220 WHERE SIGNAL RULES ARE IN EFFECT**

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the St. Louis Line Subdivision.

**Exceptions:**

CP East Haley and CP West Haley – Signal Rules 1281 through 1298 are used.

BC 329.3 to BC 335.5 – Signal Rules 1281 through 1298 are used.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station	
QS 19.4	Danville	Continuous	64-4#, 08	Wayside	
QS 39.0	Greencastle		64-1#, 08		
QS 58.7	Coal Bluff		64-4#, 08		
QS 69.2	Terre Haute		64-2#, 08		
QS 99.7	West Aden		64-3#, 08		
QS 117.3	Greenup		64-1#, 08		
QS 140.6	Effingham		64-4#, 08		
QS 154.3	St. Elmo		64-8#, 08		
QS 172.0	Vandalia		64-5#, 08		
QS 186.0	Smithboro		64-2#, 08		
QS 204.0	Highland		64-6#, 08		
QS 235.0	Yardmaster		08		Terminal
	Roselake		64-7#, 08		
BC 334.7	E St. Louis				58-5, 08

**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
QS 19.4	Danville	2	NONE
QS 28.0	Reno	2	NONE
QS 46.5	Fern	2	NONE
QS 64.0	Burnett	2	NONE
QS 83.5	Dennison	2	NONE
QS 93.9	Marshal	2	NONE
QS 105.4	Dupont	2	NONE
QS 124.6	Jewett	2	NONE
QS 136.3	Teutopolis	2	NONE
QS 148.4	Alamont	2	NONE
QS 165.0	Brownstown	2	NONE
QS 182.0	Mulberry Grove	2	NONE
QS 201.4	Pocahontas	2	NONE
QS 216.0	St. Jacobs	2	NONE
QS 228.3	Collinsville	2	NONE

**4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE**

Governs intermodal trains on the St. Louis Line SD.

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
QS 13.1 - QS 237.0	Entire Subdivision	Cars with gross weight exceeding 315,000 pounds	Prohibited
QS 71.8	Terre Haute Industrial Tracks	6-Axle Locomotives	
QS 71.8	Duane Yard - All stub tracks		

**7. CLOSE CLEARANCE**

MP	Location	Remark
QS 19.2	Home Lumber	ALL
QS 70.0	Duane Yard	Stamper Track
QS 137.0	Stevens Industries	ALL
QS 137.0	Sievers Industries	ALL
QS 141.0	Effingham RR	ALL
QS 209.0	Dow Jones Industries	ALL

## 8. MISCELLANEOUS

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

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

A. The following is the process to take a train into the KCS at East St. Louis, Illinois:

1. Call Willows Tower, Channel 60-60 for permission on K Connection. Maximum speed over K connection is 5 MPH.

2. Contact KCS Dispatcher for permission on Q Connection and for track at GWWR Yard. Willow Tower is responsible for the signal at Q Connection.

3. Wait for the signal at Q Connection

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

5. When your train is clear of K Connection, report clear of K Connection to Willows Tower.

6. When your train is clear of Q Connection, and you have stopped on KCS Yard, report clear of Q Connection and that you have stopped your train to on Channel 60-60.

7. Report any problem and/or delays to CSX Yard Office immediately.

B. The following is the process to take a train out of KCS at East St. Louis, Illinois

1. When ready to leave GWWR contact 352 on Channel 60-60 for permission to leave and to occupy the Q Connection. 352 is responsible for getting the signal on the Q Connection.

2. Approach the signal at Q Connection prepared to stop.

3. When you get signal to continue over Q Connection, call Willows Tower, Channel 60-60 for permission over K Connection. You have 5 MPH over K Connection for your entire train.

4. Advise HN Cabin that you have permission over K Connection and are proceeding through Cone Yard.

5. Call Willows Tower, Channel 60-60 for the signal at Willows.

6. When your train is clear of Q Connection, call 352 Channel 60-60 and report clear of Q Connection.

## ADDITIONAL STATIONS

MP	Station	Switch Opening
QS 59.1	Carbon Stub Track (#2 track)	West
QS 67.5	Ampaset - Can clear in Track	East
QS 68.3	Treadager	
QS 75.0	White Construction Stub	West
QS 129.0	Montrosxe Stub	East
QS 163.8	Brownstown Stub	West
QS 198.6	Pocahontas	East
QS 203.5	Pieron	

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

MP	Location	DOT#
BC 329.3	Black Ln	153057Y
BC 334.5	Exchange Ave	153062V
QS 16.4	300 E	540142F
QS 17.4	200 E	520143M
QS 25.6	CR 600 W	540153T
QS 27.8	CR 800 W	540155G
QS 28.8	CR 900 E	540158C
QS 30.5	County Rd	540161K
QS 32.7	CR 550 E	540165M
QS 35.0	County Rd 300 E	540168H
QS 35.8	County Rd 225 E	540169P
QS 50.4	Calcuta Rd	540192J
QS 52.6	Poplar St	540194X
QS 55.7	CR 26 W	540201F
QS 58.7	Eppert St	540204B
QS 60.2	Fontanet Rd	540205H
QS 61.4	Rio Grande Rd	540206P
QS 61.8	Stuthard Rd	540207W
QS 63.8	Roberts	540209K
QS 66.8	Mill Dam Rd	540213A
QS 67.4	Haythorne Ave	540214G
QS 67.8	Fruitridge Ave	540215N
QS 69.3	25th St	540219R
QS 70.0	Maple Ave	540220K
QS 70.6	Ash St	540221S
QS 71.3	Elm St	540223F
QS 71.4	9th St	540224M
QS 71.5	8th St	540225U
QS 71.6	7th St	540226B
QS 71.7	6th St	540228P
QS 71.8	5th & Lafayette	540229W
QS 73.4	1st St	540231X
QS 75.2	N 3rd St / US 150	540233L
QS 77.6	Parris Rd	540236G
QS 80.0	2625 E	546323F
QS 80.6	Ferrington	546324M
QS 81.4	Rolling Rd	546326B
QS 83.5	Dennison	546329W
QS 84.6	McKeen	546331X
QS 85.8	Snedecker	546334T
QS 88.2	Livingston	546337N

QS 91.1	Clarksville Rd	546341D
QS 93.0	Baystown Rd	546342K
QS 93.9	1400 St	546343S
QS 96.6	Adenmoor	546345F
QS 98.9	Grandview	546348B
QS 101.6	York St	546352R
QS 101.9	Union St	546353X
QS 102.7	Buckley	546354E
QS 103.3	Lindsey Rd	546355L
QS 104.3	Dupont Rd	546356T
QS 105.7	Oakleaf	546360H
QS 106.9	Logue	546363D
QS 107.2	E 13th	546364K
QS 107.6	SE 8th	546365S
QS 107.8	SE 4th	546366Y
QS 108.0	East 1st	546367F
QS 108.1	Central	546368M
QS 108.3	Third St	546369U
QS 109.1	CO Line Rd	546370N
QS 109.6	Lefeuer	546371V
QS 110.5	Arney	546373J
QS 111.2	Chambers	546374R
QS 112.0	Cochenour Rd	546376E
QS 112.7	Stump Rd	546377L
QS 113.3	Ruffner	546378T
QS 115.5	Lynn	546382H
QS 117.2	York	546384W
QS 120.5	Hossapple	546390A
QS 122.0	Bowman	546398E
QS 122.8	5th St	546399L
QS 123.3	13th St	546400D
QS 124.0	Carrico Rd	546402S
QS 125.9	950	546406U
QS 126.4	CR 900 E	546408H
QS 129.9	575 A	546417G
QS 130.9	Spring Creek Rd	546419V
QS 131.1	Maple St	546420P
QS 133.1	Nusby Rd	546423K
QS 134.9	Wakeland Rd	546427M
QS 136.2	Oak	546429B
QS 136.5	Pearl	546430V
QS 136.9	Columbus St	913040V
QS 137.1	Race	546432J
QS 138.2	Wiess Rd	546436L
QS 140.1	Willow St	546440B
QS 140.3	3rd St	546441H
QS 140.5	South 4th St	546442P
QS 140.5	5th St	546443W
QS 140.7	Wabash	546447Y
QS 140.7	Maple St	546446S
QS 144.5	Funk	546452V
QS 144.9	Funkhouser	546453C
QS 145.6	900 St	546454J
QS 148.4	Dexter	546458L
QS 148.8	Mitchell	546459T
QS 152.1	Main	546465W
QS 152.2	2nd	546466D
QS 152.3	3rd	546468S
QS 152.6	10th St	507853P

QS 153.1	Milleville	507897P
QS 157.9	Main	546472G
QS 158.0	Walnut	546473N
QS 158.2	Elm St	546474V
QS 159.8	Fulton	546476J
QS 160.4	Fiezel Rd	546478X
QS 160.9	Koferland	546477R
QS 162.0	Avena Rd	546479E
QS 163.1	Thalman Rd	546481F
QS 163.9	4th St	546482M
QS 164.1	1st	546483U
QS 164.1	College	546484B
QS 165.8	Twin Pump Rd	546485H
QS 169.2	Blu111,127	546489K
QS 171.3	TR 236	546491L
QS 172.2	5th	546494G
QS 172.3	6th	546495N
QS 172.4	8th St	540695C
QS 172.8	Remann	546496V
QS 176.4	Hagarstown Rd	546501P
QS 177.8	Slaughter	546503D
QS 182.0	Maple St	546510N
QS 182.4	7th	546511V
QS 186.2	Main	546514R
QS 190.1	Elm St	546516E
QS 190.4	4th St	546417L
QS 191.2	Hillview Ave	546518T
QS 200.5	Dolls Orchard Rd	546533V
QS 202.0	Bob White Rd	546534C
QS 203.8	Main St	546537X
QS 204.1	Schnert St	546539L
QS 208.6	Poplar	546548K
QS 208.9	Zschokke	546549S
QS 209.2	Walnut	546550L
QS 210.0	Hemlock St	914892C
QS 211.6	Lederer Rd	546553G
QS 214.1	Douglas St	546538E
QS 224.8	Lumaghi Heights	546571E
QS 225.9	Hines Bluff Rd	546574A
QS 227.5	Mill St	546575G
QS 228.2	South Clinton	546576N
QS 232.2	Black Ln	546583Y
QST 0.5	Cherry St	542284D
QST 0.6	Wabash Ave	913019P
QST 0.6	Ohio St	542286S
QST 1.9	Praireton Ave	542304M
QST 2.4	Voorhees St	542307H
QST 2.4	3rd St	542310R
QST 3.0	S 7th St	542316G
QST 3.0	Margaret St	542317N
QST 3.7	Davis Ave	542320W

# TOLEDO BRANCH SUBDIVISION - TB

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
				TOLEDO TERMINAL SD CHICAGO DIV			
30	QT 4.6	OWENS  8.5		WILLIS DAY IND PARK	ID DISP 33-1# RD-50	ABS-261	
50	QT 6.0						
	QT 8.8			QT 6.5	CHRYSLER STG		
	QT 13.0			QT 6.7 DD		ABS-261	
	<b>QT 13.1</b>	<b>CP 13</b>				<b>CPS-261</b>	
	QT 14.0				DUNBRIDGE CSDG 6,864 FT SP	ABS-261	
	QT 14.6	<b>CP 14</b>				<b>CPS-261</b>	
50	19.0					ABS-261	
	QT 19.9						
35	20.0			ID DISP 33-7# RD-50	BG RUNAROUND 50 CARS		
	QT 21.6						
50	QT 29.0			DD		ABS-261	
	<b>QT 32.6</b>	<b>CP 32</b>				<b>CPS-261</b>	
50	QT 34.1			GALATEA CSDG 7,382 FT SP		ABS-261	
40							
50	<b>QT 34.2</b>	<b>CP 34</b>		-----	WILLARD SD	<b>CPS-261</b>	
40	QT 38.8	MORTIMER  9.1		NS		ABS-261	
	QT 38.9			WHIRLPOOL			
50	QT 40.9				QT 40.5	ID DISP 33-1# RD 50	
					DD		ABS-261
35	<b>QT 43.3</b>	<b>CP 43</b>		-----	NS	<b>CPS-261</b>	
	QT 46.1					ABS-261	
50	<b>QT 46.4</b>	<b>CP 46</b>				<b>CPS-261</b>	
					HANCOCK CSDG 7,920 FT SP	ABS-261	
	QT 48.2	<b>CP 48</b>				<b>CPS-261</b>	
	QT 51.0			DD			
50				QT 54.0		ABS-261	
40	QT 61.1				FARMERS COMMISSION		

# TOLEDO BRANCH SUBDIVISION - TB

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	QT 61.2	CP 61	----- CF&E -----		CPS-261		
	QT 62.2	1.9	DUNKIRK CSDG 8,445 FT SP		ABS-261		
50	QT 63.1	CP 63			CPS-261		
	QT 65.1	7.3	DD		ABS-261		
	QT 70.4	CP 70			CPS-261		
40	QT 71.2				ABS-261		
	QT 71.9						
25	QT 73.4	3.7					
	QT 74.1	CP 74			ABS-261		
50	QT 76.0	4.4	DD		CPS-261		
	QT 78.5	CP 78			ABS-261		
	QT 81.0	CP 124	2.5	CSDG 14,000 FT SP <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 20px;">ID DISP 33-8# RD 50</div>		ABS-261	
76.4 MILES OWENS TO CP 124							

# TOLEDO BRANCH SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- TOLEDO BRANCH

Trk	MP/Location	F
SG	QT 4.6 - 6.0	30
SG	QT 6.0 - 19.9	50
SG	QT 19.9 - 21.6	35
SG	QT 21.6 - 34.1	50
SG	QT 34.1 - 34.2	40
SG	QT 34.2 - 38.8	50
SG	QT 38.8 - 38.9	40
SG	QT 38.9 - 40.9	50
SG	QT 40.9 - 46.1	35
SG	QT 46.1 - 61.1	50
SG	QT 61.1 - 62.2	40
SG	QT 62.2 - 71.2	50
SG	QT 71.2 - 71.9	40
SG	QT 71.9 - 73.4	25
SG	QT 73.4 - 81.0	50

### ADDITIONAL SPEEDS (SP) -- TOLEDO BRANCH

Location	Track Type	F
QT 13.1 - 14.6	CSDG	10
QT 32.6 - 34.2		
QT 46.4 - 48.2		
QT 61.2 - 63.1		15
QT 72.7 - 72.7	OTMT	5
QT 78.5 - 81.0	CSDG	15

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QT 34.2	CP 34	CSX	Remotely Controlled	226-B
QT 38.9	Mortimer	NS	Automatic	
QT 43.3	CP 43		Remotely Controlled	
QT 61.2	CP 61	CFE	Automatic	

#### QT 38.9 Mortimer, OH – Emergency push button instructions.

If Signal does not indicate proceed –

1. Obtain permission from NS to use crossing.
2. After receiving permission to use crossing, operate push button

(A) When indicator lights, movement may be made over crossing in accordance with Rule 226-B

(B) If, after a 6 minute interval, indicator does not light or signal does not indicate proceed, move train past signal and occupy track section between home signal and crossing without fouling cross line tracks and wait an additional 6 minutes. Movement may then be made in accordance with Rule 226-B.

3. In the event of both signal and communication failure, member of train crew stationed at crossing must see that no conflicting trains are approaching, then operate push button and be governed by instruction 2, A and B. Notify the CSX Sispatcher at the first control station.

4. Emergency box must be locked after use.

**QT 38.9 MORTIMER – preference is controlled by Norfolk Southern RR:** A southbound train with a signal lined at Mortimer, starts the long approach timer when it passes the northbound signal at CP 34. It has 12 minutes to go by the southbound signal at Mortimer.

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

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

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

#### QT 61.2 Dunkirk – Emergency push button instructions.

1. If red indicator light is not lit wait twenty one (21) minutes before pushing button. (Signal may clear for opposing movement.)

2. If red indicator is lit, push red button.

3. Wait six (6) minutes – your signal should clear.

4. If, at this time, the signal does not display proceed, but white indicator is lit, movement may be made through interlocker in accordance with Rule 226-B.

5. If, after six (6) minutes, white indicator does not light or signal does not indicate proceed, a member of the crew stationed at crossing must see that no conflicting trains are approaching, then in accordance with Rule 226-B, move the train past the signal and occupy track section between the signal and crossing, not fouling the crossing. Wait five (5) minutes, place fusee on both sides of crossing then proceed through interlocker.

6. Emergency box must be locked after use.

### 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules CR 1277 through CR 1294a govern aspects and indications on the Toledo Branch Subdivision.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station
QT 5.1	Stanley Yard	Continuous	33-1#, 50	Wayside
QT 20.5	Bowling Green		33-7#, 50	
QT 43.3	Findlay		33-1#, 50	
QT 79.0	Kenton		33-8#, 50	
QT 82.3	Ridgeway		33-1#, 50, 46	

**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
QT 8.8	Lime City	2	NONE
QT 29.0	Trombley	2	NONE
QT 40.9	Findley	2	NONE
QT 51.0	Arlington	2	NONE
QT 65.1	Blanchard	2	NONE
QT 76.0	Kenton	2	NONE

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
QT 73.4	Durez Industrial Track	6-Axle Locomotives	Prohibited

**7. CLOSE CLEARANCE**

MP	Location	Remark
QT 54.0	Farmers Commission	Loadout
QT 72.4	N End Kenton Yard	ALL

**8. MISCELLANEOUS**

NONE

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

MP	Location	DOT#
QT 4.5	Tracey Rd	509371W
QT 5.0	Oregon Rd	509373K
QT 5.0	Oregon Rd	509372D
QT 7.6	Glenwood Rd	509434Y

QT 8.9	US 20	503606L
QT 9.0	Lime City Rd	513607T
QT 9.9	Roachtown Rd	513609G
QT 10.9	Five Points Rd	513612P
QT 11.7	McCutchenville Rd	513615K
QT 12.0	Reitz Rd	513617Y
QT 14.6	Amon St	513626X
QT 14.7	Dundridge Rd	513627E
QT 15.7	Devil's Hole Rd	513628L
QT 16.8	Sugar Ridge Rd	513630M
QT 17.4	Mercer Rd	513632B
QT 18.9	Newton Rd	513636D
QT 20.0	Poe Rd	513638S
QT 20.1	Frazee Rd	513639Y
QT 20.5	Ridge St	513642G
QT 20.5	Pike St	513643N
QT 20.6	Court St	513644V
QT 20.7	Wooster St	513645C
QT 20.8	Clouch St	513646J
QT 21.0	Lehman Ave	513647R
QT 21.5	Napoleon St	513649E
QT 22.0	Gypsy Lane Rd	513650Y
QT 23.0	Kramer Rd	513654B
QT 24.0	Main St	513656P
QT 25.1	Greensburg Pike	513659K
QT 27.1	Duakuet Rd	513661L
QT 29.1	Jerry City Rd	513664G
QT 30.0	Front St	513668J
QT 30.1	Union St	513669R
QT 31.3	Tank Farm Rd	513671S
QT 32.0	Oil Center Rd	513672Y
QT 34.0	Eagleville Rd	513675U
QT 34.7	Deshler Rd	513676B
QT 37.0	Main St	513680R
QT 39.5	Harry Rd	513685A
QT 40.5	Stough Rd / TR 99	513687N
QT 41.5	Bigelow Ave	513691D
QT 42.0	Melrose Ave	513693S
QT 42.6	Faulke Ave	513695F
QT 42.7	Midland Ave	513697U
QT 42.8	George Ave	513699H
QT 43.0	Laquino Ave	513700A
QT 43.2	Crystal Ave	513703V
QT 43.4	Walnut St	513704C
QT 43.4	Cherry St	513705J
QT 43.5	Center St	513706R
QT 43.6	Clinton St	513707X
QT 43.9	Main Cross St	513708E
QT 44.0	Sandusky St	513709L
QT 44.2	Lincoln St	513710F
QT 44.7	2nd St	513711M
QT 45.1	6th St	513713B
QT 45.3	Pearl St	513719S
QT 45.6	Edgar Ave	513721T
QT 46.1	Olive St	513724N
QT 47.8	TR 172	513727J
QT 53.1	Alger Rd	513734U
QT 54.1	E Main Cross St	513735B
QT 57.1	Hartman Rd	513741E

QT 60.3	Kenton-Dunkirk Pk	513748C
QT 61.1	W Patterson St	513750D
QT 61.2	W Wayne St	513751K
QT 61.3	W Washington St	513752S
QT 61.6	W Geneva St	513752Y
QT 63.2	Sheldon Rd	513755M
QT 65.2	SR 701	513757B
QT 71.2	Scioto Valley Rd	513763E
QT 72.0	S Leighton St	513765T
QT 72.2	S Detroit St	512766A
QT 72.2	Main St	513767G
QT 72.3	Wayne St	513768N
QT 73.3	Bailes Rd	513770P
QT 74.1	Kenton-Marysvl Pk	513772D
QT 80.6	Mt Victory Pk	513784X
QTA 24.5	S Main St	261586D
QTA 24.7	Letson Ave	912963P
QTA 24.9	Steiner Ave	261588S
QTA 25.1	Fontaine St	261589Y
QTE 7.1	East Broadway	509363E

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NOTES

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# WILLARD SUBDIVISION - CE

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			IP DISP 94-3 RD-08	WILLARD TERMINAL SD			
60	BI 4.2 BI 8.0	DANIELS RD 3.9	1	2	ABS-261		
40	<b>BI 8.1</b>	<b>ATTICA JUNCTION</b>	---	NS	<b>CPS-261</b>		
60	BI 8.2 BI 12.3	7.4	DD		ABS-261		
	<b>BI 15.5</b>	<b>REPUBLIC</b>			<b>CPS-261</b>		
60	17.0 18.0 BI 23.7 BI 24.5	9.1	NOW		ABS-261		
50	<b>BI 24.6</b>	<b>TIFFIN</b>			<b>CPS-261</b>		
60		10.3	BI 25.1 KELLER STG 100 CARS BI 26.9 DD		ABS-261		
	<b>BI 34.9</b>	<b>EAST FOSTORIA</b>			<b>CPS-261</b>		
60		1.5		EAST CSDG 5,365 FT SP	ABS-261		
	BI 36.1		FOSTORIA SD	BI 36.2	CPS-261		
40	BI 36.4	F TOWER	CD 88.1	1 2 CD 87.4			
			PEMBERVILLE SD CHICAGO DIV	COLUMBUS SD HUNTINGTON DIV EAST			
	BI 37.0		FOSTORIA SD	NS	CPS-261		
60					ABS-261		

# WILLARD SUBDIVISION - CE

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
60		2.4	BI 37.4 WEST SIDING STG 108 CARS BI 38.6		ABS-261		
	BI 39.2	GODSEND			CPS-261		
	44.0 45.0 BI 46.2	9.8		DD	ABS-261		
60	BI 48.9				CPS-261		
40	BI 49.0	GALATEA	NS	TOLEDO BRANCH SD	ABS-261		
60		1.9			ABS-261		
	BI 50.9	NORTH BALTIMORE			CPS-261		
		0.9		EAST LEAD SP	ABS-261		
	BI 51.8	LIBERTY			CPS-261		
		3.4			ABS-261		
	BI 55.2	RANGE LINE HOLDOUT			CPS-261		
		1.2		SP WEST LEAD	ABS-261		
	BI 56.1	HOYVILLE			CPS-261		
		5.7	1 DD	2	ABS-261		
60	BI 60.3	EAST DESHLER	IP DISP 94-3 RD-08		CPS-261		
40		0.5	TOLEDO SD LOUISVILLE DIV		ABS-261		
	BI 62.6	WEST DESHLER	SP	SP	CPS-261		
40							
				GARRETT SD CHICAGO DIV			
58.4 MILES DANIELS ROAD TO WEST DESHLER							

## WILLARD SUBDIVISION - CE BE MILEPOSTS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
			SOUTH					
			<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">TOLEDO SD LOUISVILLE DIV</div>					
50	<b>BE 166.4</b>	<b>NORTH DESHLER</b>				<b>CPS-261</b>		
	BE 164.9	1.6	NORTH-WEST DESHLER WYE	MAIN	IP DISP 94-3 RD-08	ABS-261		
35	BE 164.8	WEST DESHLER	1 2	TO GARRETT SW DESHLER WYE	SP	SE DESHLER WYE	CPS-261	
	BE 164.7	0.2		MAIN		ABS-261		
50	<b>BE 164.6</b>	<b>DESHLER</b>				<b>CPS-261</b>		
			<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">TOLEDO SD LOUISVILLE DIV</div>					
1.8 MILES NORTH DESHLER TO DESHLER								

# WILLARD SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- WILLARD

Trk	MP/Location	F
Both	BI 4.2 - 8.0	60
Both	BI 8.0 - 8.2	40
Both	BI 8.2 - 23.7	60
Both	BI 23.7 - 24.6	50
Both	BI 24.6 - 36.1	60
Both	BI 37.0 - 48.9	60
Both	BI 48.9 - 49.0	40
Both	BI 49.0 - 62.2	60
Both	BI 62.2 - 62.6	40

### AUTHORIZED SPEEDS -- BE MILEPOSTS

Trk	MP/Location	F
SG	BE 166.4 - 164.9	50
SG	BE 164.9 - 164.7	35
SG	BE 164.7 - 164.6	50

**BI 36.1 - 37.0-** Do not exceed 40 MPH on tracks 1 and 2

### ADDITIONAL SPEEDS (SP) -- WILLARD

Location	Track Type	F
BI 34.9 - 36.1	CSDG	10
BI 50.9 - 51.8	LEAD	30
BI 55.2 - 56.1		

### ADDITIONAL SPEED RESTRICTIONS

**BI 62.6 - BE 164.8** - Do not exceed 10 MPH on NW Deshler Wye.

**BI 62.6 - BE 164.8** - Do not exceed 10 MPH on SW Deshler Wye.

**BI 62.6 - BE 164.8** - Do not exceed 10 MPH on SE Deshler Wye.

### 98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BI 8.1	Attica Jct	NS	Remotely Controlled	226-B
BI 49.0	Galetea	CSX		
BI 62.6	Deshler	CSX, NS		

### 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BI 25.5	Triffin, OH - 1 & 2	4% not less than 1
BI 27.0	Main, Kellars Sdg	
BI 35.0	Fostoria, OH - 1 & 2	
BI 36.1	Main, Eastbound Sdg.	
BI 37.0	Fostoria, OH - 1 & 2	
BI 38.0	Main, Westbound Sdg	

## 220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281 through 1298 govern aspects and indications on Willard Subdivision Tracks.

## 403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BI 15.5	Clyde	Continuous	94-3, 08	Wayside
BI 54.3	Hoytville			

## 913 REMOTE CONTROL ZONES

**1. Remote Control Zones are established at North Baltimore Terminal as follows:**

A. Name and Location of RCZ's at North Baltimore Terminal

### East Lead #1 Zone -

Begins at the Clearance Point East of the E2 switch and extending east on the East Lead #1 to a point 150 feet west of Liberty High Road.

### East Lead #2 Zone -

Begins at the clearance east of the E 1 switch and extending east on the East Lead #2 to a point 150 feet west of Liberty High Road.

### West Lead #2 Zone -

Begins 100 feet west of the WY1 switch and extending west on the West Lead #2 to a point 150 feet east of the WAS at Hoytville.

B. RCZ signs mark the limits of the RCZ's and are placed as follows:

### East Lead #1 Zone-

Placed at the clearance point east of the E2 switch and at a point 150 feet west of Liberty High Road.

### East Lead #2 Zone -

Placed at the Clearance Point east of the E1 switch, at a point 100 feet west of the EM1 switch at the Clearance Point of the WM1 Switch.

### West Lead #2 Zone -

Placed 100 feet west of the WY1 switch and 150 feet of the WAS at Hoytville.

C. The Normal Position of the WM1 Switch is:

Lined and blocked for straight away movement by the Yardmaster when the East Lead #2 RCZ is activated.

D. Signs will be displayed continuously unless, RCZ is removed from service. In order for RCZ to be removed from service:

- 1) RCZ must be clear.
- 2) Yardmaster must job brief all crews that the designated zone is out of service.
- 3) Appropriate zone signs are covered.

### 2. The designated RCZ is activated when:

- A. RCOF has secured permission from Yardmaster.
- B. RCZ signs are displayed.

C. The RCOF or properly attached crew member will ensure all switches are lined and locked if required and inspect RCZ track(s) to insure they are clear of obstructions.

Yardmaster must document RCZ information on prescribed form.

### 3. Permission to enter or foul an activated RCZ at North Baltimore Terminal.

A. The Yardmaster will not authorize any movement to enter or foul an activated RCZ.

B. T&E Employee(s) must receive permission from the RCOF in charge of the activated RCZ before occupying or fouling any track within an activated RCZ. Request for permission must include the tracks to be fouled, switches to be handled or the route the employee(s) will use while in the zone. This information must comply with Rule 424.

C. When the RCOF in charge of activated RCZ has allowed other T&E Employee(s) to enter or foul the activated RCZ, all movements must be made with Point Protection. When the T&E Employee(s) that was granted permission by the RCOF to occupy the activated RCZ has completed use of the track (s) they must communicate directly with the RCOF in charge of the RCZ and report the following:

- 1) All switches they have handled have been restored to the position they were found in.
- 2) They, and all equipment are clear of the RCZ.

This information must be repeated by the RCOF in charge of the RCZ.

Once the RCOF in charge of the activated RCZ acknowledges that the RCZ is clear and switches are restored to the original position, the RCZ is again activated.

If these conditions cannot be met, the zone must be reinspected as required by Rule 913-A, otherwise point protection must be provided.

D. When allowing engineering and mechanical employees to enter or foul an activated RCZ, Operating Rule 913-C must be complied with or the RCZ needs to be deactivated.

RCOF in charge of RCZ will be referred to by RCOF (name), Engine number, and RCZ Name. Example: RCOF Smith, Engine CSXT 8420, in East Lead #1 Zone.

**4. Positive Stop Protection (PSP)** is installed on the East Lead #1 Zone, East Lead #2 Zone and West Lead #2 Zone Tracks.

**A. Locomotive** - PSP Equipment is installed on the following North Baltimore Terminal Locomotives: CSXT 8420, CSXT 8421, CSXT 8423, and CSXT 8425. When PSP Locomotives are used in a consist, the PSP equipped locomotive must be the lead unit.

**B. Positive Stop Protection** - When it becomes necessary to override the PSP System, Point Protection must be provided.

**C. Operators** - Must verify that the RCL is responding to transponders (pucks) at the beginning of each shift unless a

crew directly transfers control of the remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible outputs of the OCU once the locomotive has entered the PSP Zone and has traversed past the first two pucks to ensure the system is responding to the transponders (pucks) (Pullback Protection "ON" unsolicited talker message). Operators must also listen for talker message.

**D. Speed Selector Settings** - The Operator must not use the Coast or Coast B Command while operating in the PSP area.

**E. Tonnage Restrictions** - When relying on PSP Technology to control the movement into the PSP area, all movements are restricted to no more than 7000 tons.

**F. Radio Channel** - All crews will operate on Radio Channel 65 X 65.

**5. Point Protection** - Whenever the RCOF is not in an activated RCZ, Point Protection must be provided.

**6. Grade Crossing Protection must be provided at Range Line Road, BI 55.25** - Protection may be provided by using the camera system located in the West End Bungalow. When using the camera system to provide Point Protection the RCOF or other properly attached qualified employee will:

- A. Properly attached to Crew / RCOF by using Rule 424.
- B. Ensure headlight is on bright.
- C. Ensure crossing gates are in a horizontal position for at least 20 seconds prior to fouling the crossing.
- D. Ensure vehicular and pedestrians are stopped prior to occupying the crossing.
- E. Once crossing is occupied the employee can detach from the Crew / RCOF.
- F. While attached to the Crew / RCOF, the employee who is governing the movement may not do anything unrelated to switching or providing Point Protection.
- G. Only qualified RCO Crews and Utility Personnel are allowed to use the camera system and the switch system at West End Bungalow.

**7. Switch Light Indication**- Switch Light indication is as follows in North Baltimore Terminal:

Green = Straight  
Red = Stop and Check Switch Points  
Yellow = Diverging

**8. Instructions for Shove Light Technology in the Support Yard** - West End of Support Yard shove lights are located on the south side of track. East End of Support Yard shove lights are located on the north side of track.

**Green** = Okay to shove (start shove into track. Shove cut until the yellow indication is illuminated).  
**Yellow** = 300 feet to stop (shove cut and be prepared to stop in approximately 300 feet. The red indication will illuminate).  
**Red** = Stop (stop shove movement within 150 feet of red light being illuminated). Pull cut in the opposite direction until the yellow indication is illuminated. Stop all movement and secure the cut of cars at this location, you are now at ground air and in the clear of all tracks at the center ladder.

**9. Hand Brakes** - When placing cars in processing tracks P1

through P8, only one hand brake needs to be applied and tested as per Rule 103-I.

**10. Instructions for Train, Engine and On-Track Equipment movements arriving or departing North Baltimore Terminal:**

All Trains, Engines or On-Track Equipment arriving North Baltimore Terminal will not proceed past CP Liberty or Hoytville without contacting the Yardmaster to determine what Remote Control Zones are activated. Radio Channel 65 X 65.

Differential GPS (DGPS) Protection will be used while a person is working under a live crane in the Processing Tracks in Northwest Ohio Trans-shipment Facility.

All Train and Engine Personnel operating between the East and West Road Crossings in the processing area must have a DGPS Unit placed on locomotive or cut of cars.

Before entering the processing area, ascertain from the North Baltimore Yardmaster where to stop to have the DGPS Unit installed.

PPE, All personal must wear a hard hat while working in the processing area between the East and West Crossing when outside the locomotive cab. Hard hats will be located at the East and West Crossing of the processing area.

**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
BI 12.3	Scipio	1	NONE
BI 31.1	Bascom	1	NONE
BI 46.2	Bairdstown	1	NONE
BI 60.3	Deshler	1	NONE

**4405 INTERMODAL TRAIN PLACEMENT REQUIREMENTS ON WATER LEVEL ROUTE**

Governs Intermodal trains on the Willard Subdivision

**4467 HANDLING ROTARY COUPLER EQUIPPED CARS**

Cars with rotating couplers moving in service between Curtis Yard, Indiana and Pittsburgh, Pennsylvania are exempt from complying with on the Willard Subdivision.

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

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
BI 4.2 - BI 62.6	Entire Subdivision	Cars with gross weight exceeding 315,000 pounds (See Note)	Prohibited

NOTE: DUPX 29600 series 6-Axle tank cars moving between Fostoria and Deshler are exempted from this restriction.

**Locomotive Restrictions**

6-Axle locomotives are permitted in the following Industry Tracks:

North Baltimore – Elevator Tracks / Budd Company

Fostoria – BI 37.3 – Mennell Milling

1) 6-Axle units are permitted to use No. 2,

No. 3 and No 4 Yard Tracks from the Willard Subdivision Main Line Switch to the Vine Street Grade Crossing.

2) 6-Axle units may use No. 1 Yard Track only between the point of the switch to the clearance point.

**7. CLOSE CLEARANCE**

NONE

**8. MISCELLANEOUS**

**ADDITIONAL STATIONS**

MP	Station	Switch Opening
BI 8.6	Attica	1 West
BI 16.0	Republic	
BI 24.5	National Machine	
BI 30.0	Bascom	2 East
BI 35.1	EE B&O YD	1 East
BI 37.2	Mennan Millian	2 East
BI 49.7	Budd Co.	
BI 50.6	Midwood	

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

MP	Location	DOT#
BE 164.7	Mulberry St	155754S
BE 164.8	Main St	155755Y
BE 165.0	Elm St	155759B
BE 165.2	North St	155760V
BI 6.5	TR 104	142149F
BI 8.2	Colum Sand / SR 4	142154C
BI 9.4	TR 81	142155J
BI 11.1	106 TR	142160F
BI 11.4	TR 79N	142161M
BI 12.4	CR 23	142164H

BI 13.5	Cooper Rd	142165P
BI 14.6	8 TR / 181 TR	142166W
BI 16.1	Kilbourn St	142170L
BI 17.8	43 CR	142172A
BI 19.9	17 CR	142177J
BI 20.8	159 Township Rd	142178R
BI 21.8	15 Township Rd	142179X
BI 22.8	13 CR	142180S
BI 23.2	Holmes St	142181Y
BI 23.7	Perry St / SR 18	142183M
BI 23.7	Market St	142184U
BI 23.9	Clinton Ave	142185B
BI 24.3	N Monroe St	142189D
BI 24.8	Wall St	142191E
BI 25.3	Nelson St	142193T
BI 27.4	Wade Rd	142195G
BI 28.6	TR 31	142198C
BI 28.9	TR 109	142200B
BI 30.0	Beech St / 635 SR	142206S
BI 31.0	TR 101	142210G
BI 32.0	CR 5	142213C
BI 33.1	TR 57	142215R
BI 33.7	TR 59	142216X
BI 34.3	Yokum Rd	142217E
BI 37.2	County Line	142238X
BI 37.2	Findlay St	142239E
BI 37.2	Vine St	908661F
BI 37.4	Vine St	142240Y
BI 37.6	Adams St	142241F
BI 38.7	Public Rd	142244B
BI 39.5	Public Rd	142246P
BI 40.6	SR18 / CR 257	142250E
BI 40.7	Pursell / CR 257	142251L
BI 41.5	Turley Rd	142253A
BI 44.2	Main St	142255N
BI 45.2	Cloverdale Rd	142256V
BI 46.2	Long Rd	142258J
BI 46.7	Main St	142259R
BI 47.2	Simon St	142261S
BI 48.2	Bushey Rd	142264M
BI 48.9	Lamb St	142265U
BI 49.9	Poe Rd	142268P
BI 50.6	Tarr St	142270R
BI 50.7	Main St	142271X
BI 50.8	2nd St	142272E
BI 51.2	Mitchell St	142275A
BI 51.7	Hough Rd	142277N
BI 52.2	Liberty High Rd	142278V
BI 53.2	Wingston Rd	142280W
BI 54.2	Potter Rd	142281D
BI 55.3	Range Line Rd	142282K
BI 56.3	Main St	142285F
BI 57.3	Weston Rd	142288B
BI 58.3	Milton Rd	142290C
BI 59.3	Custar Rd	142293X
BI 60.3	Round Head Rd	142294E
BI 61.4	County Line Rd	142297A
BI 61.7	Water St	142298G
BI 62.3	Main St	142299N

BI 62.4	East Ave	142301M
BI 62.6	Keyser St	142303B

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NOTES

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# WILLARD TERMINAL SUBDIVISION - WT

AUTHORIZED SPEED - REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
					WEST					
1	2	3					IP DISP 94-3 RD-08			
40	40		BG 192.8	CP 54	0.3		1 2			ABS-261
40	40		BG 193.1	GREENWICH		LONG CONN SP	1 2			CPS-261
60	60				5.0		1			ABS-261
			BG 198.1	BOUGHTONVILLE			1 2			CPS-261
			BG 200.8		3.5	DD	1 2			ABS-261
		50	BG 201.6	PERU CENTER			1 2			CPS-261
60	60		BG 202.0		2.0		1 2 3			ABS-261
45	45		BG 203.4							
30			BG 203.6	EAST WILLARD						CPS-261
					0.6					ABS-261
30	25		BG 204.0 = BI 0.0 BI 0.2	RX			1 2			CPS-261 (193)
			BI 0.3		0.8	NEW LEAD FREIGHT TRACK	1 2 3		ASRY MILLERTOWN CROSSOVERS	ABS-261
25	45		BI 1.0	EE BLOCK SWAP YD						ABS-261
					1.9				50 SWITCH	ABS-261
			BI 2.9	WE BLOCK SWAP YD						CPS-261 (193)
					0.1		1 2 3			ABS-261
			BI 3.0	J TOWER			1 2 3			CPS-261 (193)
					1.2		1 2 3		EB REC'D LEAD	ABS-261
						BI 3.9 DEPARTURE YD LEAD	1 2 3			
45	45	50	BI 4.2	DANIELS RD			1 2			CPS-261 (193)
WILLARD SD										
15.4 MILES BOYD TO DANIELS RD										

# WILLARD TERMINAL SUBDIVISION - WT

## STATION PAGE NOTES

- NOTE 1:** Westbound manifest trains must not pass Third St., BG 203.8, without permission of the WB yardmaster on channel 55.
- NOTE 2:** Main track yard limits, Rule 193, (in addition to Rule 261, ABS RULES, CPS RULES) are also in effect on ONLY #2 main from Daniels Rd, BI 4.2 to RX, BI 0.0/BG 204.0
- NOTE 3:** Eastbound Receiving Lead is a signaled track from J Tower to Daniels Rd. under control of the train dispatcher. Rule ABS-261 (193) applies.
- NOTE 4:** Eastbound trains must not pass the EAS at Daniels Rd., BI 4.2, without permission of the EB yardmaster on channel 28.

# WILLARD TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS - - WILLARD TERMINAL

Trk	MP/Location	F
Both	BG 192.8 - 193.1	40
Both	BG 193.1 - 202.0	60
3	BG 201.6 - 204.0	50
Both	BG 202.0 - 203.4	45
1	BG 203.4 - 204.0	30
2	BG 203.4 - 204.0	45
1	BI 0.0 - 0.3	25
2	BI 0.0 - 4.2	45
3	BI 0.0 - 4.2	50
1	BI 0.3 - 4.2	45

### ADDITIONAL SPEED RESTRICTIONS

#### Connection Track Speeds

**BG 193.1** - Greenwich, Long Connection Track - 45 MPH

### GR-1 GENERAL REGULATIONS

#### Reporting for Duty

All crews are responsible for reporting to assigned starting location at call time, prepared to start work. Away from home crews are responsible for securing transportation in sufficient time to ensure they report to the proper location on time. The hotel shuttle will make continuous round trips between the Admin Building and hotel. In the event that transportation is not provided at call time, the Willard Clerk, Willard Trainmaster or Eastbound Yardmaster must be advised immediately and every 15 minutes thereafter until transportation is provided. The hotel shuttle can be reached on Channel 28 if needed to line up your ride. All Road Crews are required to mark off duty at Willard Terminal at the conclusion of their covered service and prior to going to the hotel for rest. All Conductors must report to the Yardmaster or Trainmaster at call time to receive a Safety and Job Briefing. Crews not receiving a train profile or train messages when reporting for duty must contact the Clerk at the Admin Building. The hotel shuttle will only be used between the Admin Building and the hotel. Inbound Trains with Outbound Crews on duty will use the Outbound Crews Cab for transportation to the Admin Building. Inbound Trains that receive instructions to tie the train down may call for a Yard Cab on Channel 28. It is not permissible to make stops at stores, restaurants, etc. while in route to or from a train. It is not permissible to make stops at stores, restaurants, etc. after call time. Employees needing to make stops must plan to do so prior to the On Duty Time.

### 14 ENGINE BELL AND HORN SIGNALS

All trains passing through Willard must sound the horn when approaching the Administration Building and the Departure Yard Office.

## 103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BI 0.0 - BI 4.1	Main Tracks	At least 2 hand brakes in addition to locomotives.
BI 0.0 - BI 4.1	E01-E06	1 skate five cars west of yellow tie and 3 hand brakes
BI 0.0 - BI 4.1	E07-E12	1 skate or 2 hand brakes
BI 0.0 - BI 4.1	E13-E20	
BI 0.0 - BI 4.1	E21 at east end	2
BI 0.0 - BI 4.1	W01-W03 W06-W20	1 skate or 2 hand brakes when spotted at westend
BI 0.0 - BI 4.1	W01-W05	2 skates and 2 hand brakes
BI 0.0 - BI 4.1	Blockswap	3
BI 0.0 - BI 4.1	East Receiving	3 hand brakes, set on Eastend
BI 0.0 - BI 4.1	West Receiving	3 hand brakes, set on Westend
BI 0.0 - BI 4.1	All yard tracks not listed	3

When tracks are spotted at the air with hand brakes, track skates are not necessary.

All hand brakes on cuts left unattended must be tested in accordance with Rule 103-l.

## 103-E TESTING HAND BRAKES

Remote Control Locomotives equipped with electronic hand brake and OCU interface may be left with hand brake on the Remote Control Locomotive only when the RCO travels to the other end of the train to continue work.

**104-A HANDLING SWITCHES**

MP/Location	Normal Position
Westbound Hump Lead	Lined back for the hump
Eastbound Hump Lead	Lined back for the Hump
Westbound Receiving Crossovers	From 9 to 8 and 8 to 7 for straight movement
The two switches in the middle of 9 Westbound. This is the switch to the East End Block Swap Lead and the Switch to the East End of the West Yard Leads.	Lined for Straight Track Movement
Crossover from Westbound Engine Track to West Yard Lead	Lined for Crossover Movement
Valley Switch on Eastbound Engine Track to Highline	Lined for Highline Movement
Westbound BD Hump Lead Switch	Lined back for Highline Movement
R-Track and 50 Switch	Lined for Straight Track Movement
Engine Track and W01 - W05 in the Westbound Class Yard	Lined and Locked for Movement in and out of W01-W05
ER8 and W20 Crossover	Lined and Locked for Straight Track Movement on ER8
ER8 and West End of RIP Lead	Lined and Locked for Straight Movement on ER8

**220 WHERE SIGNAL RULES ARE IN EFFECT**

Signal Rules 1281 through 1298 govern aspects and indications on Willard Terminal Subdivision tracks.

**403 RADIO STATIONS AND INSTRUCTIONS**

MP	Location	Hours of Operation	Channels Assigned	Type Station
BI 2.1	Road crews, WB	Continuous	55	Terminal
	Road crews, EB		28	
	Yard crews, WB Hump and Departure Yard		86	
	EB Hump and EB Bowl		70	
	Yardmaster, WB		55, 86	
	Yardmaster, EB		28, 70	
	CRO, WB		86	
	CRO, EB		70	
	Taxi			
	Ready track		28	
	Car Dept		78	
	Engineering		45	
	Dispatcher IP		94-3, 08	Wayside

**707 LONG TERM WORKING LIMITS**

When a Work Authority conditional stop is issued in the area of Boyd or Greenwich, the following procedures will be in place for the Engineering and Dispatcher Personnel. In addition to current Rules and Procedures, the Engineering Personnel inputting the request for a Work Authority will follow-up with a phone call to the IP Dispatcher 12 or more hours prior to the effective starting time to relay the information regarding the Work Authority. The location of the Work Authority, the time limits of the Work Authority, and the person in charge are then to be described by the Dispatcher, in a free-formed train message under the Greenwich Subdivision. The Engineering Personnel will then erect a warning board, per Rule 707, approximately 2 miles in advance of the work location. All trains and movements diverging from the Greenwich Subdivision onto the Willard Terminal Subdivision should be governed accordingly.

Example: You are operating a train from Cleveland, OH to Willard, OH. There is a Work Authority (Rule 89) issued at BG 193.4. You will notice a free-formed train message under the Greenwich Subdivision, in addition to a properly formatted Rule 89 train message under the Willard Terminal Subdivision. While approaching the area of Q1 53, you will notice a warning board. Prior to diverging onto the Willard Terminal Subdivision you must contact the employee in charge.

## 913 REMOTE CONTROL ZONES

The following Remote Control Zones are established at Willard Terminal

### 1. RCO Zones (RCZ) Willard Eastbound Receiving Yard

#### A) Name and Location of RCZ:

Eastbound Receiving Zone 1 - 8, Eastbound Receiving Yard Tracks.

The west end limits are clearance points on all tracks. The east end limit is the eastbound crest of hump.

#### B) RCZ signs marking the limits of the zones are placed as follows:

Eastbound Receiving Zone - Eastbound Receiving Yard Lead to ER 1 Switch

Eastbound Receiving Zone - 8 Eastbound Receiving to Long Ladder Lead

Eastbound Receiving Zone - West End Rip to Eastbound Receiving 8

Eastbound Receiving Zone - East End Rip to Eastbound Receiving 8

Eastbound Receiving Zone - New Way to East End of Receiving Yard Lead

Eastbound Receiving Zone - Crest of Hump

Eastbound Receiving Zone - "R" Track to East End Receiving Yard Lead

1) Due to clearance limitations, sign will not be displayed on west end of all RCZS.

2) Signs will be displayed continuously

3) The normal position of the following switches are:

W 20 to Lead Lined & Locked for ER8

West End Rip Lined & Locked for ER8

#### C) Instruction for Train, Engine and On-Track Equipment movements arriving Willard Eastbound Receiving Yard:

1) All inbound train, engine or on-track equipment movements arriving Eastbound Receiving Yard will not proceed without contacting the Eastbound Yardmaster to determine if a RCZ is activated.

#### D) Permission to enter or foul an activated RCZ at Willard Eastbound Yard:

1) The Yardmaster will not authorize any movement to enter an activated RCZ

2) Permission of the RCOF must be received before occupying or fouling any track within an activated RCZ.

3) When Permission is granted by the RCOF to occupy an activated RCZ, it will include this information and must be repeated and acknowledged.

4) After a jointly occupying employees(s) has completed use of the RCZ, the Zone must be re-inspected as required by Rule 913-A, otherwise Point Protection must be provided.

#### E) Activating the RCZ:

1) The Eastbound Yardmaster is the Control Station for the

RCZ. A track in the RCZ becomes activated once:

2) Permission has been received from the Control Station (Eastbound Yardmaster) to activate the Zone.

3) The Control Station (Eastbound Yardmaster) is advised the engine is in the designated track, and the Train Director has lined and locked the switch away from that track.

4) Switches lining route to the crest of the hump are lined, secured and tagged (with RCZ tag) for movement to the hump, by the RCOF (or designated crew member).

5) The Control Station will maintain a record of when an RCZ is activated, transferred or de-activated.

F) Employees must obtain permission from the Control Station (Eastbound Yardmaster) before crossing Receiving Yard Tracks and comply with Safety Rule GS-10. Employees must not foul or occupy any track of the activated zone without permission of the RCOF that has control of the activated RCZ (see Rule 913-C - Permission to enter an activated Remote Control Zone or Operator Control Zone).

If the adjacent track to the RCZ track being activated is blue flagged, the car department must be notified by the Train Director before the RCZ is activated. If the car department wishes to blue flag a track adjacent to an activated RCZ track, the car department must be notified by the Train Director that the adjacent track is an activated RCZ.

#### G) Deactivating the RCZ

1) When the RCOF has completed use of the RCZ, the RCZ will be deactivated by RCOF notifying the Eastbound Yardmaster and tags are then removed. Remote Control Operators will remove RCO Zone Tags as soon as practical upon deactivating their zone unless otherwise instructed by the yardmaster.

2) RCO Procedures - Pulling cuts westward into activated zones without point protection

a) RCOF (or other qualified employee) 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 train movement does not exceed the length of the zone

c) RCOF must monitor locomotive speed on the OCU while going west to protect against train separations

#### H) Transferring an RCZ

1) The RCOF may transfer an activated RCZ to the relieving RCOF provided the control station has been informed of the transfer, and note the transfer on the log.

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

3) The transfer will include a job briefing on RCZ securement and tags.

### 2. RCO Zones (RCZ) Westbound Receiving Yard

A) Westbound Receiving Zones include Westbound Receiving Yard Tracks "C" and 1 through 8. The East End

limits are the clearance points on all tracks. The West End limit is the westbound crest of hump.

B) RCZ signs marking the limits of the zones are placed as follows:

Westbound Receiving Zone - Crest of Hump  
Westbound Receiving Zone - Engine Track  
Westbound Receiving Zone - #8 Pocket  
Westbound Receiving Zone - #8 Crossover  
Westbound Receiving Zone - East End Clearance  
Westbound Receiving Zone - Back Way  
Westbound Receiving Zone - East End High Line  
Westbound Receiving Zone - West End High Line  
Westbound Receiving Zone - Valley to New Way

1) Due to clearance limitations, signs will not be displayed on East End of all RCZS. Signs will be displayed continuously.

2) Instruction for Train, Engine and On-Track Equipment movements arriving Willard Westbound Receiving Yard.

All inbound Train, Engine or On-Track Equipment movement arriving Willard Westbound Receiving Yard will not proceed into Receiving Yard with the Westbound Yardmaster to determine if a RCZ is activated.

C) Permission to enter or foul and activated RCZ at Willard Westbound Yard:

1) The Yardmaster will not authorize any movement to enter an activated RCZ.

2) Permission of the RCOF must be received before occupying or fouling any track within an activated RCZ.

3) When permission is granted by the RCOF to occupy an activated RCZ, it will include this information and must be repeated and acknowledged.

4) After a jointly occupying employee(s) has completed use of the RCZ, the Zone must be re-inspected as required by Rule 913-A, otherwise Point Protection must be provided.

D) Activating the Remote Control Zone

The Westbound Yardmaster is the Control Station for the RCZ. A track in the RCZ becomes activated once:

1) Permission has been received from the Control Station (Westbound Yardmaster) to activate the Zone.

2) The Control Station (Westbound Yardmaster) is advised the engine is in the designated track, and the Train Director has lined and locked the switch away from that track.

3) Switches lining route to the crest of the hump are lined, secured and tagged (with RCZ Tag) for movement to the hump, by the RCOF (or designated Crew Member).

4) The RCOF has verified road crossing is made inaccessible.

5) The Control Station will maintain a record of when the RCZ is activated, transferred or de-activated.

E) Employees must obtain permission from the Control

Station (Westbound Yardmaster) before crossing Receiving Yard Tracks and comply with Rule GS-10. Employees must not foul or occupy any track of the activated Zone without permission from the RCOF that has control of the activated RCZ (see Rule 913-C - permission to enter an activated Remote Control Zone or Operator Control Zone).

If the track adjacent to the RCZ track being activated is blue flagged, the car department must be notified by the Train Director before the RCZ is activated. If the car department wishes to blue flag a track adjacent to an activated RCZ track, the car department must be notified by the Train Director that the adjacent track is an activated RCZ.

F) Deactivating the RCZ

1) When the RCOF has completed use of the RCZ, the RCZ will be deactivated by RCOF notifying the Westbound Yardmaster and tags are then removed.

2) RCO Operators will remove RCO Zone tags as soon as practical upon deactivating their Zone unless instructed otherwise by the Yardmaster.

G) RCO Procedures

Pulling cuts Eastward into activated zones without Point Protection.

1) RCOF (or other qualified employee) must provide Point Protection until the locomotives or cars enter the RCZ.

2) RCOF must know the length of the Zone and receive information from Yardmaster on the length of the cut of cars to ensure train movement does not exceed the length of the Zone.

3) RCOF must monitor locomotive speed on the OCU while going east to protect against train separations.

H) Transferring a RCZ

1) The RCOF may transfer an activated RCZ to the relieving RCOF provided the Control Station has been informed of the transfer, and note the transfer on the log.

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

3) The transfer will include a job briefing on RCZ securement and tags.

### 3. RCO Zones at West End of Westbound Bowl

Instructions for Train, Engine and On-Track Equipment movements arriving West End of Westbound Bowl, Willard Yard.

All Trains, Engines or On-Track Equipment arriving or departing West End of Westbound Bowl, Willard Yard will not proceed without contacting the Willard Westbound Yardmaster to determine what RCZ is activated.

A) The following RCZs are established at the West End of Westbound Bowl.

1) Engine Track Lead 1/10 Zone

Begins at the Clearance Point at the West End of the Engine Track and extends east to the Clearance Point of tracks Westbound 1 through Westbound 10. The RCZ will include the entire Bowl Track that the RCOF is working in and has locked out with the RCO.

2) Long Ladder Lead 11/20 Zone

Begins at the clearance point of the 8 1/2 Switch and extends east to the clearance point of Tracks WB 11 through WB 20. The RCZ will include the entire Bowl Track that the RCOF is working in and has locked out with the RCO.

3) Departure Yard Lead Zone

Begins at the Daniels Rd., Dwarf Signal and extends east to the clearance point of the (8A) Departure Yard Lead to Westbound Yard Lead (Double Crossover) Switch (715 feet East of overhead bridge).

B) RCZ signs marking the limits of the RCZ are placed as follows:

1) Engine Track Lead 1/10 Zone

At the Clearance Point at the West End of the Engine Track and at the Clearance Point of the Engine Track east of Westbound 1/5 Switch.

2) Long Ladder lead 11/20 Zone

At the east Clearance Point of the 8 1/2 switch and at the switch to the Rip Track.

3) Departure Yard Lead Zone

At the Daniels Rd., Dwarf Signal and at the Clearance Point of (8A) Departure Yard Lead to Westbound Yard Lead (Double Crossover) switch (715 feet east of overhead bridge).

4) Due to clearance limitations, signs will not be displayed on all tracks.

C) The normal position of the Engine Track Switch is lined and locked for Westbound 1/5.

D) The designated RCZ is activated when:

1) RCOF has secured permission from Westbound Yardmaster.

2) All RCZ signs are displayed.

3) The RCOF or properly attached crew member will line all switches and inspect RCZ track(s) to ensure they are clear of obstructions.

4) All switches lined and locked as required.

5) Westbound Yardmaster must document RCZ information on the prescribed form.

E) Permission to enter or foul an activated RCZ at West End of Willard Westbound Yard.

1) An activated RCZ is under the control of the RCOF.

2) The Yardmaster will not authorize any movement to enter or foul and activated RCZ.

3) T&E Employee(s) must receive permission from the RCOF in charge of the activated RCZ before occupying or fouling any track within an activated RCZ. Request for permission must include the tracks to be fouled, switches to be handled or the route the employee(s) will use while in the zone. This information must comply with Rule 424.

4) When permission is granted to employees to occupy an activated RCZ, the RCL Crew is responsible for providing protection against such employees. After Engineering, Mechanical or T&E Employees have completed their use of the RCZ and after the Zone is clear of obstructions. Before resuming utilization of the Zone without Point Protection, it must be inspected as required by Rules 913-A or 913-B.

RCOF in charge of RCZ will be referred to by RCOF (name), engine number, and RCZ name. Example: RCOF Smith, engine 8632 in Departure Yard Lead Zone.

F) Positive Stop Protection (PSP) is installed on the Departure Lead.

1) Locomotive - The PSP locomotives will be facing short hood west, when locomotives are in a consist, the PSP equipped locomotive must be the West Unit. Operators are responsible to ensure that the locomotives they use are PSP equipped.

2) Positive Stop Protection - When it becomes necessary to override PSP System, Point Protection must be provided.

3) Stop or Zero Puck, is located 450 feet east of the signal at Daniels Road. Rules 1292, C 1292, CR 1292 Indications are modified as follows: Stop - (is modified to read for this location only) Trains are required to stop 400 feet short of the signal. (Remainder of instruction remains the same).

4) Operators - must verify that the RCL is responding to transponders (Pucks) at the beginning of each shift unless a crew directly transfers control of the Remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible and visual outputs of the OCU once the locomotive has entered the PSP Zone and has traversed over the first two Pucks. Any exceptions of locomotive not properly reading pucks must be reported. When the RCO is verifying the PSP System, they will also verify that the track is clear and notify the Yardmaster and Utility Foreman of this.

5) Speed Selector Settings - While operating in the PSP area, the Operator will match the speed commands received on the OCU. (I.E. 7, 4, Stop, Etc.) The Operator must not use the Coast or Coast B command while operating in the PSP area.

6) Speed and Tonnage Restrictions - All movements utilizing the PSP must be made with no more than 7000 tons. Movements with more than 7000 tons will require Point Protection.

**2. INSTRUCTIONS RELATING TO SAFETY RULES**

**GS-6 PROTECTIVE EQUIPMENT**

The area surrounding car retarders in Hump Yards are designated a mandatory hearing protection area.

The following dimensions apply to the mandatory hearing protection area:

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

All employees who enter the mandatory hearing protection area are required to wear CSX approved hearing protection.

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

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

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

**GS-13 RIDING EQUIPMENT**

Riding Equipment over the hump at Willard

Employees are prohibited from riding equipment other than a locomotive between the crest of the hump and the group retarders.

**TS-4 PROCEDURE FOR APPLYING HAND BRAKES**

**Willard Terminal** –The use of an approved brake stick is required within Willard Terminal to apply and release all vertical wheel hand brakes. If a brake stick is not available, contact the Yardmaster and comply with his instructions. Brake sticks are to be returned to their proper location.

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

Before handling any Main Track Switch Crews must have permission from the IP Dispatcher.

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

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

the angle cock on the extreme rear will be closed and the angle cock immediately ahead of the rear car will be restored to normal position.

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

NONE

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

**4300 DEFECT DETECTORS AND CLEARANCE DETECTORS**

MP	Location	Type	Note
BG 200.8	Route 61	1	NONE

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

**5305 - PERFORMING CALENDAR DAY INSPECTION**

Calendar Day Inspections for Yard Crew assignments at Willard Terminal will be made at the end of third shift.

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
BG 192.9 - BI 4.2	Entire Subdivision	Cars with gross weight exceeding 315,000 pounds	Prohibited

**7. CLOSE CLEARANCE**

MP	Location	Remark
BG 203.0	Willard Westbound	In curves W11 through W20 Class Yard
BG 203.0	Willard Westbound	9 Receiving Switch
BG 204.0	Willard Eastbound	E9 through E11 from east clearance point to 25 car lengths west
BG 204.0	Willard Rip Track	R3 and R4 west of concrete pad
BG 204.0	Eastbound Class Yard	Do not ride a car between the south side of E07 or the north side of E08

**8. MISCELLANEOUS**

**NO PARKING ZONES**

The following crossings are designated as "No Parking Zones".

MP	Location	DOT#
BG 201.9	CR 45, Peru Center Rd., Willard Ohio	142135X

A "No Parking Zone" is defined as a crossing that is not to be blocked for any reason, other than an emergency. In the event one (or more) of the crossings designated as "No Parking Zones" is blocked by a train, it must be moved

immediately.

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

#### **YARDING PROCEDURE WESTBOUND RECEIVING YARD WILLARD, OHIO**

Trains arriving and departing Willard Terminal will follow signal indication or dispatcher permission to trade crews or relay. Unless the train needs to be fueled or otherwise instructed by the IP Dispatcher, the default location for crew changes will be as follows:

Eastbound trains traveling #2 and #3 Main will trade crews at the West Crossing, west of the Administration Building. Westbound Trains traveling on #2 and #3 Main will stop at the landing pad east of the Administration Building to trade crews.

All westbound trains on #1 will trade at the landing pad in front of the Block Swap Building. All eastbound trains on #1 will trade west of the road crossing at the East End of the Block Swap.

**\*Exception:** All eastbound manifest trains must not pass Daniels Road, BI 4.2 without permission from the Eastbound Yardmaster on Channel 28, and ensure there is signal indication or Dispatcher permission. All Westbound manifest trains must not pass Third Street, BG 203.8 without permission of the Westbound Yardmaster on Channel 55, and ensure there is signal indication or Dispatcher permission. Eastbound K600 through K698 trains must not pass Daniels Road, BI 4.2 without permission of the Westbound Yardmaster on Channel 55, and ensure there is signal indication or Dispatcher permission for inspection purposes. Any train without an outbound crew present upon arrival must contact the Yardmaster for instructions. Outbound crews should check with the inbound crew as they are approaching the terminal to ask about needed supplies on the radio. Outbound crews are responsible to be at the train when it arrives prepared to depart with the proper supplies. Monitor the trains position by using the mainframe and the computer aided dispatching system screens in the crew room. Trains not working in the Yard that have any locomotive, car, or any other issues that will cause delay must notify the IP Dispatcher immediately.

#### **Receiving Yard shove lights and instruction for yarding**

The Westbound Receiving Yard is equipped with shove light indicators located at the west end of tracks WRC and WR1 - WR8. The shove light controlling each track is located on the south side of the track, on the west end of the Receiving Yard. The lights can be viewed on both sides of the signal. Shove indicator lights remain in the lighted position until the track circuit on the east end is occupied. Once the shove light goes dark, the cut of cars must be stopped prior to shoving 250 feet without fouling the switching lead on the east end of the track. The employee providing the protection

at the shove light is responsible for the movement. If the shove light is out or dark, the employee must comply with Rule 103. Under no circumstances will tracks be shoved without the required protection being provided. When arriving in the Westbound Receiving Yard, continue pulling until shove light in track becomes illuminated. Once the light is illuminated the train is in the clear by over 350 feet. When the car department works the inbound tracks they are to leave 3 cars of air on the east end of the cut. Inbound Conductor will apply a minimum of 3 hand brakes on the west end of the cut and test in accordance with Rule 103-1.

When the car department works the inbound tracks they are to leave five (5) cars of air in the east end of the track.

#### **Hand Brake Operation**

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

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

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

#### **WILLARD TERMINAL INSTRUCTIONS**

##### **Lock Out**

All clear rails in the Bowl will be locked out (pinned) until a job briefing with RCO, Yardmaster and Hump Crew has been completed. This briefing must contain the following information:

Which rails are clear

Are there cars for that rail

How will the cars be secured

Who will secure the cars

##### **Radio Communication with Car Department**

When necessary to communicate with the Car Dept, Channel 78 the following instructions will govern on locomotive radios. Place the TX to Channel 78 and place RX to Channel 26.

##### **Humping into Tracks Spotted to air**

When Classification Tracks have cars spotted to air and additional cars need to be humped into these tracks behind the spotted cars, it will be necessary to ensure that cars humped in behind are separated and are secured with 2 hand brakes prior to the outbound turnover once the additional cars are secured. Ideally starting a new track for the needed class would eliminate this problem and should be the case when feasible.

### Spotting Cars at the Willard Car Shop

When spotting bad orders from the East end of R06 and you will be stopping short of the road crossing the intermediate derail just west of the crossing must be off. If you will be going over the road crossing all the derails on the track that you will be on must be off (including the derails at the doors). When spotting from ER8 all derails on the track you are on must be down. When pulling from the West end and the cars are within 50 feet of the derails on the East end all the derails on the track you are on must be off (including the derails at the doors).

### Humping Operations

Prior to beginning humping the crew will blow the horn on the Tower 3 times in the Westbound and 2 times in the Eastbound. This will be done with every track to provide warning to employees working in the Bowl.

### Hump limits

Maximum of two (2) loads at one time.

Maximum of five (5) empties at one time.

### Example:

Permissible

2 loads or 1 load and 1 empty

5 empties

### Example:

Not permissible

4 empties and 1 load

3 empties and 2 loads

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

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

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

### Electric Lock Switch Operation

a) Trains coming from the Ashland Railway (ASRY) into Willard Yard – Trains must stop to clear the hand operated derail. Remove the switch lock from the electric lock switch on No. 3 Main Track. If there is no equipment or trains setting on the Third Main between RX and the intermediate signal located at BI 2.0, the switch will unlock within 20 seconds. If the track is occupied, the switch will unlock in 10 minutes.

b) Crossovers between No. 3 Main and No. 2 Main and crossovers between No. 2 Main and the Freight Track switch, BI 0.2 – trains must stop within 75 feet on the electric lock switch. Remove switch lock. Switch should unlock within

20 seconds. Trains stopping further than 75 feet away from the electric switch will receive the unlock after a 10 minute time out.

c) Crossover from R track to #2 Main at BI 1.4 – trains must stop within 75 feet of the switch before removing the switch lock. R track switch must be lined for movement towards the 50 switch.

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

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

### Operation of Dual Control Yard Power Switches

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

#### 1. Electrical Operation:

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

If the switch does not operate, contact the appropriate yardmaster for instructions:

Green Light – Switch in normal position for straight track movement.

Yellow Light – Switch in reverse position for diverging movement.

Red Light – Switch out of correspondence, stop and check switch points. Contact appropriate yardmaster for further instructions.

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

#### 2. Manual Operation

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

#### 3. Blue Flag, Lock Out Procedure

a. Normal operation – To request blue flag protection, contact the appropriate yardmaster to apply Blue Flag protection.

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

**Blue Light Indicators:**

The following Blue Light indicators are in service:

**Note:**

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

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

B. Blue Light indicators on WE Departure yard tracks 1 through 8 located on right hand side, when entering yard at clearance point of switches BI 2.5.

**Indications:**

Yellow – track may be occupied by Rule 96

Blue – track protected by Rule 96

No indication – same as Blue Light, track protected by Rule GR-102, and contact the appropriate yardmaster for assistance.

**Departure Yard Shove Indicators**

The following shove indicators are in service:

**Note:**

A. Shove indicators at east and west ends are two back to back vertical white lights, right hand running when entering yard.

B. Shove indicators at crossovers are two vertical white lights, right hand running when entering yard facing the crossovers.

1. Shove indicators located 300 feet east from clearance point of west switches on departure yard BI 2.4 on tracks 1 through 7, will indicate occupancy of east end of yard.

2. Shove indicators for crossovers located east of center crossover switches departure yard BI 1.9 on tracks 1 through 7, will indicate occupancy of east end of yard.

3. Shove indicators located 300 feet west from clearance point of east switches on departure yard BI 1.2 on tracks 1 through 7 will indicate occupancy of west end of yard.

4. Shove indicators for crossovers located west of center crossover switches departure yard BI 1.7, on tracks 1 through 7, will indicate occupancy of west end of yard.

**Indications:**

A. Top light of east shove indicator and west crossover shove indicator indicates condition of track circuit extending 300 feet east from clearance point of switch at west end of departure yard.

B. Bottom light of east shove indicator and west crossover shove indicator indicates condition of track circuit extending 1,200 feet east from shove indicator at west end of departure

yard.

C. Top light of west shove indicator and east crossover indicator indicates condition of track circuit extending 300 feet west from clearance point of switch at east end of departure yard.

D. Bottom light of west shove indicator and east crossover shove indicator indicates condition of track circuit extending 1,200 feet west from shove indicator at east end of departure yard.

**Note:**

A. Shove indicators at east and west ends will be dark when crossovers affecting their tracks are reverse. Only center crossover shove indicators will be used for crossover.

B. Shove indicators are continuously lit when track circuits they govern are unoccupied.

C. Occupancy of track circuits is indicated by light going out.

D. Shove indicators on east and west end, will have flashing indications when train director has a shoving movement lines into track and indicate the track is clear to the opposing switch, and that the opposing switch is lined against their move.

E. Solid east or west shove indicators indicate occupancy of track, and a point man should be on lead end of shove.

**Purpose:**

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

**EMERGENCY PHONE NUMBERS:**

Willard Eastbound Yard Office – 419-933-5020

Willard Westbound Yard Office – 419-933-5021

Trainmaster – 419-933-5047

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

MP	Location	DOT#
BG 193.9	Milan Greenwich Rd	142123D
BG 195.2	Edwards Rd	142125S
BG 197.1	Boughtonville Rd	142127F
BG 198.0	New State Rd	142129U
BG 201.8	Peru Center	142135X
BG 203.8	3rd St	142137L
BI 0.0	1st St	142139A

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NOTES

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# GREAT LAKES DIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### GR 105 – General Bulletin

General bulletin districts with the subdivisions for each district are listed in the chart below. Each district has its own unique number series.

District	Subdivision	Number Series
New Castle	CL & W Cleveland New Castle Newton Falls	200
Willard	Fostoria Willard Willard Terminal	300
Indianapolis	Cleveland Short Line Cleveland Terminal Columbus Line Crawfordsville Branch Erie West Frankfort Secondary Greenwich Indianapolis Indianapolis Line Indianapolis Terminal Mt Victory Scottslawn Shelbyville Secondary St Louis Line Toledo Branch	400

### 41 Speed Restrictions

Speed restrictions, or speed changes, that occur at a controlled point or at an interlocking apply between the absolute signals.

### 72 Protecting Work Locations – Employee's Duties

Flagman must not allow equipment to obstruct a main track or siding without permission from the train dispatcher. Before authorizing flagman to allow equipment to obstruct the track, the train dispatcher must determine that no movements are within or authorized to occupy the track segment to be obstructed and that blocking devices are applied to prevent any conflicting movement. Permission must include:

1. Employee (flagman) name
2. Track designation
3. Track limits (between / at location)
4. Time limits (expected clear time)

Employee receiving permission must repeat the information received and the train dispatcher must confirm the repeat before permission to obstruct the track becomes effective.

## 98 RAILROAD CROSSINGS AT GRADE

### Non-Interlocked Railroad Crossing at Grade

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

Ohio – Unless otherwise specified, at railroad crossings, junctions at grade not interlocked, all trains must come to a full stop, not nearer than 200 feet and no farther than 800 feet from the crossing and shall not cross until signaled to do so by on-ground personnel.

### 100 RAIL-HIGHWAY GRADE CROSSINGS

Rule 100 Has the Following Added to its Content:

When movement is required over a road crossing on an industrial track or industry track where snow, ice or mud conditions prevail, extra precaution must be taken to avoid derailment or accident. When necessary, the engine must be used to cut the flange ways at road crossings (public or private) prior to switching or servicing the industry. If operating conditions are such that the engine cannot be used and car(s) must be shoved over the crossing, under no circumstances will an employee ride on the car over the crossing. Employee(s) on the ground must be 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.

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

This instruction will govern where Rule 103-I cannot be complied with due to operating conditions such as but not limited to:

Tonnage, unique situations related to spotting/setting off cars, hold to large cut of cars, or doubling a grade.

The following procedure will be followed:

- Apply sufficient hand brakes on the cars to be left standing.
- Check the hand brake chain to ensure it is tight and not caught on any part of the equipment.
- Check the brake shoes on the "B" end to ensure they are against the wheel.
- Release the independent and train air brakes if possible, or partially, to comply with next step.
- Push or stretch cars to determine the hand brake(s) are working and sufficient to hold the car(s) to be left standing.
- If brakes are insufficient to hold cars, apply additional hand brakes and re-test.

## 181 – DCS Station Sign – Aspect Not in Conformity

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

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

### ADDITIONAL SIGNS



White Letters  
Or Blue  
Background

Name: DCS Station sign.

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

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

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

## 528 Protection of Work Forces as Prescribed by On Track Worker Rule 707

Dispatcher controlling power switches within the working limits of a Form W must line switches for movements within the working limits and must apply blocking devices to the controls of these switches. The blocking devices must not be removed without the permission of the employee in charge. Before displaying a signal for a train to divert into the working limits, the dispatcher must confirm with the employee in charge that the train has permission to enter the working limits.

## 722 Operating Over Highway Grade Crossings

A full stop of all on track equipment and Hi-Rail vehicles must be made immediately prior to crossing any public road crossing.

This requirement will not apply at public crossings that are barricaded and closed for construction purposes.

## 1292, C1292, CR1292, indications are modified as follows:

**Stop** – Trains are required to stop 500 feet short of the signal location. In situations where it is necessary to pull closer to signals displaying stop, to clear a switch, highway crossing at grade, etc., the movement may be made after a complete stop has been made at 500 feet. Under no circumstances will a train be stopped closer than 100 feet to any signal displaying STOP.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### Life Critical Trip Log

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

**A. Great Lakes Division Trip Form/Log**– The indication of all signals passed during a trip or tour of duty must be recorded on the Great Lakes Division Trip Form. On this form, denote absolute signals by placing brackets around the signal name, as in <BOYD>. Intermediate signals are to be represented by the nearest milepost including the prefix, as in BG 110.5. Blank copies of all forms are in the Division General Notice File.

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

**C. Foreign Line Form**– Foreign line form is to be used to record all signals on foreign lines and other Divisions.

D. The form is to be used on the entire Great Lakes Division.

### E. Track Type Abbreviations:

1 = Track number for multiple main  
S = Siding  
M = Single main  
Y = Yard track  
C = Foreign connection track

## GS-3 Job Briefing

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

## Flagman Job Briefings

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

## SAFETY BRIEFINGS

Refer to last section in this timetable, GREAT LAKES DIVISION ADDITIONAL SAFETY INSTRUCTIONS, number 1 "SAFETY BRIEFINGS."

## GS-6, TS-1, MS-1 and ES-1 Personal Protective Equipment

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

### GS-8 Protection Against Slips, Trips and Falls

Employees are prohibited from walking on covers, ducts and other equipment associated with switch heaters.

### LIFE-CRITICAL RULE – TRACK AUTHORITIES

Refer to last section in timetable, GREAT LAKES DIVISION ADDITIONAL SAFETY INSTRUCTIONS, number 2 "LIFE-CRITICAL RULE - TRACK AUTHORITIES."

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

### RADIO PROCEDURES

#### Selecting Channel Numbers

1. The designated radio channel to be monitored will be listed in this timetable for each subdivision in table form. The dispatcher radio channel and the call-in for that subdivision will be listed.

2. Employees are required to monitor the radio channel assigned to the area in which they are working. If necessary to use another channel temporarily, they must immediately return to the assigned channel designation after transmission is completed.

3. Engineering production unit employee in charge will monitor the appropriate road radio channel.

#### All Channel Radio Positions

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

#### Initiating A Radio Call-In

On subdivisions with a milepost prefix that does not begin with Q:

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:

a) Locomotive Radios-Motorola (Spectra & Astro-Spectra), GE 12R11, JEM, and Aerotron radios-

Select the "touch-tone" function for the keypad, by depressing the button labeled "DTMF".

Key-in the appropriate single digit DTMF code for the Subdivision, as indicated in the current timetable.

b) Mobile radios-equipped with "touch-tone" microphones, - Key-in the appropriate single digit DTMF code for the Subdivision, as indicated in the current timetable. It is not necessary to operate push-to-talk switch when using this type of microphone.

2. Within ten seconds after a call-in has been performed, an answer-back tone should be heard. Wait for the control station to answer the call. If the answer-back tone is not heard, the caller should wait for one minute and try again.

On subdivisions with a milepost prefix that begins with Q:

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:

a) Locomotive Radios-Motorola (Spectra & Astro-Spectra), GE 12R11, JEM, and Aerotron radios - Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key-in the appropriate 2-digit DTMF 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 address code for the closest dispatcher radio base station, as indicated in the current timetable. It is not necessary to operate push-to-talk switch when using this type of microphone.

2. Within ten seconds after a call-in has been performed, an answer-back tone should be heard. Wait for the control station to answer the call. If the answer-back tone is not heard, the caller should wait for one minute and try again.

#### Emergency Radio Call-In Procedure

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

On subdivisions with a milepost prefix that does not begin with Q:

1. Select the appropriate train dispatcher channel, and when using:

a) Locomotive VHF Radios-Motorola (Spectra & Astro-Spectra), Aerotron, GE 12 R11, and JEM Radios, - Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key-In the emergency code - DTMF digit 9.

b) Mobile radios equipped with TOUCH-TONE Microphones, - Key-In the emergency code - DTMF digit 9. It is not necessary to operate the push-to-talk switch, when using this type of microphone.

2. An answer-back tone is provided; however, the train crew is not required to wait for the confirmation tone. The crew may immediately begin transmitting the emergency message after determining the channel is clear.

3. During the next 40 seconds, the radio is directed onto the train dispatcher's 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 the emergency.

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

On subdivisions with a milepost prefix that begins with Q:

1. Select the appropriate train dispatcher channel, and when using:

a) Locomotive VHF Radios-Motorola (Spectra & Astro-Spectra), Aerontron, GE 12R11, and JEM Radios, - Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key-In the emergency code 9-1-1.

b) Mobile radios equipped with TOUCH-TONE Microphones, - Key-In the emergency code 9-1-1. It is not necessary to operate the push-to-talk switch when using this type of microphone.

2. An answer-back tone is provided; however, the train crew is not required to wait for the confirmation tone. The crew may immediately begin transmitting the emergency message after determining the channel is clear.

3. During the next 40 seconds, the radio is directed onto the train dispatcher's 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 the 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 he acknowledges the call-in.

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

##### **1. Train Handling Rules Requirement**

a) Rule 5310 requires the locomotive engineer to advise the train dispatcher when a locomotive develops problems that could affect the efficient operation of the train.

b) Details of the malfunction or failure must be properly reported on the locomotive Work Report.

##### **2. Enhanced Locomotive/Train Safety and Efficiency**

To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.

#### **3. Train Dispatcher/Mechanical Department Communication**

a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.

b) This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.

c) If the locomotive radio is not equipped, the locomotive engineer will contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.

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

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

a) All applicable radio rules 401 through 424 will apply.

b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.

c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

#### **Mobile Units – to telephone**

Does not apply on subdivisions with a milepost prefix that begins with Q:

a) From the directory below of base locations, find the frequency (TX/RX = 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52 or 42/77).

2) Depress the access code for the desired base and wait for dial tone.

3) If the base station is on the CSX network, dial the desired telephone number.

4) If the base is SDN, dial 1-700 then the CSX network number.

5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.

6) Upon completion of the call, depress the disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

b) Base Locations

1) (SDN) denotes SDN PBX location. SDN locations telephone number is 1-700-381-5555.

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

**Indianapolis Subdivision**

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

**Willard Subdivision**

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

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

NONE

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

NONE

**6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS**

**5600 Helper Service**

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

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

**7. CLOSE CLEARANCE**

NONE

**8. MISCELLANEOUS**

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

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

**Arrival/Departure Announcement**

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

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

"AMTRAK Train No. – Departing (Location), out."

**Work Order Reporting**

1. This work order will furnish all train content information, including hazmat printouts. The first print on the work order will list the outline of the train with associated fields for each car and is to be completed as designated by the conductor, noting milepost, date/times, track, direction of all cars handled and completed form turned-in at destination with waybills.

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

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

Call customer service operations in Jacksonville, FL at the numbers indicated upon going on duty for the purpose of verification and understanding of the work to be performed, and any special customer needs.

Upon completion of duty, and after faxing the work order to Jacksonville, conductors and foremen are required to call to verify that the work order has been received and to discuss any exceptions.

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

**Scale Tracks**

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

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

**Grain Elevators**

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

**Knuckle Pins**

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

**Accidents**

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

**Switch Targets**

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

**EXPRESS TRAINS**

Trains designated as Express Trains by General Bulletin will operate at Intermodal train speed not exceeding 60 MPH.

When operating in Express Trains, cars ARMN 110000 through ARMN 111499 are authorized to operate at 60 MPH when empty.

**REMOTE CONTROL AND CONVENTIONAL SWITCHING INSTRUCTIONS**

When switching cars without air, the following tonnage must not be exceeded. When the tonnage is exceeded, air must be cut in a follows:

<b>Single locomotive</b>	
<b>Tonnage</b>	<b>Required Minimum Cars with Air</b>
3000 or less	0
3000 to 8000	3
8000 to 10000	4
10001 or more	5 – must not exceed 5 MPH
<b>Two or More Locomotives</b>	
<b>Tonnage</b>	<b>Required Minimum Cars with Air</b>
7999 or less	0
8000 to 10000	2
10001 to 15000	3
15000 or more	4 – must not exceed 5 MPH

**EXCEPTIONS**

The following locations will comply with these minimum cars of air:

Avon Terminal: All RCO crews will use a minimum of 3 cars of air.

Hawthorne: All RCO crews handle only 40 car cuts, 3 cars of air minimum, 4 cars of air for tonnage over 4000.

Willard: All RCO crews will use a minimum of 2 cars.

Collinwood: All RCO crews will use a minimum of 3 cars of air.

Tonnage must not be assumed based on number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At locations where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

**TRAILING MOVEMENT THROUGH SEMI-AUTOMATIC SWITCHES**

A. Trailing movement – if crew members have determined that there are no conflicting movements, trains are authorized to make trailing movements through semi-automatic switches where switch stands are painted yellow or orange without lining them for the movement.

B. Reverse movement

Reverse movement must not be made unless:

1. Complete movement has cleared the switch.
2. The switch has been lined by hand to assure that it has completed movement to proper position.

During periods of snow, all switches must be hand lined in both directions.

Use of sand - sand must not be used over spring, semi-automatic or power operated switches, or at locations of rail lubricators. Excessive use of sand at any point is prohibited.

Exception: The north and south hump lead divide switch at the west end of Avon Yard providing at least 2 engines and 5 cars have cleared this switch. All other switches at Avon Yard require the complete movement to clear the switch before a reverse movement is made.

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

**Obstructing Crossings**

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or circumstances over which the railroad has no control as follows:

<b>State</b>	<b>Excessive Period of Time</b>
Ohio	Over 5 minutes
Illinois	Over 10 minutes
Indiana	

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

### **Automatic Grade Crossing Warning Devices—**

Where provided, a flashing white light at a highway grade crossing indicates where automatic cutout circuits are provided to interrupt operation of automatically controlled railroad-highway traffic control devices when trains or engines are delayed on the approach track circuits. A white light, located at the crossing, flashes as an indication to trains or engines on the approach track circuit that the automatic traffic control devices are functioning. When the flashing white light is not operating, it indicates to the train or engine that it has been delayed in its movement, or that it has stopped on the approach track circuit, that the automatic cutout has functioned to STOP operation of the traffic control devices to permit highway traffic to proceed.

Trains or engines stopped or delayed within 3,000 feet of the crossing will be considered as delayed on the approach track circuit and must STOP before proceeding over the crossing unless the flashing white light is not operating. The STOP must be made about 50 feet before reaching the crossing to ensure actuating the track circuit indicated by yellow insulated track joints located approximately 70 feet from the crossing. This will start the operation, the flashing white light will be actuated. Trains or engines may then proceed over the crossing.

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

**GREAT LAKES DIVISION ADDITIONAL SAFETY INSTRUCTIONS**

**1. SAFETY BRIEFINGS**

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

**PRIMARY CONTACT INFORMATION:**

ON DUTY LOCATION	PRIMARY CONTACT	PRIMARY PHONE
WILLARD, OH	TM	8-439-5018
MARION, OH	TM	8-549-6224
MARION, OH	YM	8-549-6222
CRESTLINE, OH	TM	8-683-4975
AVON YARD, IN	TM	8-541-3285
CLEV. CLARK AVE.	YM	8-479-9362
PARMA, OH	YM CLARK AVE	8-479-9362
LESTER, OH	YM CLARK AVE	8-479-9362
AKRON, OH	YM AKRON, OH	330-379-3245
LORDSTOWN, OH	LORDSTOWN YM	800-548-2156
DEFOREST, JCT	LORDSTOWN YM	800-548-2156
WCI	LORDSTOWN YM	800-548-2156
NEW CASTLE, PA	YM	724-656-9631
ROSELAKE, IL	TM	8-533-2662
TERRE HAUTE, IN	TM ROSELAKE	8-533-2680
HAWTHORNE, IN	TM	8-531-4402
TRF YARD, IN	YM TRANSFER	317-262-8421
ANDERSON, IN	YM ANDERSON	765-622-5015
SIDNEY, OH	YM ANDERSON	765-622-5015
ANSONIA, OH	YM ANDERSON	765-622-5015
COLLINWOOD, OH	TM	8-525-7205
ASHTABULA, OH	YM	8-523-1758
COLUMBUS, OH	YM	614-850-1701
KENTON, OH	YM	614-850-1701
MARYSVILLE, OH	TM	937-642-2221
ERIE, PA	YM	8-547-5212

**SECONDARY CONTACT INFORMATION**

ON DUTY LOCATION	SECONDARY CONTACT	SECONDARY PHONE
WILLARD, OH	YARD CONF. CALL	8-970-6986 PASSCODE "0852"
MARION, OH	YM ANDERSON	8-536-5015
CRESTLINE, OH	TM WILLARD	8-439-5018
AVON YARD, IN	YM TOWER #2	8-541-3266
CLEV. CLARK AVE.	TM WILLARD	8-439-5018
PARMA, OH	TM COLLINWOOD	8-525-7205
LESTER, OH	TM WILLARD	8-439-5018
AKRON, OH	TM WILLARD	8-439-5018
LORDSTOWN, OH	TM WILLARD	8-439-5018
DEFOREST, JCT	TM WILLARD	8-439-5018
WCI	TM COLLINWOOD	8-525-7205
NEW CASTLE, PA	TM WILLARD	8-439-5018
ROSELAKE, IL	YM ROSELAKE	8-533-2680
HAWTHORNE, IN	YM HAWTHORNE	8-531-4404
TRF YARD, IN	YM HAWTHORNE	8-531-4404
ANDERSON, IN	YM HAWTHORNE	8-531-4401
SIDNEY, OH	YM HAWTHORNE	8-531-4404
ANSONIA, OH	YM HAWTHORNE	8-531-4404
ASHTABULA, OH	TM COLLINWOOD	8-525-7205
COLUMBUS, OH	TM MARYSVILLE	937-642-2221
KENTON, OH	TM MARYSVILLE	937-642-2221
ERIE, PA	YM ASTABULA	8-523-1758

## 2. LIFE-CRITICAL RULE – TRACK AUTHORITIES

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

The first Life-Critical Rule to be used in this process is "Track Authorities" (Referred to as Rule 89 under CSX Rules).

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

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

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

### CALL LIST:

LOCATION	PERSON RESPONSIBLE	PHONE #
CLEVELAND CLARK AVE	YARDMASTER ON DUTY	8-479-9362
PARMA	CLARK AVE YARDMASTER	8-479-9362
LESTER	CLARK AVE YARDMASTER	8-479-9362
AKRON JCT	YARDMASTER ON DUTY ALT CONTACT: AT DISPATCHER	8-453-2245 ALT PHONE #: 8-388-5560
LORDSTOWN/ DEFOREST	LORDSTOWN YARDMASTER ALT CONTACT: AT DISPATCHER	8-259-8924 ALT PHONE #: 8-388-5560
NEW CASTLE	YARDMASTER ON DUTY ALT CONTACT: AT DISPATCHER	8-458-9629 ALT PHONE #: 8-388-5560
ST. LOUIS	YARDMASTER ON DUTY	8-533-2680
SALEM	IB DISPATCHER	8-531-4611
EFFINGHAM	IB DISPATCHER	8-531-4611
AVON	TOWER #2 YARDMASTER ALT CONTACT: TRAINMASTER	8-541-3266 ALT PHONE #: 8-541-3285
HAWTHORNE YARD	YARDMASTER ON DUTY ALT CONTACT: HAW. T/M	8-531-4404 ALT PHONE #: 8-531-4400
TRANSFER YARD	YARDMASTER ON DUTY ALT CONTACT: HAW. T/M	317-262-8429 ALT PHONE #: 8-531-4400
SO. ANDERSON YARD	YARDMASTER ON DUTY	8-536-5015
ANSONIA	ANDERSON YARDMASTER	8-536-5015
SYDNEY	ANDERSON YARDMASTER	8-536-5015
MARION YARD	YARDMASTER ON DUTY ALT CONTACT: IE DISPATCHER	8-549-6222 ALT PHONE #: 8-531-4264
CRESTLINE	CLERK ON DUTY ALT CONTACT: IF DISPATCHER	8-683-4972 ALT PHONE #: 8-531-4265
COLLINWOOD	TRAINMASTER ON DUTY	8-525-7139
ASHTABULA	TRAINMASTER ON DUTY	8-523-1758
DEFIANCE	TRAINMASTER ON DUTY	419-782-2916
GARRETT	YARDMASTER	8-489-3900 (OR VIA RADIO)
BUFFALO	"IH" DISPATCHER	8-531-4387 (OR VIA RADIO)

## SPEED TABLE

Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour
Min.	Sec		Min.	Sec		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	25.35
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			