



DEARBORN DIVISION

Northern Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Standard Time

For The Government of Employees Only



“SAFETY...

What’s in it
for me?”

DEARBORN DIVISION TIMETABLE

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DEARBORN DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

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

B. EXPLANATION OF CHARACTERS

Symbols:

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

Train Inspection Detectors:

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

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

Detectors on Single Track — Track will not be shown.

DEARBORN DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

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

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher/Control Operator controls all Main Tracks, Signaled Sidings, Controlled Points, and Controlled Interlockings. All Controlled Sidings listed in the Dearborn Division Timetable are in charge of Train Dispatcher/Control Operator unless otherwise noted.

E. DIVISION SPECIAL INSTRUCTIONS

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

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

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

DEARBORN DIVISION TIMETABLE

STATION PAGES

LINES	Milepost	Page
Chicago...(CHIL)	CD 181.2 – CD 522.8.....	4–39
Cleveland...(CLEL)	RD 85.9 – RD 123.6.....	40–45
Cloggsville...(CLOL)	GZ 485.5 – GZ 491.5.....	46–49
Detroit...(DETL)	DR 20.0 – DR 57.7.....	50–54
Kankakee...(KANL).....	LK 3.8 – LK 32.9.....	55–57
Michigan...(MICL)	MH 7.4 – MH 143.1.....	58–65

BRANCHES

Kalamazoo...(KALB)	KH 0.0 – KY 0.5.....	66–70
Kankakee...(KANB)	KS 57.6 – KS 184.5.....	71–75
Miami Cut...(MIAB).....	CD 287.6 – DY 4.0.....	76–77

CONNECTING TRACK

Toledo Belt Connecting...(TOBC).....	TB 1.2 – TB 5.3.....	78–79
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INDUSTRIAL TRACK

Randall	RH 4.0 – RH 27.5.....	80–82
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SECONDARY TRACKS

Lansing...(LANS)	LZ 0.0 – LZ 36.9.....	83–84
Stanley...(STAS).....	DK 1.8 – DK 4.8.....	85–86

DISTRICT SUPPLEMENTS

Chicago	B 488.3 – C 12.2.....	87–95
Lake Erie	B 172.0 – B 197.3.....	96–101

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CLEVELAND TERMINAL DISPATCHER..... AAR-64 [648]	
		CD 181.2	CP-181 (CP) (Amtrak Connection)	4
		CD 182.3	DRAWBRIDGE (DB) (C) (Cleveland Line) (Movable Bridge)	
		CD 184.4	DED-HBD	3
		CD 187.4	West Park (Lorain St.)	
		CD 190.7	MAX (CP) (Rockport) (Cloggsville Line)	
		CD 191.6	CP-191 (CP)	2
			TOLEDO EAST DISPATCHER..... AAR-58 [647]	
		CD 193.9	CP-194 (CP) (Short Line-CSXT) (Indianapolis Line-CSXT)	
			Berea Siding	
		CD 197.8	CP-197 (CP)	

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			TOLEDO EAST DISPATCHER..... AAR-58 [647]	
			CD 199.8 HBD-DED	
			CD 202.9 CP-203..... (CP)	
	23840		CD 204.6 Elyria Yard (Lake Division)	
	CSXT		CD 207.9 CP-207 (CSXT Crossing)..... (C)	
			CD 212.7 CP-212..... (CP)	
	16898		CD 215.9 Fairlane	
			CD 216.8 CP-216 (CP) (Fairlane Siding)	
	15312		CD 219.7 CP-219..... (CP)	
			CD 220.9 HBD-DED	
			CD 222.1 CP-222 (Lake Division Connection — Vermillion) (CP)	1
			CD 232.2 CP-232..... (CP)	
			CD 234.4 CP-234..... (CP)	
			CD 239.3 HBD-DED	
			CD 240.7 CP-240..... (CP)	
			CD 241.6 Sandusky Yard	
	NS		CD 242.8 CP-242 (NS Crossing)..... (C)	
	BAY BRIDGE		CD 244.8 CP-244..... (C)	
			CD 248.0 Bay Bridge (Movable Bridge)..... (DB)	
			CD 248.5 CP-248..... (CP)	
		CD 251.1 DED		
		CD 253.6 CP-253..... (CP)		
PORT CLINTON		CD 255.9 CP-256 (Movable Bridge)..... (DB) (C)		
		CD 260.9 HBD-DED		

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			TOLEDO EAST DISPATCHER..... AAR-58 [647]	3
		CD 267.1	CP-267 (Lake Division) Oak Harbor CP	
		CD 268.3	CP-268..... CP	
		CD 272.9	DED	
		CD 277.3	Clay Center	
		CD 280.9	CP-281..... CP	
	22948	CD 282.9	HBD-DED Vickers Siding	
			TOLEDO YARD DISPATCHER..... AAR-64 [646]	
	CSXT	CD 285.4	CP-285 (CSXT Crossing)..... C	
	STAS 1 2	CD 286.9	CP-286 (Stanley Sec.)..... CP (Oakdale Connection) (Toledo Belt Connection Track)	
	TBCT			
	MAUMEE RIVER BRIDGE	CD 287.6	MAUMEE (Movable Bridge)..... C (Miami Cut Branch)	
		CD 287.9	CP-287 (Maumee Branch) CP	
	CS	CD 288.3	Toledo (Cut)	
		CD 288.7	CP-288..... CP	
	DETL 2 1	CD 289.6	CP-289 (Detroit Line) CP	
	CS	CD 290.8	Airline Jct. (Toledo Mega Terminal)	
	NS	CD 292.1	CP-292 (Maumee Connection)..... C	
			TOLEDO WEST DISPATCHER AAR-46 [645]	
SS	16080	Nasby Siding		
	CD 295.3	CP-295..... CP		
	CD 300.0	HBD-DED		

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		CD 304.8	TOLEDO WEST DISPATCHER AAR-46 [645] CP-304..... (CP)	
		CD 306.9	Swanton Siding CP-307 (CP)	
		CD 311.3	DED	
		CD 315.0	Delta	
		CD 320.0	HBD-DED	
		CD 320.5	CP-320 (CP)	
		CD 327.0	CP-327 (CP)	
		CD 329.8	Archbold Siding CP-329 (CP)	
		CD 334.1	DED	
		CD 339.9	HBD-DED	
		CD 340.3	CP-340 (CP)	
		CD 341.9	Bryan Yard	
		CD 342.5	CP-342 (CP)	
		CD 352.6	CP-352 (Edgerton) (CP)	
		CD 355.3	OH/IN State Line	
		CD 358.5	CP-358 (Lake Division) (C) Butler	

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows two main tracks, 1 and 2, running vertically. Track 1 is on the left and Track 2 is on the right. Various sidings branch off from these tracks: MSO R.R. branches off Track 1; MARB branches off Track 2; SS branches off Track 2; and KALB branches off Track 1. A vertical line with a double-headed arrow indicates a siding of length 29310 feet. Mileposts are marked along the tracks, and several segments are shaded gray.</p>			TOLEDO WEST DISPATCHER AAR-46 [645]	
		CD 360.0	CP-360.....	Ⓢ
		CD 360.5	HBD-DED	
		CD 367.0	CP-367 (Waterloo).....	Ⓢ
		CD 379.7	CP-379 (Kendallville) (MSO R.R.)	Ⓢ
		CD 382.7	HBD-DED	
		CD 395.4	CP-395.....	Ⓢ
		CD 396.6	Ligonier	
		CD 397.7	CP-397.....	Ⓢ
		CD 402.9	HBD-DED	
		CD 412.4	CP-412 (Marion Branch) Goshen.....	Ⓢ
		CD 415.6	CP-415.....	Ⓢ
			Dunlap Siding	
		CD 420.6	HBD-DED	
		CD 421.5	CHICAGO EAST DISPATCHER..... AAR-46 [644]	
		CD 421.5	CP-421 (Kalamazoo Branch).....	Ⓢ
		CD 421.6	Elkhart Terminal	
		CD 423.1	CP-423.....	Ⓢ
		CD 426.4	CP-426.....	Ⓢ
		CD 431.1	DED	

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	8605	CD 435.4	CHICAGO EAST DISPATCHER..... AAR-46 [644] CP-435..... (CP) South Bend Siding		
		CD 437.5	CP-437 (CN Crossing) (C)		
				NICTD Connection	
			CD 441.9	HBD-DED	
			CD 445.2	WID...Readout Dispatcher	
			CD 448.6	CP-448..... (CP)	
			CD 458.2	HBD-DED	
	NS		CD 462.4	CP-462 (South Shore R.R.) (C)	
		13475	CD 463.8	CP-463..... (CP)	
				Laporte Siding	
			CD 466.6	CP-466..... (CP)	
			CD 476.8	HBD-DED	
				CHICAGO WEST DISPATCHER AAR-46 [643]	
		5665	CD 482.2	Porter Siding CP-482 (Amtrak Line, CSXT, Porter Branch) (CP)	
			CD 483.5	CP-483..... (CP)	1
		CD 485.7	Burns Harbor Yard		

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
1 2			CHICAGO WEST DISPATCHER AAR-46 [643]		
		CD 487.1	CP-487 (CSS&SB) CP		
		CD 490.1	HBD-DED		
		CD 491.0	CP-491..... CP Millers Siding		
		CD 497.1	CP-497 (CSXT)..... CP		
		CD 498.3	Pine Yard (NS—EJ&E Joint)		
		CD 501.0	CP-501 (Ft. Wayne Sec.-CSXT)..... CP		
	IHB		CD 502.8	CP-502 (IHB Crossing) C	
	HICK IHB		CD 503.4	HICK (Movable Bridge, IHB)..... DB C	
	CSXT		CD 505.5	HBD-DED	
		CD 505.9	CP-505..... CP		
		CD 506.5	CP-506..... CP		
		CD 507.2	CP-507..... CP		
		CD 508.0	Colehour Yard		
		CD 508.3	IN/IL State Line		
	1 2 4 3				

CHICAGO LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CHICAGO WEST DISPATCHER AAR-46 [643]	
		CD 509.7	CP-509 (Movable Bridge)..... (DB) (C)	
		CD 509.9	ROCK ISLAND JCT. TO BRC	
		CD 511.6	DED	
		CD 513.3	CP-513..... (CP)	
		CD 515.1	Park Manor Yard (63rd Street)	
		CD 515.8	ENGLEWOOD (RTA Crossing)..... (C)	5
		CD 516.9	55th St. Yard	
		CD 518.5	CP-518..... (CP)	
		CD 518.5	HCD-W 18' 9"	
		CD 521.1	21ST STREET (Amtrak)	
		CD 521.2	South Branch Bridge (DB) (Movable Bridge) (Amtrak)	
		CD 522.8	Chicago Union Station	

CHICAGO LINE

STATION PAGE INFORMATION

- NOTE 1:** Interlocking in service for Main 2 Track only.
NOTE 2: Interlocking in service for Main 4 Track only.
NOTE 3: Located on Main 1 only.
NOTE 4: Remotely Controlled by Drawbridge.
NOTE 5: Remotely Controlled by RTA Dispatcher.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track	Main 3 Track	Main 4 Track
	Rules				
CP-181 and CP-501		261	261		
Max and CP-194					261
CP-501 and CP-502		261	261	261	261
CP-502 and Hick		261	261	261	
Hick and CP-506		261	261		
CP-506 and CP-509		261	261		251-West
CP-509 and 21st Street		261	261		
CP-509 and Rock Island Jct.	261				

Main 1 and Main 2 Tracks are numbered from North to South.

CHICAGO LINE

2. MAXIMUM SPEEDS — PASSENGER

Between	SS	Main 1 Track	Main 2 Track	Main 3 Track	Main 4 Track
	MPH				
CP-181 and MP CD 181.7		70	70		
MP CD 181.7 and MP CD 182.8		50	50		
Drawbridge Interlocking		30	30		
MP CD 182.8 and Max		79	79		
Max and MP CD 192.5		79	79		25
MP CD 192.5 and MP CD 194.0		70	70		25
CP-194, East Connecting Track to CSXT	Main				
	25				
CP-194, West Connecting Track to CSXT	Main				
	25				
MP CD 194.0 and MP CD 194.3		50	50		
MP CD 194.3 and MP CD 194.8		50	50		
MP CD 194.0 and MP CD 197.0, Berea Siding	10				
MP CD 194.8 and CP-197		70	70		
CP-197 and MP CD 202.5		79	79		
MP CD 202.5 and MP CD 206.7		70	70		
MP CD 206.7 and MP CD 207.3		50	50		
MP CD 207.3 and CP-207		79	79		
CP-207		50	50		
CP-207 and MP CD 221.0		79	79		
CP-216 and CP-219	25				
MP CD 221.0 and MP CD 221.3		70	70		
MP CD 221.3 and MP CD 225.7		79	79		
MP CD 225.7 and MP CD 226.2		75	75		
MP CD 226.2 and MP CD 231.6		79	79		
MP CD 231.6 and MP CD 233.2		65	65		
MP CD 233.2 and CP-242		79	79		
CP-242		50	50		
CP-242 and Bay Bridge		79	79		
Bay Bridge		30	30		
Bay Bridge and MP CD 248.3		79	79		
MP CD 248.3 and MP CD 250.1		75	75		
MP CD 250.1 and CP-256		79	79		
CP-256		30	30		
CP-256 and MP CD 283.0		79	79		
MP CD 283.0 and CP-285		70	70		
CP-281 and CP-285	25				
CP-285 and CP-286		60	60		
CP-286 and MP CD 287.6		30	30		
CP-287 and CP-288, No. 14 Track	10				
MP CD 287.6 and MP CD 288.0		25	25		
MP CD 288.0 and CP-289		30	30		
CP-289 and CP-292		60	60		
CP-292 and MP CD 294.4		70	70		
CP-292 and CP-295, Nasby Siding	25				
MP CD 294.4 and CP-340		79	79		
CP-304 and CP-307, Swanton Siding	10				
CP-327 and CP-329, Archbold Siding	10				
CP-340 and CP-342		70	70		
CP-342 and CP-358		79	79		
CP-358		60	60		
CP-358 and MP CD 417.0		79	79		
CP-415 and CP-421	30				

CHICAGO LINE

2. MAXIMUM SPEEDS — PASSENGER (CONT.)

Between	SS	Main 1 Track	Main 2 Track	Main 3 Track	Main 4 Track
	MPH				
MP CD 417.0 and MP CD 419.8		70	70		
MP CD 419.8 and CP-421		70	70		
CP-421		20	20		
CP-421 and MP CD 422.7		60	60		
MP CD 422.7 and MP CD 426.0		79	79		
MP CD 426.0 and MP CD 427.0		70	70		
MP CD 427.0 and MP CD 432.0		79	79		
MP CD 432.0 and MP CD 436.4		70	70		
CP-435 and CP-437	30				
MP CD 436.3 and MP CD 436.9		50	50		
MP CD 436.9 and MP CD 439.4		70	70		
MP CD 439.4 and MP CD 462.0		79	79		
CP-462		60	60		
CP-462 and MP CD 465.5		70	70		
CP-463 and CP-466	30				
MP CD 465.5 and MP CD 470.4		79	79		
MP CD 470.4 and MP CD 471.6		75	70		
MP CD 471.6 and MP CD 473.7		70	70		
MP CD 473.7 and MP CD 474.0		75	70		
MP CD 474.0 and MP CD 474.1		79	70		
MP CD 474.1 and MP CD 480.9		79	79		
MP CD 480.9 and MP CD 483.0		70	70		
CP-482 and CP-483, Porter Siding	10				
MP CD 483.0 and MP CD 484.0		79	79		
MP CD 484.0 and MP CD 485.1		70	79		
MP CD 485.1 and MP CD 487.3		79	79		
MP CD 487.3 and CP-501		79	79		
CP-501 and CP-502		70	70	45	45
CP-502		60	60		
CP-502 and Hick		60	60	45	
Hick Interlocking		30	30		
MP CD 503.5 and MP CD 505.1	10				
Hick and CP-505		55	55		
CP-505 and CP-506		45	45		
CP-506 and CP-509		55	55		30
CP-509		30	30		
CP-509 and MP CD 510.5		70	50		
MP CD 510.5 and MP CD 515.2		70	70		
MP CD 515.2 and Englewood		50	50		
Englewood and MP CD 516.0		30	30		
MP CD 516.0 and MP CD 516.3		25	25		
MP CD 516.3 and MP CD 518.0		40	40		
MP CD 518.0 and 21st St. Int.		70	70		
21st St. Int., Over I.C.G. Crossing		15	15		
21st Street Turnout to I.C.G.	Main				
	10				
BN Wye 22nd Street	Main				
	5				
Ash Street Main 3 Former CR&I Main	Main				
	10				
All Others	Main				
	20				

CHICAGO LINE

2. MAXIMUM SPEEDS — TV — FREIGHT

Between	SS	Main 1 Track		Main 2 Track		Main 3 Track		Main 4 Track	
		TV	FRT	TV	FRT	TV	FRT	TV	FRT
MPH									
CP-181 and Drawbridge		60	50	60	50				
Drawbridge		30	30	30	30				
Drawbridge and CP-190		60	50	60	50				
Max and MP CD 193.4		60	50	60	50			25	25
MP CD 193.4 and MP CD 194.0		60	50	60	50			25	25
CP-194, East Connecting Track to CSXT	Main								
	30								
CP-194, West Connecting Track to CSXT	Main								
	30								
MP CD 194.0 and MP CD 194.3		40	40	40	40				
CP-194 and CP-197	10								
MP CD 194.3 and MP CD 194.8		50	50	50	50				
MP CD 194.8 and MP CD 206.4		60	50	60	50				
MP CD 206.4 and CP-207		50	50	50	50				
CP-207		40	40	40	40				
CP-207 and CP-242		60	50	60	50				
CP-216 and CP-219	25								
CP-242		40	40	40	40				
CP-242 and Bay Bridge		60	50	60	50				
Bay Bridge		30	30	30	30				
Bay Bridge and CP-256		60	50	60	50				
CP-256		30	30	30	30				
CP-256 and CP-285		60	50	60	50				
CP-281 and CP-285	25								
CP-285		30	30	30	30				
CP-285 and MP CD 287.6		30	30	30	30				
MP CD 287.6 and MP CD 288.0		25	25	25	25				
MP CD 288.0 and CP-289		30	30	30	30				
CP-289 and CP-292		50	50	50	50				
CP-292 and CP-295	25								
CP-292 and CP-358		60	50	60	50				
CP-304 and CP-307	10								
CP-327 and CP-329	10								
CP-358		40	40	40	40				
CP-358 and CP-421		60	50	60	50				
CP-415 and CP-421	30								
CP-421		20	20	20	20				
CP-421 and MP CD 423.0		50	50	50	50				
MP CD 423.0 and MP CD 436.3		60	50	60	50				
CP-435 and CP-437	30								
MP CD 436.3 and MP CD 437.6		50	50	50	50				
MP CD 437.6 and CP-462		60	50	60	50				
CP-462		40	40	40	40				
CP-462 and CP-501		60	50	60	50				
CP-463 and CP-466	30								
CP-501 and CP-502		55	50	55	50	40	40	40	40
CP-502		40	40	40	40				
CP-502 and Hick						40	40		
Hick Interlocking		30	30	30	30				
CP-502 and CP-509		40	40	40	40				
MP CD 503.5 and MP CD 505.1	10								
CP-506 and CP-509								30	30
CP-509		30	30	30	30				

CHICAGO LINE

2. MAXIMUM SPEEDS — TV — FREIGHT (CONT.)

Between	SS	Main 1 Track		Main 2 Track		Main 3 Track		Main 4 Track	
		TV	FRT	TV	FRT	TV	FRT	TV	FRT
MPH									
CP-509 and Englewood		50	45	50	45				
CP-515		30	30	30	30				
Englewood and MP CD 516.0		45	40	45	40				
MP CD 516.0 and MP CD 516.3, Curve		25	25	25	25				
MP CD 516.3 and 21st Street		40	40	40	40				
21st Street, Over ICG Crossing		10	10	10	10				
CP-509 and Rock Island Jct.	West								
	15								
	East								
East and West Wye Tracks to IHB R.R. CP-502	Main								
	10						10	10	
21st Street, Turnout to I.C.G.	Main								
	10								
BN Wye 22nd Street	Main								
	5								
Ash Street Main 3 Former CR&I Main	Main								
	10								
All Others		20							

NOTE: Loaded unit Grain or Mineral trains and mixed freight trains with 30 or more Grain or Mineral cars at the following locations: CP-207, MP CD 248.0 (Bay Bridge), CP-256 (Movable Bridge), MP CD 292.1, CP-358, and CP-462 — 40 MPH.

NOTE: All hot metal car movements over CP-509 Bridge — 10 MPH.
Movement must not stop on bridge.

No loaded hot metal car may operate over Bridge —
MP CD 487.69 either track; MP CD 496.71 Main 2 Track

At all other locations, hot metal trains must not exceed the following:
Loaded — 15 MPH Empty — 10 MPH

CP-216 East Crossover between siding and Main 1 Track — 10 MPH.
Toledo C.U.T. Tracks Stub Tracks — 10 MPH

RESTRICTED SPEED APPLICATION

Restricted Speed not exceeding 15 MPH is permitted as follows:

- MP CD 215.9, Fairlane..... Fairlane Siding, CP-216 – CP-212
- MP CD 288.3, CUTAll depot tracks, Passenger trains only
- MP CD 290.8, Airline..... Detroit Inbound and No. 16, 3, 4, 5, 6, 7
- MP CD 421.6, Elkhart Terminal..... All Tracks, except South Freight R.T.

CHICAGO LINE

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP CD 198.0 to MP CD 199.0	MP CD 414.0 to MP CD 415.0
MP CD 202.0 to MP CD 203.0	MP CD 430.0 to MP CD 431.0
MP CD 222.0 to MP CD 223.0	MP CD 445.0 to MP CD 446.0
MP CD 260.0 to MP CD 261.0	MP CD 458.0 to MP CD 459.0
MP CD 278.0 to MP CD 279.0	MP CD 466.0 to MP CD 467.0
MP CD 296.0 to MP CD 297.0	MP CD 473.0 to MP CD 474.0
MP CD 311.0 to MP CD 312.0	MP CD 478.0 to MP CD 479.0
MP CD 335.0 to MP CD 336.0	MP CD 488.0 to MP CD 489.0
MP CD 394.0 to MP CD 395.0	MP CD 497.0 to MP CD 498.0
MP CD 402.0 to MP CD 403.0	MP CD 511.0 to MP CD 512.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Cleveland DB to Toledo	2590	3610	3690	4580	5670	8590
Toledo to Elkhart	5240	7350	7390	8720	10850	17810
Elkhart to Chicago, Ashland Ave.	5240	7350	7390	8720	10850	17810
Eastward						
Chicago, Ashland Ave. to Elkhart	3470	4840	4920	6000	7450	11748
Elkhart to Toledo	5240	7350	7390	8720	10850	17810
Toledo to Cleveland DB	2590	3610	3690	4580	5670	8590

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

EXCEPTIONS:

Authorized Weight

Chicago Line (CP-181 to CP-509) for coal and grain.....	315,000 lbs.
for all other freight.....	286,000 lbs.
Chicago Line (CP-509 to 21st St.).....	286,000 lbs.
Oakdale Connection.....	273,000 lbs.
Calumet River Industrial.....	286,000 lbs.
CR&I I.T. (Brighton Park to CP-518 Chicago Line).....	286,000 lbs.
CR&I I.T. (Brighton Park to UP R.R.).....	286,000 lbs.
Western Ave. I.T. (Brighton Park to BNSF R.R.).....	286,000 lbs.
Clinton I.T.....	286,000 lbs.

CHICAGO LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. LOCATION OF ENGINE RESTRICTIONS

6-axle locomotives are prohibited on the following tracks:

CHICAGO TERMINAL: Western Avenue I.T., Calumet River I.T., UW 0.9 — New State Tracks No. 21 through No. 29, RIP Tracks 51st St. Line Lead, UW 0.9 — Old State Line Lead, UW 0.4 — South Boomer, North Joint Tracks — ADM Milling, LeMoyné District, Board of Education, Loomis District, Jersey Lead, Jurenborg Lead, South End of 51st Street Yard Tracks, Horn Track, Whiting — AMOCO Plant, House Track 7 and CTA Lead.

NOTE: 6-axle locomotives are permitted on south end of 51st Street Yard loading Tracks No. 37 through No. 41.

C. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Chicago Line	Cleveland and Elkhart	—	12,000

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

These instructions do not apply to radio trains.

D. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS

On the Chicago Line, up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

CHICAGO LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

E. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Chicago Line	Drawbridge and CP-242	2,100	2,100	3,100

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

F. TRAILING TONNAGE RESTRICTIONS — *ROADRAILER TRAILERS*

Line Segments	Between	Maximum Safe Trailing Tonnage (Note 1)		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More (Note 2)
Chicago Line	Drawbridge and CP-242	2,500	3,200	4,800 (Note 2)

NOTE 1: Trailing Tonnage Includes RailRunner Block (if any) BEHIND RoadRailers.

NOTE 2: Must not exceed 4,600 tons behind LOADED (28 Tons or More) drawbar connected trailers.

6. SWITCHES AND DERAILS

A. POSITION OF MAIN TRACK SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
Fairlane Yard			
MP CD 215.7	Fairlane Siding	East Leg of Wye	East Leg of Wye
MP CD 216.6	Fairlane Siding	West Leg of Wye	West Leg of Wye
Burns Harbor East End of Main 2 Track	Main 2 East	Mill Track (and Locked)	To Mill Track (and Locked)
East & West End of Engine Servicing Track	Main 4 Track Loop Track	Pig Tail Pig Tail	Main 4 Track Loop Track
Loop Stub	Loop Track	Loop Stub	Loop Track
Calumet Western Jct.	Western I.T.	River Line I.T.	To River Line I.T.
BN Overhead Bridge (18th St.)	Industry Track	Northward Main 2 Yard Runner	Northward Main 2 Yard Runner
Santa Fe Connection from LeMoyne	LeMoyne Lead	Santa Fe Lead	Santa Fe Lead

CHICAGO LINE

6. SWITCHES AND DERAILS (CONT.)

B. LOCATIONS WHERE TRAINS MAY NOT CLEAR

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

Location	Switch
MP CD 228.6, Ceylon	Main 1 Track to Side Track
CP-285	Main 1 Track to Toledo Edison, 280 feet east of MP CD 284.0
MP CD 296.7, Holland	Main 2 Track to Wickes Lumber
MP CD 312.0, Delta	Main 2 Track to Plaxacon
MP CD 320.6, Wauseon	Main 1 Track to Stone Pit
MP CD 335.4, Stryker	Main 1 Track to Ferro Co.
MP CD 363.9, Waterloo	Main 2 Track to DeKalb County Elevator
MP CD 373.0, Corunna	Main 1 Track to Carter Jones Lumber
MP CD 377.3, Kendallville	Main 1 Track to Budd Company
MP CD 383.0	Main 1 Track to PVC
MP CD 428.6, Osceola	Main 1 Track to 84 Lumber
MP CD 438.7	Bendix Main 1 Track
MP CD 443.8	Lydick Main 1 Track
MP CD 446.9	Main 2 Track
MP CD 449.9	New Carlisle Main 2 Track
MP CD 456.8, Rolling Prairie	Main 1 Track to Elevator Track
MP CD 473.7, Otis	Main 1 Track to Stub Track
MP CD 475.8, Burdick	Main 2 Track to Stub Track

7. COMMUNICATION INFORMATION

Location of Locally Controlled Wayside Radio Base Stations

Location	Frequency	AAR Channel
Homestead Yard	NW 2	76
Bellevue	NW 3	22
Airline Yard	CR 2	64

CHICAGO LINE

7. COMMUNICATION INFORMATION (CONT.)

Base Station	AAR Channel
Rockport, OH	64
Oak Harbor, OH	58
Sandusky, OH	58
Fairlane, OH	58
Olmstead Fls, OH	58
Milbury, OH	58
Toledo, OH	46
Toledo, OH	64
Goshen, IN	46
Elkhart, IN	46
Ligonier, IN	46
Kendallville, IN.....	46
Butler, IN	46
Bryan, OH	46
Delta, OH	46
Toledo, OH	46
Porter, IN	46
LaPorte, IN	46
South Bend, IN	46
Elkhart, IN	46
Elkhart, IN	64
Clark Jct., IL.....	46
Porter, IN	46
51st St.....	46
OTHER LOCATIONS	
Location	Channel
Rockport.....	16
Fairlane and Sandusky	58
Elkhart Terminal	
Hump Office and Crew Office	64
Burns Harbor:	
Yard Office.....	46
51st St., 55th St. Yard Office	46-50
Ashland Ave. Yard Office	64
51st St. Engine House	64
Colehour Yardmaster.....	64-64
Park Manor Yardmaster.....	30-30

CHICAGO LINE

7. COMMUNICATION INFORMATION (CONT.)

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Chicago East Dispatcher	Code 644
Chicago West Dispatcher	Code 643
Cleveland Terminal Dispatcher	Code 648
Toledo East Dispatcher	Code 647
Toledo Yard Dispatcher	Code 646
Toledo West Dispatcher	Code 645

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Chicago East Dispatcher	313-323-5867	M/W 520-5867
Chicago West Dispatcher	313-323-5868	M/W 520-5868
Cleveland Terminal Dispatcher	313-323-5955	M/W 520-5955
Toledo East Dispatcher	313-323-5860	M/W 520-5860
Toledo Yard Dispatcher	313-323-5861	M/W 520-5861
Toledo West Dispatcher	313-323-5862	M/W 520-5862

8. DETECTOR INSTRUCTIONS

MP CD 445.2

Wheel impact detector installed on Main 1 and Main 2 Tracks at MP CD 445.2, Vine Creek, Indiana, with readout in the Dearborn Dispatcher's office. This device detects high wheel load impacting on track structure attributed to flat spots, shelled wheels, build-up tread, etc. If readout is over 170 kips, Train Dispatcher/Control Operator must immediately instruct train crew to stop train for inspection and defective car must be set out at nearest point. If no obvious defects are found during the inspection, car may be handled at a speed not exceeding 30 MPH and set out at Laporte or Elkhart. A readout between 150 and 169 kips requires speed of train be immediately reduced to 30 MPH and Train Dispatcher/Control Operator will give crew instructions to set off car.

CP-518 — HCD

High Car Detector for westward movements on Main 1 and Main 2 Tracks is located at MP CD 518.5. Detector transmits voice alarm on AAR Channel 46-46.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS

A. CLEVELAND TERMINAL — GENERAL INSTRUCTIONS

1. CSXT Short Line Track Movement

NS crews may be required to operate their trains over the CSXT Short Line Track in Cleveland.

When directed by the Train Dispatcher/Control Operator, eastward trains **departing Toledo** and westward trains **departing Conway** will be required to have the current CSXT Train Bulletin before leaving.

2. West Park I.T.

Trains and engines operating on the West Park I.T. between MP CD 186.0 and MP CD 187.0 must obtain permission from the Cleveland Terminal Dispatcher before operating in this area between the West Park I.T. and Chicago Line Main 2 Track.

3. Track Movement Authorization

- (a) No. 44 between East 26th St. and Drawbridge, Operator Drawbridge.
- (b) West Park I.T. between 48th St., MP CD 183.4, and CP-190, **Cleveland Terminal Dispatcher**.

4. River Bed

Derails are installed on River Bed Main 1 Track and River Bed Lead. Normal position is in the derailing position.

5. Whiskey Island

All movements in yard at Whiskey Island are under the direction of Yardmasters as noted below:

- (a) Yardmaster Brook Park — 7:00 AM to 3:00 PM, Monday–Friday
- (b) Yardmaster Rockport — At all other times

6. Cargill Salt

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

Between Tracks 1, 2 and 3 at Cargill Salt. Employees may ride side of cars if adjacent track is clear or on side of car opposite occupied track.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

A. CLEVELAND TERMINAL — GENERAL INSTRUCTIONS (CONT.)

7. CSXT

- (a) Crews operating on the CSXT Short Line must have the required CSXT Dispatcher Bulletins, CSXT System Bulletins, CSXT Great Lakes Division Timetable, CSXT Great Lakes Division — Indianapolis District General Bulletins, and all other CSXT documents prescribed by their rules.
- (b) To secure the necessary Track Authority to occupy the CSXT Shortline at CP-17, the CSXT IG Dispatcher must be contacted on Radio Channel 59/59 and made aware of the necessary move to Parma Yard.
- (c) Before entering CSXT Parma Yard, communication between NS switching crews and the CSXT Parma Yard crew or utility brakeman must be established on Channel 08/08 to obtain a proper understanding between the crews involved.
- (d) There is no Parma Yard crew or utility brakeman between 4:00 AM and 7:00 AM.
- (e) If communications cannot be established with the Parma Yard crew or utility brakeman, the Clark Ave. Yardmaster must be contacted on Channel 70/70 and informed of the moves to be made.
- (f) Between 12:00 AM and 7:00 AM, Monday through Friday and throughout the weekend, Clark Ave. Yardmaster is not available.
- (g) If contact cannot be made with either the Parma crew, utility brakeman or Clark Ave. Yardmaster, the IG Dispatcher must be contacted and made aware of the necessary moves at Parma Yard.

The above procedure is in addition to any yarding information given to you in advance of your departure from Rockport Yard.

Total attention to duty must be given at all times. CSXT crews at Parma may be operating a remote control locomotive. Good communication between crews involved who may be working at Parma is key to a safe operation.

AAR Radio Channels:

Parma Yard — 08/08
Clark Ave. Yardmaster — 70/70
IG Dispatcher — 59/59

LOCATION OF RAILROAD CROSSINGS AT GRADE

Movement of Trains or Engines at the following locations must receive authority as outlined below:

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

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

B. CLEVELAND TO TOLEDO — GENERAL INSTRUCTIONS

1. **Berea — CP-197**

Due to close clearance at bridge, trains and track equipment using Main 1 or siding tracks between Berea and CP-197 are to stop west of and stay clear of Rocky River Bridge at MP CD 194.4 if they are going to be delayed for any reason.

2. **CP-203**

Eastward trains receiving stop indication at CP-203 must make stop clear of **Race Road**, MP CD 203.76. Westward trains receiving stop indication at CP-203 must stop clear of **Chestnut Ridge Road**, MP CD 201.36.

3. **Elyria Yard**

All trains working at Elyria Yard must refrain from blocking road crossings at **Abbe Road**, MP CD 205.5, and at **Olive Street**, MP CD 205.9, when practicable. Trains and engines on north siding must approach **Abbe Road** prepared to stop and a crew member must protect crossing in advance of each movement, unless automatic warning devices are operating properly.

4. **MP CD 242.0**

Trains yarding at the Lake Division's Sandusky Yard must stay 300 feet away from Mill Street to avoid activating crossing warning devices unless notified by NS Yardmaster they have permission to enter into the yard.

5. **Quarry at Clay Center**

Prior to handling cars into or out of the Quarry at Clay Center, MP CD 277.3, crews will arrange to inspect the flangeways of the tracks to be used to assure that they are clear of debris so that rail equipment can be safely handled. Particular attention to outbound loads is required to assure that hopper doors are closed and that material has not leaked from the car onto the rail creating a situation which may lead to a derailment.

6. **Genoa-Clay Road**

T&E employees on trains being held at the intermediate signal located at MP CD 277.0 are required to stop their train at a location that will not activate the crossing protection at Genoa-Clay Road, MP CD 276.95. If for some reason this road crossing must be blocked, the Toledo East Dispatcher is to be notified immediately and the Toledo East Dispatcher is to contact the Allen-Clay Joint Fire District.

RUSTY RAIL CONDITIONS

Rule 125(b) applies:

CP-194 — East Crossover to CSXT Short Line at Front St. —
Eastward movements only.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. TOLEDO TERMINAL — GENERAL INSTRUCTIONS

Trains and engines will use tracks of other Foreign Lines in accordance with their Timetable, Rules and Regulations as shown below:

- AA Milan, MP P 37.3, to Manhattan Jct., MP CS 2.1
- CSXT between Ironville, MP T 5.4, and CSXT Stanley Yard
- CSXT between CP-K, MP DR 51.4, and Ann Arbor Hallett Tower

Homestead Yard

1. MP T 8.0 to Ironville, MP T 5.4 (MP CS 3.7). All movements are under the direction of the Homestead Yardmaster. **Rule 137** is in effect, not exceeding 10 MPH.

At MP T 8.0, westward trains must have permission from Homestead Yardmaster to enter yard. At MP T 8.0, eastward trains must have permission from Homestead Yardmaster to depart yard.

2. Grade crossing predictor has been installed on the runner in Homestead Yard, Toledo, for the two crossings as listed:

Otter Creek Road — Gates will activate in 30 seconds.

Corduroy Road — Gates will activate in 38 seconds.

Do not manually operate gate activator for trains on runner at Corduroy Road.

3. When necessary to open locomotive slide windows, adjust them for your own personal protection to prevent being struck by objects that may be thrown in the following known high vandal and trespasser areas along railroad right-of-way:

Toledo: Chicago Line, Maumee to CP-292

Detroit Line, CP-K to CP-289

RAILROAD CROSSING AT GRADE (TYPE: A = Automatic Signals C = Controlled Signals)

INTERLOCKED

MP	Location	Type	Line/R.R.
MP T 5.4	Ironville	C	*CSXT

***Rule 247**, last paragraph, this interlocking is excepted.

Reference **Rule 104(j)** "Exception." The following permanent "Blue signal" derails are under the exclusive control of the Mechanical Department.

<u>Yard</u>	<u>Location</u>
-------------	-----------------

- | | |
|-----------|--|
| Homestead | Toledo Edison Lead |
| | — 509 feet east of inbound, outbound switch on nbound track. |
| | — 528 feet east of inbound, outbound switch on outbound track. |
| | — 1,063 feet east of the BP, Edison Lead switch on the Edison track. |

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. TOLEDO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

Cherry Street Branch

Ironville, MP CS 3.7, to End of Track, MP CS 1.3, via Manhattan Jct., MP CS 2.1, is under the control of the Homestead Yardmaster. **Rule 137** is in effect, not exceeding 10 MPH.

Permission for movement to and from Cherry Street Branch at Manhattan Jct. will be secured from the Yardmaster, Homestead.

All movements over junction switch Manhattan must expect to find switch improperly lined.

Switching on Maumee River Bridge, MP CS 2.83, is prohibited.

RAILROAD CROSSING AT GRADE

(TYPE: **A** = Automatic Signals **C** = Controlled Signals)

NON-INTERLOCKED

MP	Location	Type	Line/R.R.
MP CS 2.1	Manhattan Jct.	C	AA*/CN

*Normal position for switch governing movement to and from Toledo Runner Track and AA Main 1 Yard Track will be lined for movement to and from these tracks, and must be so left after use. All movements must approach prepared to stop.

Permission for movement to the AA will be secured from the operator at Hallett Tower. Permission for movement from AA to NS trackage will be secured from Homestead Yardmaster.

DRAWBRIDGES

INTERLOCKED

MP	Location	Type
MP CS 2.8	Maumee River	C

Between Manhattan Jct. and Cherry Street

- (a) 250-ton crane must not be handled.
- (b) 160-ton crane will not clear Bridge 0.24 and 0.34.

Between Homestead and Manhattan Jct.

- (a) Bridge 2.83 Toledo — 250-ton crane may be handled provided it is preceded and followed by one empty car not exceeding 63,000 pounds.
- (b) 150–160-ton crane may be handled provided one car is between crane and engine.

Maumee Branch

Toledo, MP IW 105.0, to Waterville, MP IW 118.2. All movements are under the direction of the Homestead Yardmaster. **Rule 137** is in effect, not exceeding 15 MPH.

Normal position for the following switches will be as indicated below:

Maumee Branch and Waterville Lead, MP IW 117.2 —
Lined for movement to or from Waterville Lead

Toledo/Maumee Back Side

Toledo/Maumee Back Side between MP TM 5.0 and Gould, MP TM 12.7, is under the jurisdiction of the Homestead Yardmaster. **Rule 137** is in effect, not exceeding 10 MPH. Track between MP TM 5.0 and Vulcan, MP TM 9.1, is out of service.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. TOLEDO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Toledo & Maumee Conn.	291,000	420,000	263,000 (b) 286,000 (c) 315,000	394,500

For notes, see **Locomotive and Car Restrictions, Section 5B.**

RAILROAD CROSSINGS AT GRADE

(TYPE: **A** = Automatic Signals **C** = Controlled Signals)

INTERLOCKED

MP	Location	Type	Line/R.R.
MP TM 10.6	Nasby	C	NS (Note)

NOTE: Authority must not be granted to a train, engine or non-insulated On-Track equipment to pass a home signal in Stop position until the Control Station has conferred with the Train Dispatcher/Control Operator of the crossline railroad and has determined that the home signals for crossline movements are in Stop position and the route is properly lined.

NON-INTERLOCKED

MP	Location	Type	Line/R.R.
MP TM 9.1	Vulcan	—	NS

Airline Yard

Airline Yard, MP 290.8, Chicago District, MP 56.9, Detroit District. All movements in yard are under the direction of the Airline Yardmaster.

Clinton I.T.

All movements on the Clinton I.T. between Airline and the End of Track are under the direction of the Airline Yardmaster. FRA excepted track. **Rule 95** governs operation on this track.

Speed on Industry Tracks

Movements on all Industry Tracks within Toledo Terminal will be made at Restricted Speed not to exceed 5 MPH.

E Yard

All movements in yard are under the direction of the Airline Yardmaster.

Industrial Car Movers

Anderson, Nabisco, Sun Refinery, Mid-States (Clinton I.T.) plant. NS train crews must protect against engine and car movers at these locations.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. TOLEDO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

Toledo CUT

1. Amtrak Trains No. 29, 30, 48 and 49 are to use Station Track No. 3 unless otherwise advised by Amtrak personnel.
2. A member of all T&E crews reporting for duty at the C.U.T. must promptly notify the appropriate Train Dispatcher/Control Operator of their presence within 10 minutes after their call time. The crew member will provide the Train Dispatcher/Control Operator with information necessary to operate their train to include requesting transportation if needed.

D. TOLEDO TO ELKHART — GENERAL INSTRUCTIONS

1. MP CD 315.0 — Delta

Trains and engines must contact the Scale House at North Star Steel on CR Channel 2 (AAR Channel 64) for permission to enter the North Star Steel/Worthington Steel Yard and must report clear to the Scale House when departing the yard.

2. MP CD 315.8 — North Star Lead

The normal position for the inside lead switch of North Star Steel Inc. located at MP CD 315.8 is lined normal for straight track movement. Movements shall not report clear until the inside switch, the entrance switch from the #1 Main, and the derail have been restored to their normal position.

3. MP CD 328.0

The old building at Sauders Industry will not accommodate Excessive Height Cars. Do not place any High or Excessive Height Cars inside the old building.

4. MP CD 364.1 — DeKalb

Do not exceed 5 MPH on Main 1 Track, Main 2 Track, or Main 3 Track DeKalb Agri. Industry-owned locomotive must be secured east of derail prior to entering industry. All loading structures are close clearance.

5. CP-415 — CP-421

While school is in session, Monday through Friday, between 6:00 AM and 9:00 AM local time, Concord City school traffic will be rerouted to use C.R. 15, MP CD 416.1, and C.R. 13, MP CD 417.3. These crossings must be kept clear and if necessary be cut immediately. Sunnyside Rd., MP CD 417.8, may be left blocked during this period of time.

RUSTY RAIL CONDITIONS

Rule 125(b) is in effect as follows:

Track	Located at/or	Between/at	And
Signaled Siding	All Crossings	CP-304	CP-307
Signaled Siding	All Crossings	CP-327	CP-329

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

E. ELKHART TERMINAL — GENERAL INSTRUCTIONS

1. Non-Automatic Block Signal System Territory

In the application of **Rule 408**, automatic block signals used in Non-Automatic Block Signal territory will indicate:

Movements will be made between points named on Signal Indication. All movements not governed by Signal Indication will operate at Restricted Speed.

At points where there is no Signal Indication, occupancy is not permitted without authority of employee in charge.

When it is necessary to authorize a train or engine to pass a Stop Signal or pass Begin Block sign, permission must be obtained from the designated employee in charge of the track.

When track is signalled in one direction: Before movement is permitted in either direction, the employee in charge must determine that no signal or permission has been given to occupy the block which could produce a conflicting route unless there is an understanding between all affected. Employee in charge must keep record of all movements showing engine number, direction, place and time track is occupied and cleared.

2. On-Track Equipment Movements Not Subject to Roadway Worker Protection Rules

Train and On-Track equipment movements on the South Freight R.T., North Freight R.T., and Inbound R.T. may be made by verbal permission from the employee in charge after affected interlocking signals are at Stop and blocking devices applied by the Train Dispatcher/Control Operator. **NOTE:** Trains and engines must not exceed 20 MPH at CP-421.

3. Train Handling Instructions for Yarding Trains at Elkhart Yard

When yarding trains that are traversing turnouts and crossover within Elkhart Yard, special precautions will be taken to reduce lateral forces caused by stopping or slowing trains.

The automatic brake will be utilized to keep trains stretched and reduce lateral forces and eliminate slack action generated by small turnouts switch configurations.

LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
South Freight R.T.	CP-421 and End ABS	Hump Yardmaster	15 MPH
North Freight R.T.	CP-421 and End ABS	Hump Yardmaster	15 MPH
Inbound R.T.	CP-426 and End ABS	Hump Yardmaster	15 MPH

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

E. ELKHART TERMINAL — GENERAL INSTRUCTIONS (CONT.)

4. Blue Signal Derails

Permanent “Blue signal” derails under the exclusive control of the Mechanical Department are located as follows:

<u>Location</u>	<u>Track</u>
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Elkhart	North Engine House Track, Tank Track, Oil Track, Sand Track, House Track, No. 2 Track, No. 3 Track, No. 4 Track, No. 5 Track, No. 6 Track, No. 10 Track
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5. EOT/HOT Testing

The following instructions will govern at Elkhart Terminal for EOT/HOT testing:

The EOT must be tested with the HOT for each train that is made up at Elkhart Terminal. This test must include linking with and testing to ensure that the EOT will dump when the HOT signal is sent. The Dump test should be made prior to the locomotives departing the engine terminal and before coupling to the outbound train. This will allow the Mechanical Department to maintain Blue Flag Protection on the track while the test is being made. The Engineer on the outbound train prior to departing the engine terminal will communicate with the Mechanical Department personnel on Channel 2 after departing the engine terminal to coordinate the dump test.

6. Hand Brakes in Receiving Yard

The inbound train crew is responsible for ensuring that a sufficient number of hand brakes are applied to the “east end” of the track. Refer to System Timetable No. 1, TTSI 105-1, regarding minimum number of hand brakes required to secure a cut of cars.

All trains left in the Receiving Yard must have the hand brakes applied to the east end of the cut unless otherwise directed by the tower. The inbound crew on trains arriving “from the east” must talk to the main tower before entering the Receiving Yard to ascertain if the utility man is available to secure the train on the east end.

7. Engine Terminal Runner

All train and engine movements moving in a westward direction on the Engine Terminal Runner must obtain permission from either the West End Yardmaster before proceeding beyond the west end of the Engine Track Runner and the #1 Lead Junction.

8. Yard Jurisdiction Clarification

The east leg of the Wye falls under the jurisdiction of the Hump Yardmaster and must not be used without his or her permission.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

E. ELKHART TERMINAL — GENERAL INSTRUCTIONS (CONT.)

9. Elkhart Fuel Pad

Trains stopping at the Main Line fuel pad for service will, after stopping train, be required to make a full service reduction using the automatic brake, center the reverser, and place the generator field switch in the "OFF" position in order to properly secure the train while the mechanical forces are servicing the locomotives and/or train. This is to prevent possible subsequent slack action causing train movement which could result in damage to the fuel stanchions, spillage and potential personal injury.

Blue light signal located at west end of Early Bird Track is for use by engine house employees while fueling locomotives at the Main Line fuel pad. The signal is located on the south side of the Early Bird Track, MP CD 425.5, between Early Bird and crossover from 1 lead to Early Bird, approximately 700 feet west of Mechanical Dept. crossing. This additional signal allows trains to move in either direction on the Early Bird Track between CP-426 and the west end of the "E" yard.

The current Blue light signal for the Early Bird, located south of Early Bird at CP-426, remains in service controlled separately from Main Line fuel pad office. When this signal is illuminated, trains and engines must not move on the Early Bird Track between CP-423 and CP-426.

F. ELKHART TO CHICAGO — GENERAL INSTRUCTIONS

LOCATION OF WHISTLE RESTRICTIONS

Engineer will not sound whistle, horn or bell at the following locations:

Mishawaka — MP CD 431.1 to MP CD 434.4, within city limits

South Bend — MP CD 434.4 to MP CD 435.3

(Robinson St., Ironwood Dr., Caroline St., Twyskenham Dr.,
Vernon St., Leer St.)

EXCEPTION:

Engineer will blow whistle or horn and ring bell for Roadway Workers. If any crew member on the lead locomotive believes an emergency situation may exist, e.g., a vehicle appears to be ignoring active grade crossing warning devices, or vehicles or pedestrians are stopped on the crossing, the Engineer must blow the locomotive whistle or horn.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

F. ELKHART TO CHICAGO — GENERAL INSTRUCTIONS (CONT.)

CP-437 — South Bend

Track movement authorization:

Olivers I.T. — Chicago East Dispatcher

MP CD 448.0

There is a derail protecting movement in and out of Intek Steel. When movements are not lined in or out of Intek, the Train Dispatcher/Control Operator must leave the switch lined for Main Line movement.

MP CD 448.3 — MP CD 446.9

Before entering switches at these locations, permission must be obtained from Intek Security.

MP CD 476.8

In order to prevent unnecessary activation of the Automatic Highway Warning Devices at Burdick Rd., MP CD 476.8, trains must stop before passing the approach circuits as indicated below:

Westward trains must stop short of the Yellow stripe painted on the rails and ties located at MP CD 476.2.

Eastward trains must stop west of the Automatic Signals located at MP CD 477.6.

The approach circuits for this crossing are conventional circuits and will not time out.

CP-482

Westward trains receiving stop indication at CP-482 must stop clear of "CC" sign located east of **Calumet Street**, MP CD 481.1, to avoid activating crossing protection for **8th Street**, MP CD 481.5.

MP CD 482.77

Trains or engines performing work or leaving cars on **South Signaled Siding** over **Mineral Springs Road**, MP CD 482.77, when necessary will operate the manual control mechanism to release the automatic crossing warning devices.

CP-487 — CP-491

Eastward freight trains receiving approach signal, **Rule N285**, at **Signal 489-1E** or **489-2E** must contact Chicago West Dispatcher before blocking **Ogden Dunes**. Ogden Dunes Road Crossing must not be blocked except in an emergency.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

G. CHICAGO TERMINAL — GENERAL INSTRUCTIONS

Chicago Terminal District

Chicago Operating Rules Association — C.O.R.A. Guide

The *Chicago Operating Rules Association (C.O.R.A.) Operating Guide* is in effect. This guide will be in effect on all railroads operating within the Chicago Terminal District. This District is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJ&E).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the *C.O.R.A. Operating Guide* of the railroad over which the train is being operated. Each railroad section of the *C.O.R.A. Guide* will include information relative to operating over the particular line segment. Effective at the same time, *C.O.R.A. Guide* modifications will be issued by the home railroad. Railroads operating over the affected line segment will be responsible for issuing this information in their respective publication(s). Operating crews will be held accountable for this information as required by the respective road operating rules.

Foreign Line Interchange

The Conductor of all trains being delivered/interchanged to foreign lines in the Chicago area will call CYO and report the arrival of the train. The 24-hour toll-free number is:

1-800-898-4296, ext. 5531

Upon arrival, the Conductor must promptly contact CYO from the Foreign Road Yard Office. If a telephone is not immediately available, the Conductor must contact CYO immediately upon arrival at Park Inn. If necessary, the Conductor can contact the Ashland Yardmaster by radio to report the arrival of the train. The Conductor must not exceed the hours of service law to make this call.

Chicago Terminal Speeds

All NS Yard and Industry Tracks in Chicago Terminal are limited to Restricted Speed not exceeding 10 MPH except as provided below.

The following tracks are limited to Restricted Speed not exceeding 15 MPH:

Tracks 33 and 34 between 55th Street and Englewood

Tracks 21 and 22 between Englewood and CP-509

Tracks 4 north, 4 south and 3 south

C.J. Tracks 2 and 3 between CP-518 and 15th Street

3 Runner — CP-506 and CP-509

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

G. CHICAGO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

Non-Automatic Block Signal System Territory

In the application of **Rule 408**, automatic block signals used in Non-Automatic Block Signal territory will indicate:

Movements will be made between points named on signal indication. All movements not governed by Signal Indication will operate at Restricted Speed.

At points where there is no Signal Indication, occupancy is not permitted without authority of employee in charge.

When it is necessary to authorize a train or engine to pass a Stop Signal or pass Begin Block sign, permission must be obtained from the designated employee in charge of the track.

When track is signalled in one direction: Before movement is permitted in either direction, the employee in charge must determine that no signal or permission has been given to occupy the block which could produce a conflicting route unless there is an understanding between all affected. Employee in charge must keep record of all movements showing engine number, direction, place and time track is occupied and cleared.

On-Track Equipment Movements Not Subject to Roadway Worker Protection Rules

On-Track equipment movements may be made on verbal permission from the employee in charge after affected interlocking signals are at Stop and blocking devices are applied by the Train Dispatcher/Control Operator.

Location	Track	Direction Signaled	Between	and	Maximum Speed	Employee in Charge
Ashland Ave.	CJ Main 2	East	Begin Auto Block Sign	CP-518	15	Yardmaster Ashland Ave.
Ashland Ave.	CJ Main 3	East	Begin Auto Block Sign	CP-518	15	Yardmaster Ashland Ave.
Ashland Ave.	CJ Main 2	West	CP-518	End Auto Block Sign	15	Yardmaster Ashland Ave.
Ashland Ave.	CJ Main 3	West	CP-518	End Auto Block Sign	15	Yardmaster Ashland Ave.

NOTE: All hand-operated switches must be restored to normal position after use.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

G. CHICAGO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

LOCATION OF RAILROAD CROSSINGS AT GRADE

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

Railroad	Location	Authority of
UP	Ogden and Campbell Avenue 15th Street and Western Avenue	UP Terminal Dispatcher Proceed at Restricted Speed
BNSF	21st Street and Campbell Avenue	BNSF Dispatcher
CSXT	21st Street and Campbell Avenue	CSXT Dispatcher
BNSF and CN/IC	32nd Street and Campbell Avenue (Ash Street)	CN/IC Dispatcher
CN/IC	37th Street and Campbell Avenue	CJ Dispatcher
CSXT	Brighton Park	All movements must receive permission of CSXT Dispatcher

MP CD 507.1

Trains working or being held are prohibited from blocking **Calumet Street**.

AMOCO OIL — INDUSTRY RESTRICTION

All movements on AMOCO Oil or AMOCO Chemical Properties in Whiting, IN, when complying with Restricted Speed must not exceed 5 MPH.

HORN TRACK

Ashland — 5 MPH

TRACK MOVEMENT

1. Pine Yard — **Burns Harbor**.
2. SC&S Industrial between Hegewisch and Calumet Park — **Burns Harbor**.
3. Main 3 running between Colehour and CP-509 — **Burns Harbor**.
4. Western Avenue I.T. — **Ashland Ave. Yardmaster**.
5. **Connection Track Movement Authorization:**
All trains approaching the BNSF Connection will contact the **BNSF Trainmaster** at Corwith Tower on AAR Channel 36 for authority to enter the BNSF Connection track.
6. **BRC CONNECTION TRACK 509**, between Commercial Ave. and CP-509 — **Chicago West Dispatcher**.
7. **Ashland Avenue Yardmaster**
Ogden to Western Ave. East Main 2 and Main 3
Western Ave. to Steward Ave. North Main 2 and Main 3
8. Calumet River I.T. — **Burns Harbor**.
9. Colehour Yard is under the jurisdiction of the Colehour Yardmaster between 06:30 AM and 14:30 PM seven (7) days per week. Also between 14:30 PM and 22:30 PM on Wednesday, Thursday and Friday. All movements within Colehour Yard and on Three Runner are under the jurisdiction of the Colehour Yardmaster. All movements outside of these assigned hours or in the absence of the on-duty Yardmaster will be under the jurisdiction of the Burns Harbor Yardmaster.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

G. CHICAGO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

SIDE WINDOWS

When necessary to open locomotive side windows, adjust them for your own personal protection to prevent being struck by objects that may be thrown in the following known high vandal and trespasser areas along railroad right-of-way:

CP-426 to CP-437
CP-513 to CP-518
Park Manor Yard
51st Street Yard
55th Street Yard

MP CD 509.0

Control of Track 21 and Track 22 between CP-509 and Englewood are under the control of the Yardmaster at Park Manor. Before accepting a signal to enter Track 21 or Track 22 at CP-509 and Englewood (CP-515), the Yardmaster must be contacted on Channel 3 for permission to occupy the tracks.

All trains operating west of Englewood on Yard Tracks 33 and 34 must contact the Yardmaster at 55th Street on Channel 3 for permission to occupy the tracks before passing Englewood Int.

MP CD 515.1 — PARK MANOR

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

A close clearance exists between the east ends of Tracks 7 and 8 at Park Manor yard. Using the derail for a reference point on Track No. 8, trains, engines or equipment must be parked or left standing on Track 7 or 8 at least 75 feet west of the derail on Track 8. Trains, engines or equipment must not pass on either Tracks 7 or 8 unless it is known that standing equipment to be passed is 75 feet behind the derail on Track No. 8. Employees must not ride on trains, engines or equipment on the close clearance side between the east ends of Tracks 7 and 8, referencing **Safety and General Conduct Rule GR-13(a)**.

CP-518

1. Trains approaching interlocking from Ashland Ave. on Main 2 and Main 3 Tracks are to refrain from blocking the service road located west of CP-518, until receiving a signal or instructions to proceed.
2. All trains and engines operating east on Yard Tracks 3 South and 4 South must contact the Yardmaster at 55th Street (Channel 3, AAR 50-50) for permission to occupy these tracks before passing CP-518 Interlocking.
3. All trains and equipment approaching Ashland Avenue Yard must contact the Ashland Avenue Yardmaster for instructions prior to entering the following tracks:
 - (a) CR&I I.T. Main 2 between CP-518 and Ogden Jct.
 - (b) CR&I I.T. Main 3 between CP-518 and Ogden Jct.
 - (c) Western Avenue I.T. (Panhandle)
 - (d) 49th Street Line

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

G. CHICAGO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

CR&I — RACINE AVE. — OGDEN JCT.

Due to vandalism in area, hand-operated switches and crossovers connected with Main 2 and Main 3 Tracks must be lined and locked for all movements unless the switch or crossover is in the charge of a member of the crew of that train.

Chicago — SC&S I.T.

Burnham Interlocking, MP GJ 4.64, is an automatic interlocking.

NOTE: The Control Station at Cummings Drawbridge must also request signals for NS movements on the SC&S I.T.

The emergency release instructions read as follows:

INSTRUCTIONS FOR OPERATING EMERGENCY RELEASE

1. Obtain authority from the operator at Cummings Drawbridge and determine that there is not a conflicting movement before executing instructions.
2. If the Red Indication Light is on:
 - (a) Operate push button for five (5) seconds then release. The White indication should light up and the Red indication should stay lit. The governing home signal should display an indication to proceed.
 - (b) If the governing home signal does not display an indication to proceed and both Red and White indications are lit: the movement may proceed at Restricted Speed.
 - (c) If the White indication is not lit and the Red indication light is lit: wait eight (8) minutes before proceeding past the home signal. Stop before fouling a conflicting route and wait an additional six (6) minutes before proceeding at Restricted Speed.
3. If the Red indication light is off:
 - (a) A conflicting home signal may be displaying an indication to proceed. Wait eight (8) minutes and if no conflicting movement is observed, operate the push button and hold for five (5) seconds then release. The Red indication and the White indication should light up and the governing home signal should display an indication to proceed.
 - (b) If the governing signal does not display an indication to proceed and both Red and White indications are lit: the movement may proceed at Restricted Speed.
 - (c) If the Red indication or the White indication does not light up: wait eight (8) minutes before proceeding past the home signal. Stop before fouling a conflicting route and wait an additional six (6) minutes before proceeding at Restricted Speed.

CHICAGO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

G. CHICAGO TERMINAL — GENERAL INSTRUCTIONS (CONT.)

Chicago — SC&S I.T. (Cont.)

TRAIN HANDLING INSTRUCTIONS

Yarding Intermodal trains and handling cuts of Intermodal equipment in yards with smaller turnouts and curves needs discussion. The NS-1 requires us to use the Dynamic Brake as our priority brake. Turnouts and curves cause us to reduce amperage when using Dynamic Brake, please note the **NS-1**.

When handling this equipment, we must be aware that the Independent Brake can cause a rule violation derailment. The following is required to help our Engineers produce reliable results.

When yarding Intermodal trains, doubling up outbound Intermodal trains, and when switching with air at the Intermodal yards in Chicago (Landers, Calumet, Park Manor, 55th Street, 51st Street, and Ashland Avenue) the following instructions apply to avoid using the Independent Brake:

1. The Independent Brake can too easily generate excessive lateral forces with Intermodal flat cars that can result in a derailment.
2. To slow down or stop, the train slack should be kept stretched out using light automatic brake application. Avoid using the Independent Brake until the train or cut is stopped.
3. When shoving you can utilize the Independent Brake to a safe level and never shove against the Automatic Brake that will cause high amperage.

CLEVELAND LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CLEVELAND TERMINAL DISPATCHER..... AAR-64 [648]	
		RD 85.9	CP-86 (Ravenna) CP	
		RD 94.3	CP-94..... CP	
		RD 96.9	Hudson	
		RD 101.6	HBD-DED	
		RD 102.7	CP-102..... CP	
		RD 105.4	Motor	
		RD 106.5	Wheelock	
		RD 107.4	CP-107..... CP	
		RD 110.3	CP-110..... CP	
		RD 112.9	Maple Heights Intermodal Facility	
		RD 113.0	CP-112..... CP	1
		RD 113.6	HBD-DED	
		RD 114.2	CP-114 (Harvard Connection to CSXT Short Line)... CP	
		RD 116.0	CP-116 (WLE Crossing)..... C	
		RD 116.9	CP-117 (Kinsman Connection to CSXT Short Line) ... C (Randall I.T.)	
		RD 122.0 (AX 0.0)	CP-122 (Amtrak Connection) CP	
		RD 123.6	DRAWBRIDGE (Chicago Line)..... DB C	
	AX 0.5	CP-181 (Chicago Line, Amtrak Connection) CP		

STATION PAGE INFORMATION

NOTE 1: Controlled Point in service on Main 2 Track only.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
CP-86 and CP-122		261-CSS	261-CSS
CP-122 and Drawbridge		261	261
CP-122 and CP-181, Amtrak Connecting	261		
CP-114 and CP-9, Harvard Connecting	261		

Tracks are numbered from South to North.

NOTE: Between CP-86 and CP-122, **Cab Signal Rules, except Rules 554 and 556,** are in effect.

CLEVELAND LINE

2. MAXIMUM SPEEDS — PASSENGER

Between	Main Track	Main 1 Track	Main 2 Track
	MPH		
CP-86 and Drawbridge		79	79
Except:			
MP RD 89.8 to MP RD 90.1		60	60
MP RD 94.3 to MP RD 95.3		60	60
MP RD 99.1 to MP RD 99.4		60	60
MP RD 99.4 to MP RD 100.1		70	70
MP RD 103.6 to MP RD 104.1		70	70
MP RD 106.4 to MP RD 106.8		70	70
MP RD 109.3 to MP RD 110.4		55	55
MP RD 110.4 to MP RD 111.6		70	70
MP RD 112.8 to MP RD 113.0		55	55
MP RD 113.0 to MP RD 113.4		60	60
MP RD 115.4 to MP RD 116.8		45	45
MP RD 116.8 to MP RD 117.0		40	40
MP RD 117.0 to MP RD 118.3		45	45
MP RD 118.3 to MP RD 118.7		60	60
MP RD 118.7 to MP RD 120.1		70	70
MP RD 120.1 to MP RD 120.9		45	45
MP RD 120.9 to MP RD 123.3		35	35
CP-122 and CP-181, Amtrak Connecting	30		
CP-114 and CP-9, Harvard Connecting	10		

2. MAXIMUM SPEEDS — FREIGHT

Between	Main Track	Main 1 Track		Main 2 Track	
		TV	FRT	TV	FRT
MPH					
CP-86 and Drawbridge		60	50	60	50
Except:					
MP RD 109.3 to MP RD 115.4		55	50	55	50
MP RD 115.4 to MP RD 116.8		45	40	45	40
MP RD 116.8 to MP RD 117.0		40	40	40	40
MP RD 117.0 to MP RD 120.9		45	40	45	40
MP RD 120.9 to MP RD 123.3		35	35	35	35
CP-122 and CP-181, Amtrak Connecting Track	25				
CP-114 and CSXT CP-9, Harvard Connecting Track	10				

Grain and mineral trains must not exceed 50 MPH unless otherwise restricted.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP RD 93.0 to MP RD 94.0

CLEVELAND LINE

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Hudson to Macedonia	5240	7350	7390	8720	10850	17810
Macedonia to Cleveland DB	5240	7350	7390	8720	10850	17810
Harvard to Berea via CSXT Short Line	5240	7350	7390	8720	10850	17810
Eastward						
Cleveland DB to Macedonia	2760	3860	3940	4870	6030	9103
Macedonia to Hudson	5240	7350	7390	8720	10850	17810
Berea to Harvard via CSXT Short Line	2180	3040	3110	3880	4810	7179

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Cleveland Line — 315,000 lbs. for coal and grain;
286,000 lbs. for all other freight.

Harvard Connecting Track — 315,000 lbs. for coal and grain;
286,000 lbs. for all other freight.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Cleveland Line	CP-86 and Drawbridge	13,900	15,483

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

These instructions do not apply to radio trains.

CLEVELAND LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Cleveland Line	Rave and Drawbridge	2,100	2,100	3,100

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

D. TRAILING TONNAGE RESTRICTIONS — ROADRAILER TRAILERS

Line Segments	Between	Maximum Safe Trailing Tonnage (Note 1)		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More (Note 2)
Cleveland Line	Rave and Drawbridge	2,500	3,200	4,800 (Note 2)

NOTE 1: Trailing Tonnage Includes RailRunner Block (if any) BEHIND RoadRailers.

NOTE 2: Must not exceed 4,600 tons behind LOADED (28 Tons or More) drawbar connected trailers.

6. SWITCHES AND DERAILS

LOCATIONS WHERE TRAINS MAY NOT CLEAR

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

Location	Switch
MP RD 86.6	Blackhorse
MP RD 102.3	Summit Stone
MP RD 102.9	IDS
MP RD 104.3	Royal Chemical
MP RD 106.9	Weyerhaeuser
MP RD 107.0	Schumann
MP RD 108.0	Ferro Chemical
MP RD 113.0	Automated Packaging
MP RD 119.0	Cleveland Track
MP RD 119.9	Main 2 Track to Allen Sugar
MP RD 121.7	Main 1 Track to Norris Brothers

CLEVELAND LINE

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Hudson	64
Motor	64
Harvard	64
Rockport	64
Drawbridge	64

OTHER LOCATIONS

Location	Channel
Motor	58

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Cleveland Terminal Dispatcher	Code 648

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Cleveland Terminal Dispatcher	313-323-5955	M/W 520-5955

8. DETECTOR INSTRUCTIONS

None.

CLEVELAND LINE

9. DISTRICT INSTRUCTIONS

A. CLEVELAND TERMINAL

1. CSXT SHORT LINE TRACK MOVEMENT

NS crews may be required to operate their trains over the CSXT Short Line Track in Cleveland.

When instructed by the Train Dispatcher/Control Operator, eastward trains **departing Toledo** and westward trains **departing Conway** will be required to have the CSXT Train Bulletin before leaving.

2. Twinsburg Yard/Crown I.T.

All movements in Twinsburg Yard and the Crown I.T. are under the direction of the Yardmaster at Twinsburg.

3. Yardmaster at Bedford

All movements in Motor Yard, Von Willer Yard, and the Maple Heights Intermodal Facility are under the direction of the Yardmaster at Bedford.

4. Akron I.T.

Akron I.T. controlled by the Cleveland Terminal Dispatcher.

B. CAB SIGNAL EXCEPTIONS

Locomotives not equipped with Cab Signals may operate between Alliance and Drawbridge as follows:

1. Work trains, wreck trains, and ballast cleaners to and from work;
2. Engines moving to and from shops; and
3. Engines used in switching and transfer service, with or without cars, not exceeding 20 MPH.

Absolute Block must be established in advance of each movement of a non-equipped locomotive or train. Such movements must be made at Restricted Speed.

CLOGGSVILLE LINE

EAST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
			CLEVELAND TERMINAL DISPATCHER..... AAR-64 [648]	1
		CD 190.7	MAX (Chicago Line)..... (CP)	
		GZ 491.5	CP-491..... (CP)	
		GZ 490.5	HBD-DED-HCD-E	
		GZ 488.6	CP-488..... (CP)	
			CLEVELAND/SANDUSKY DISPATCHER AAR-76 [924]	
		GZ 486.8	KNOB (CP)	
		GZ 485.5/ B 185.5	Cloggsville (Cleveland District)	

STATION PAGE INFORMATION

NOTE 1: Movements will be made under the direction of the Lake Division Cleveland District Dispatcher at Ft. Wayne, IN.

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
MAX and Cloggsville	261	261

2. MAXIMUM SPEEDS

	Main 1 Track	Main 2 Track	Other Tracks
Between	MPH		
CP-190 and MAX	25	25	
MP GZ 492.8 and MP GZ 490.9	30	30	
MP GZ 490.9 and MP GZ 486.5	50	50	
MP GZ 486.5 and MP GZ 486.0	40	40	
MP GZ 486.0 and Cloggsville	35	35	
Auxiliary Track between Knob and CP-488			10
All Tracks between MP CB 6.2 and MP CB 0.0 on the Cleveland Belt including both legs of Wye			10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

CLOGGSVILLE LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

The following weight restrictions are in effect for locomotives and cars on the Cleveland Belt between Mahoning Road, MP CB 0.0, and MP CB 6.2:

4-axle locomotive	291,000 lbs.	4-axle cars	263,000 lbs.
6-axle locomotive	420,000 lbs.	6-axle cars	300,000 lbs.

All excessive-dimension Plate C loads received for delivery to the RT Railway at Campbell Road Yard must be interchanged to the Harvard Tracks at the west end of the yard.

Cleveland District Dispatcher at Ft. Wayne must be notified before a train with a car height in excess of 19'3" proceeds east of CP-488. Any train with a car height in excess of 19'3" must only use Main 1 Track at Cleveland between MP B 179.5 and MP B 183.0.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Cleveland/Sandusky Dispatcher	Code 924
Cleveland Terminal Dispatcher	Code 648
Toledo East Dispatcher	Code 647

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Cleveland/Sandusky Dispatcher	260-493-5453	M/W 444-7186
Cleveland Terminal Dispatcher	313-323-5955	M/W 520-5955
Toledo East Dispatcher	313-323-5860	M/W 520-5860

8. DETECTOR INSTRUCTIONS

Eastward trains must remain on Road Channel 2 until receiving High Car Detector transmission.

CLOGGSVILLE LINE

9. DISTRICT INSTRUCTIONS

A. MOVEMENT ON TRACKS OTHER THAN MAIN TRACKS BETWEEN CP-488, KNOB AND MAHONING ROAD

Movement to the Auxiliary Track located adjacent to Main 1 between CP-488 and Knob through power-operated switches at CP-488 or Knob must not be made without first obtaining authority from the Rockport Yardmaster who can be contacted on Radio Channel TX76 RX76 or TX22 RX22. Hand-operated switches on the Auxiliary Track providing access to the east leg or west leg of the Wye will be in normal position when lined for the Wye. The divide switch of the Wye located at MP CB 6.0, in the vicinity of Ridge Road, will be left lined as last used. All trains, engines, and On-Track equipment will proceed expecting to find this switch lined against their movement until determined otherwise. This switch will have no normal position. Movement of trains, engines, and On-Track equipment on the Auxiliary Track, east leg of the Wye, west leg of the Wye, and the Cleveland Belt from MP CB 6.2 to Mahoning Road, MP CB 0.0, will be made under the direction of the Cleveland East 55th Street Yardmaster and will be made in accordance with **Rule 137**. The Cleveland Belt between MP CB 6.2 and Mahoning Road, MP CB 0.0, is not a Main Track. All switches between the divide switch at MP CB 6.2 and Campbell Road, MP CB 2.2, will be left lined for movement on the Cleveland Belt.

B. ADDITIONAL MOVEMENTS

Eastward and westward movements on the Cleveland Belt must not pass Reed Road, MP CB 2.7, without permission from the Rockport Yardmaster.

C. ROCKPORT YARD

1. Trains operating on Main 1 or Main 2 Cloggsville Line adjacent to Rockport Yard must sound engine bell approaching and passing this location.
2. **Flats Industrial Railroad Interchange, MP CZ 486.1**
Hand-operated derails are in service on east end of interchange Tracks 1 and 2, "AJ" Yard. Derails will be secured with NS locks. When delivering cars, crews are to leave them no more than one (1) car length from derail on either track account grade.

CLOGGSVILLE LINE

9. DISTRICT INSTRUCTIONS (CONT.)

D. RAILROAD CROSSINGS AT GRADE

NON-INTERLOCKED

CSXT (Note 1)	MP CB 0.7	West Third Street
CV (Note 2)	MP CB 1.6	CV Crossing
CV (Note 2)	MP CB 1.8	CV Crossing
CSXT (Note 3)	MP CB 2.6	Jennings

NOTE 1: If the indicator light displays Stop, Stop must be made short of Stop Sign and instructions posted at the Stop Sign must be complied with. Sound 14(b) before proceeding.

NOTE 2: Swing Gate — All trains and engines must approach this crossing at grade prepared to stop. If swing gate is lined against movement, a crew member will walk to the gate and look in both directions for any opposing or crossline movements. If there are no approaching movements, crank the switch gate to allow for movement. Sound 14(b) before proceeding.

NOTE 3: If the indicator light displays Stop, Stop must be made short of Stop Sign and instructions posted at the control box location must be complied with. Sound 14(b) before proceeding.

NON-INTERLOCKED JUNCTIONS

MP CB 0.7	West Third Street	CSXT
MP CB 1.6	CV Crossing	CV
MP CB 1.8	CV Crossing	CV
MP CB 2.0	Campbell Road	RT
MP CB 2.3	Campbell Road	CV

Foreign line trains and engines will use NS Tracks as follows:

W&LE Railroad between Belt Junction, MP CB 1.0, and West Third Street, MP CB 0.7.

W&LE Railroad between Belt Junction, MP CB 1.0, and Divide Switch, MP CB 6.2.

E. ROCKPORT YARD

CP-491 and MP 493.5

Engine bell to be sounded continuously while passing Rockport Yard area.

DETROIT LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			DEARBORN DISPATCHER AAR-64 [642]		
		DR 20.0	NS DEARBORN DIVISION		
		DR 22.1	HBD-DED-2		2
		DR 22.3	HBD-DED-1		2
		DR 22.9	ROCKWOOD (Main 1)		1
		DR 23.3	ROCKWOOD (Main 2)		2
		DR 34.0	WARNER YARD		1
		DR 35.9	MONROE		1
		DR 36.6	DUNBAR (CP)		2
		DR 40.2	LASALLE (CP)		1, 3
		DR 40.2	LASALLE		1
		DR 46.6	VIENNA		
		DR 46.6	HBD-DED		
		DR 49.3	MI/OH State Line		
	CSXT			TOLEDO YARD DISPATCHER AAR-64 [646]	
	AA		DR 50.3	ALEXIS (Ann Arbor and CSXT Crossing) (C)	
			DR 51.4	K (CSXT Crossing) (C)	
CSXT		DR 52.7	CRAVENS (CP)		
CS		DR 54.4	CP-54 (CP)		
		DR 56.0	CP-56 (CP)		
		DR 56.9	Detroit Yard (Campbell Street Crossover)		
1 2		DR 57.7	CP-289 (Chicago Line) (CP)		

STATION PAGE INFORMATION

- NOTE 1:** Station on Main 1 Track only.
NOTE 2: Station on Main 2 Track only.
NOTE 3: Control Point on Main 2 Track only.

DETROIT LINE

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
MP DR 20.0 and Dunbar	251-South	251-North
Dunbar and LaSalle	251-South	261
LaSalle and CP-289	261	261

Tracks are numbered from West to East.

2. MAXIMUM SPEEDS

Between	Main 1 Track	Main 2 Track	Other Tracks
	MPH		
MP DR 20.0 and MP DR 34.7	50	50	
MP DR 34.7 and MP DR 35.9	25	40	
Except: MP DR 34.7 to MP DR 35.9, Southward		25	
MP DR 35.9 and MP DR 50.2	50	50	
MP DR 50.2 and MP DR 50.4	50	30	
MP DR 50.4 and MP DR 55.6	50	50	
MP DR 55.6 and CP-289	30	30	
Alexis, Ann Arbor Connecting Track			10
LaSalle — All Crossover Moves			10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP DR 12.0 to MP DR 13.0
 MP DR 26.0 to MP DR 27.0
 MP DR 46.0 to MP DR 47.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Toledo TV to Detroit Sterling	5240	7350	7390	8720	10850	17810
Northward						
Detroit Sterling to Toledo TV	5240	7350	7390	8720	10850	17810

5. LOCOMOTIVE AND CAR RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Detroit Line — 315,000 lbs. for coal and grain;
 286,000 lbs. for all other freight.

6. SWITCHES AND DERAILS

None.

DETROIT LINE

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Monroe, MI	46
Alexis, OH	46
Alexis, OH	46
Toledo, OH	46
Toledo, OH	64

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Dearborn Dispatcher	Code 642
Toledo Yard Dispatcher	Code 646

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Dearborn Dispatcher	313-323-5863	M/W 520-5863
Toledo East Dispatcher	313-323-5860	M/W 520-5860
Toledo Yard Dispatcher	313-323-5861	M/W 520-5861
Toledo West Dispatcher	313-323-5862	M/W 520-5862

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF RAILROAD CROSSINGS AT GRADE

At the following CNNA controlled railroad crossings at grade, trains and On-Track equipment will proceed as follows when signal displays Stop.

CNNA Shoreline Subdivision

Plum Creek, MP DR 35.8, GTW MP 16.8*

Ford Crossing, MP DR 34.1, GTW MP 18.7*

*Contact Dearborn Dispatcher who will contact CNNA Dispatcher.

NOTE: When instructed to flag over CNNA crossing at Plum Creek, MP DR 35.8, movement may be made as follows:

1. Stop before passing Stop Signal.
2. Examine track, including switch points (if any) within interlocking limits.
3. If no conflicting movement is apparent and route is properly lined, proceed until leading truck of engine or car has passed Stop Signal at least 20 feet, occupying track section between signal and crossing but not foul of crossing.
4. After five (5) minutes, place lighted fuses on each side of crossing and proceed at Restricted Speed.
5. LaSalle — All crossover moves: 10 MPH.

DETROIT LINE

9. DISTRICT INSTRUCTIONS (CONT.)

B. CREW INSTRUCTIONS

1. All crews operating in shared assets territory must have a current copy of Consolidated Rail Corporation Bulletin Order.
2. All Trenton coal trains, when leaving the power at Trenton, make sure you leave the power north of Lathrop Road.
3. The following information must be inputted for all road trains and switchers when performing a tie up at the end of your work assignment. These instructions do not apply to yard service.

DELAYS:

Delays must be inputted in the delay screen, which can be accessed pressing the P-4 key on the keyboard. The list of codes to be used to input this information is listed on pages 6–7 in the Dearborn Division Crew Management and Payroll Reference Guide.

Delay input is mandatory and must be completed consistent with the hours of service laws and rules for short tie ups.

4. Attention all T&E Crews: When required to show entering final terminal and/or final track, that time will be determined when your train enters the final track where the train will be left.

C. CLOSE CLEARANCE LOCATIONS

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

Toledo North/Wayne District

Monroe — Industries:

National Galvanizing

Ford Vision

Wayne — Industries:

Tanner Industries

Culmack

Procoil

Chelsea 4 Mile

DETROIT LINE

9. DISTRICT INSTRUCTIONS (CONT.)

D. MONROE

1. All yard movements in Monroe Yard are under the direction of the Toledo Airline Yardmaster.
2. Detroit Edison unit coal trains moving onto Detroit Edison property at Monroe must change their radio frequency to Road Channel 2 (AAR Channel 64) to enable communication with Detroit Edison Coal Handling Foreman.
3. Trains receiving any indication other than Slow Clear at interlocking signal governing northward movement through GTW Plum Creek Interlocking and at distant and interlocking signals governing southward movement through GTW Plum Creek Interlocking, must not accept it, but must call Train Dispatcher/Control Operator for instructions.
4. Detroit Edison unit coal trains at "Monroe" will be secured only by securing the locomotive consist in compliance with **NS-1 Rule L-236**.
5. Engines may be operated through the Positioner-Dumper Building of the Detroit Edison Monroe Power Plant by Detroit Edison Company Personnel only. All moves within the Detroit Edison Monroe Power Plant Facility must be cleared by Detroit Edison Coal Handling Foreman or his assistant.
6. In reference to Locomotive Shutdown Policy, crews are not to shut down locomotives on trains spotted at Detroit Edison.
7. When taking charge of trains at the Detroit Edison Power Plant at Monroe, MI, crews must perform a test of the Alerter Device as follows:
 - STEP 1 Enter the Alerter Test mode.
 - STEP 2 Allow the Alerter System to go through a 25-second timing cycle. Do not reset and note that a penalty brake application occurs at the end of the cycle. The PCS light should light, equalizing reservoir, and brake pipe pressure should reduce at a service rate.
 - STEP 3 Recover from the penalty by placing the Automatic Brake Valve Handle in the suppression position until the PCS light goes out. The Alerter is now reset. Release brakes when desired.
 - STEP 4 Exit the test mode.

If a penalty brake application does not occur, contact the Train Dispatcher/Control Operator for instructions.

Southward empty Edison coal trains must notify Train Dispatcher/Control Operator when train is ready for southward movement.
8. **MONROE EDISON SCALES** — Trains moving over scales must not exceed 5 MPH between the gate and the loop track. A Message System on Radio Channel AAR 32 advises crews of their speed while moving over the scale.

In order to minimize blocking road crossings, all northward coal trains destined for the Monroe or Trenton power plants or northward freight trains with scheduled work at Monroe must contact the Dearborn Dispatcher before passing the Vienna Detector for yarding instructions.

Southward trains on Main 1 Track with work at Warner Yard must leave their train a sufficient distance north of Noble Avenue to clear Noble Avenue after the pickup is doubled to the train.

KANKAKEE LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			KANKAKEE DISPATCHER..... AAR-46 641	
		LK 3.8	GIBSON (IHB).....	1
		LK 4.1	OSBORN JCT.	1
		LK 4.8	OSBORN (Lake Division Crossing).....	1
		LK 7.2	HIGHLAND.....	
		LK 9.2	HAYS (CNNA Crossing)	2
		LK 10.3	HARTSDALE.....	
		LK 14.6	ST. JOHN (CSXT Crossing).....	
	4510	LK 22.9	HBD-DED	
		LK 29.1	BELSHAW.....	
	20064	LK 32.9	SCHNEIDER (Kankakee Branch)..... Danville Industrial Track	

STATION PAGE INFORMATION

- NOTE 1:** Remotely Controlled by IHB Dispatcher.
NOTE 2: Remotely Controlled by CNNA Dispatcher.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Gibson and Osborn		261	261
Osborn and Highland		251-West	251-East
Highland and Schneider	261		

2. MAXIMUM SPEEDS

Between	SS	Main Track	Main 1 Track	Main 2 Track
	MPH			
Gibson and Osborn			25	25
Osborn and Highland			30	30
Except: Gibson to Northeast Wye Osborn to North Wye			15 10	
Highland and MP LK 11.0		30		
Except: MP LK 10.9, Over Bridge		10		
MP LK 11.0 and MP LK 31.0		45		
Except: MP LK 13.0 to MP LK 16.0 Schneider to Northwest Wye Northeast Wye		35 10 10		
MP LK 31.0 and Schneider		30		
Belshaw and Schneider	25			

KANKAKEE LINE

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Gibson Yard to Kankakee	3000	4000	4800	5940	6600	7790
Eastward						
Kankakee to Gibson Yard	3800	5050	6050	7515	8350	9850
Gibson Yard to Porter	3470	4840	4920	6000	7540	11748

5. LOCOMOTIVE AND CAR RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Hartsdale and Schneider — 286,000 lbs.

6. SWITCHES AND DERAILS

LOCATION WHERE TRAINS MAY NOT CLEAR

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

Location	Switch
St. John	MP LK 15.3, Stub Track
Cook	MP LK 20.0, Industry

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Schneider, IN.....	46

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Chicago East Dispatcher	Code 644
Chicago West Dispatcher	Code 643
Dearborn Dispatcher	Code 642
Kankakee Dispatcher	Code 641

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Chicago East Dispatcher	313-323-5867	M/W 520-5867
Chicago West Dispatcher	313-323-5868	M/W 520-5868
Dearborn Dispatcher	313-323-5863	M/W 520-5863
Kankakee Dispatcher	313-323-5864	M/W 520-5864

KANKAKEE LINE

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF CONTROLLED RAILROAD CROSSING AT GRADE

At the following controlled railroad crossing at grade, trains and On-Track equipment will proceed as follows, when signal displays Stop:

CNNA Crossing Hays, MP LK 9.2. Contact CNNA Dispatcher.

B. HAYS INTERLOCKING

Trains stopping at Hays Interlocking must approach St. John Automatic Interlocking prepared to stop.

C. DYER

MP JH 15.0, be governed by posted instructions.

D. HARTSDALE

MP JH 12.0, be governed by posted instructions.

E. FLAT SWITCHING

Flat switching/gravity switching into stub end tracks is prohibited unless special switching instructions are issued for a specific location or track(s). All cars will be shoved to a complete stop on stub end tracks.

MICHIGAN LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			DEARBORN DISPATCHER AAR-46 [642]		
		MH 7.4	TOWNLINE (CP)		
		MH 9.2	MORT (CP)		
		MH 14.1	HBD-DED		
	CSXT		MH 18.1	WAYNE JCT. (CSXT) (C)	
		MH 26.5	Willow Run Yard		
		MH 28.1	YPSI (CP)		
		MH 33.2	HBD-DED		
		MH 47.3	HBD-DED		
		MH 51.9	LAKE (CP) Chelsea Siding		
	21640	MH 56.0	CHELSEA (CP)		
		MH 67.1	HBD-DED		
		MH 72.7	MILLER (CP) Jackson Yard		
		MH 75.5	JACKSON (Lansing Sec.) (CP)		
		MH 78.4	HILL (CP)		
		MH 87.7	HBD-DED		
	5200	MH 96.2	ALBION (CP) Albion Siding		
		MH 98.8	CP-99 (CP)		
		MH 107.6	HBD-DED		
			KANKAKEE DISPATCHER AAR-46 [641]		
	MH 116.3	LEVITT (CP)			

MICHIGAN LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DEARBORN DISPATCHER AAR-46 [642]	
		MH 119.5	BARON (CP)	1, 2
		MH 121.4	GORD (CP)	1, 2
		MH 124.4 MH 128.8	CUSTER (CP) HBD-DED	
		MH 139.9	COMSTOCK (CP)	
	5200	MH 142.5	WEST BOTSFORD (CP) Botsford Yard Botsford Siding	3
		MH 143.1	BO (Kalamazoo) (NYC Yard Track) (C) (Kalamazoo Branch) (BO Secondary) (Begin Amtrak Line)	

STATION PAGE INFORMATION

NOTE 1: CNNA-Baron-Gord Crews reporting for duty that will be operating on Michigan Line between Baron and Gord must contact the Kankakee Dispatcher, via telephone Microwave 8-520-5866 or (313) 323-5866.

NOTE 2: Remotely Controlled by CNNA Dispatcher.

NOTE 3: Remotely Controlled by BO.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Townline and Mort		261	261
Mort and Wayne Jct.	261		
Wayne Jct. and Ypsi		261	261
Ypsi and Miller	261		
Miller and Hill		261	261
Hill and Levitt	261		
Levitt and Baron		261	261
Baron and Gord	CNNA Rules Apply		
Gord and Custer		261	261
Custer and Comstock	261		
Comstock and CP-147		251-West	251-East

Tracks are numbered from North to South.

MICHIGAN LINE

2. MAXIMUM SPEEDS — FREIGHT

Between	Main Track	Main 1 Track	Main 2 Track
	MPH		
Townline and MP MH 74.0	50	50	50
Except:			
Wayne Jct.		40	40
MP MH 31.7, Over Bridge	35		
MP MH 37.3 to MP MH 37.9	30		
MP MH 74.0 and MP MH 147.1	50	50	50
Except:			
MP MH 74.0 to MP MH 77.5		45	45
MP MH 94.5 to MP MH 94.6	40		
MP MH 94.6 to MP MH 95.7	25		
MP MH 95.7 to MP MH 96.2	40		
MP MH 117.7 to MP MH 119.0		40	40
MP MH 119.0 to Baron		25	25
Baron, Through Int.		20	20
Baron to Gord	CNNA Speeds Apply		
Gord to MP MH 121.7		20	20
MP MH 121.7 to MP MH 123.7		40	40
Comstock		40	
MP MH 142.5 to MP MH 143.2		30	30
MP MH 143.2 to MP MH 144.6		30	30
MP MH 144.6 to MP MH 145.0		40	40

2. MAXIMUM SPEEDS — PASSENGER

Between	Main Track	Main 1 Track	Main 2 Track
	MPH		
Townline and Mort		70	70
Mort and Wayne Jct.	70		
Wayne Jct.		60	60
Wayne Jct. and Ypsi		70	70
Ypsi and MP MH 32.5	55		
MP MH 32.5 and MP MH 34.5	60		
MP MH 34.5 and MP MH 34.7	55		
MP MH 34.7 and MP MH 36.9	60		
MP MH 36.9 and MP MH 37.3	55		
MP MH 37.3 and MP MH 37.9	40		
MP MH 37.9 and MP MH 38.6	50		
MP MH 38.6 and MP MH 43.3	65		
MP MH 43.3 and MP MH 45.0	70		
MP MH 45.0 and MP MH 46.3	65		
MP MH 46.3 and MP MH 49.2	60		
MP MH 49.2 and MP MH 49.6	55		
MP MH 49.6 and MP MH 51.9	79		
MP MH 51.9 and MP MH 52.4	75		
MP MH 52.4 and MP MH 67.7	79		
MP MH 67.7 and MP MH 68.3	70		
MP MH 68.3 and Miller	79		
Miller and MP MH 74.0		70	79
MP MH 74.0 and MP MH 77.5		45	45
MP MH 77.5 and Hill		70	79

MICHIGAN LINE

2. MAXIMUM SPEEDS — PASSENGER (CONT.)

Between	Main Track	Main 1 Track	Main 2 Track
	MPH		
Hill and MP MH 81.8	75		
MP MH 81.8 and MP MH 82.3	70		
MP MH 82.3 and MP MH 84.9	79		
MP MH 84.9 and MP MH 86.0	75		
MP MH 86.0 and MP MH 88.4	79		
MP MH 88.4 and MP MH 88.8	70		
MP MH 88.8 and MP MH 90.6	65		
MP MH 90.6 and MP MH 94.0	70		
MP MH 94.0 and MP MH 94.5	60		
MP MH 94.5 and MP MH 94.6	40		
MP MH 94.6 and MP MH 95.7	25		
MP MH 95.7 and MP MH 96.2	40		
MP MH 96.2 and MP MH 99.3	70		
MP MH 99.3 and MP MH 102.4	79		
MP MH 102.4 and MP MH 103.2	70		
MP MH 103.2 and MP MH 104.5	79		
MP MH 104.5 and MP MH 106.8	75		
MP MH 106.8 and MP MH 107.6	60		
MP MH 107.6 and MP MH 108.7	75		
MP MH 108.7 and MP MH 112.5	79		
MP MH 112.5 and MP MH 113.3	70		
MP MH 113.3 and MP MH 114.3	60		
MP MH 114.3 and Levitt	79		
Levitt and MP MH 117.7		60	60
MP MH 117.7 and MP MH 119.0		40	40
MP MH 119.0 and Baron		25	25
Baron, Through Int.		20	20
Baron and Gord	CNNA Speeds Apply		
Gord and MP MH 121.7		20	20
MP MH 121.7 and Custer		60	60
Custer and MP MH 127.3	70		
MP MH 127.3 and MP MH 127.6	60		
MP MH 127.6 and MP MH 130.0	65		
MP MH 130.0 and MP MH 130.5	60		
MP MH 130.5 and MP MH 134.2	79		
MP MH 134.2 and MP MH 135.2	70		
MP MH 135.2 and MP MH 139.0	79		
MP MH 139.0 and MP MH 139.9	60		
Comstock and MP MH 141.0		65	65
Comstock		40	
MP MH 141.0 and MP MH 142.5		60	60
MP MH 142.5 and MP MH 143.6		30	30

SIGNALLED SIDINGS

Maximum Speeds, unless otherwise specified.

Albion, Chelsea 45 MPH

MICHIGAN LINE

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP MH 12.0 to MP MH 13.0	MP MH 83.0 to MP MH 84.0
MP MH 24.0 to MP MH 25.0	MP MH 111.0 to MP MH 112.0
MP MH 64.0 to MP MH 65.0	MP MH 132.0 to MP MH 133.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Kalamazoo to Michigan City	3190	4460	4540	5570	6910	10769
Michigan City to Porter	3190	4460	4540	5570	6910	10769
Eastward						
Porter to Michigan City	4170	5840	5910	7110	8840	14135
Michigan City to Kalamazoo	4170	5840	5910	7110	8840	14135

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Michigan Line — 315,000 lbs. for coal and grain;
286,000 lbs. for all other freight.

B. LOCATION OF ENGINE RESTRICTIONS

Jackson: 6-axle locomotives are restricted on Jackson (Northern Industrial Track).

AUTHORIZED:

Ft. Wayne Wye May Be Used To Wye Power Only.

6. SWITCHES AND DERAILS

LOCATIONS WHERE TRAINS MAY NOT CLEAR

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

Location	Switch
Dearborn	MP MH 9.25, Greenfield Village
Inkster	MP MH 13.1, Sidetrack
Wayne	MP MH 16.4, Clearview
Wayne — Willow Run	MP MH 19.5 and MP MH 25.5
Ypsilanti	MP MH 28.7
Ypsilanti	MP MH 30.4
Four Mile Lake	MP MH 51.4
MP MH 74.4	Main 1 — Jackson — Beltline Switch
Parma	MP MH 86.1, Main 1
Augusta	MP MH 130.3, Main 1

MICHIGAN LINE

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Albion, MI	46
Jackson, MI	46
Francisco, MI	46
Ann Arbor, MI	46
Willow Run, MI	46
Dearborn, MI	46
NOTE: To call Saginaw Yard	46
from Jackson:	64
To call Botsford Yard	46
from Hinman:	64
Porter, IN	46
Kalamazoo, MI	46
Battle Creek, MI	46

OTHER LOCATIONS

Location	Channel
Wayne	
Yardmaster	46 or 58
Kalamazoo	
Yardmaster, Botsford Yard	46, 64, 50, 58

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Dearborn Dispatcher	Code 642
Kankakee Dispatcher	Code 641

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Dearborn Dispatcher	313-323-5863	M/W 520-5863
Kankakee Dispatcher	313-323-5864	M/W 520-5864

8. DETECTOR INSTRUCTIONS

None.

MICHIGAN LINE

9. DISTRICT INSTRUCTIONS

A. RUSTY RAIL CONDITIONS

Rule 125(b) is in effect as follows:

Track	Located at/or	Between/at	And
Michigan Line On Signaled Siding	All Crossings	MP MH 51.9	MP MH 56.1

B. PASSENGER STATION REQUIREMENTS

All trains approaching Jackson Amtrak Psgr. Station on Main 1 Track and Kalamazoo Amtrak Psgr. Station on Main 2 Track must approach at Restricted Speed unless assured by Train Dispatcher/Control Operator or Block Operator that there are no passenger trains working at or approaching these stations.

C. GENERAL INSTRUCTIONS

1. Albion — Guardian Industries

Employees while working at Guardian Industries are prohibited beyond posted sign.

2. Willow Run

Employees are prohibited from riding on the sides of cars serving General Motors Corp., Hydramatic Division, due to insufficient clearance between Dock Lead and Chevy Lead. Frame-type cars and auto carrier-type cars must not be handled on these tracks at the same time.

3. ITCS Trains

Amtrak high-speed tests, with ITCS (Incremental Train Control System) equipped non-revenue test trains only, are being conducted by authority of a conditional waiver granted by the FRA. The movement of ITCS trains while high-speed testing is in progress must be made with an "Absolute Block" and all other train movements on the adjacent siding track must be stopped. Prior to an ITCS-symbolled test train commencing a high-speed test, crew members assigned to any other train movements will notify the Train Dispatcher/Control Operator, via Drawbridge Operator, that they have their train stopped. ITCS crew members must confirm verbally with Drawbridge Operator that Train Dispatcher/Control Operator has established an "Absolute Block" and that train movements on adjacent siding track are stopped. Maximum Speed allowed for ITCS test trains is as follows: 100 MPH.

4. Lansing I.T.

Account steep descending grade conditions, cars, locomotives, or any other type equipment must not be left on the Lansing I.T. at Albion, MI, MP VP 22.0 on the track leading into Premier Corrugated for any reason.

MICHIGAN LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. GENERAL INSTRUCTIONS (CONT.)

5. Close Clearance

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

Jackson Yard
Botsford Yard
Saginaw Yard

No cars can be ridden in these yards unless the adjacent track to which you are riding is clear. If you cannot see if the adjacent track is clear due to inclement weather or darkness, the track must be preceded. Do not depend on inventory or yard turnover information.

Close clearance conditions also exist at the Lansing General Motors Auto Plants and Fisher Body Stamping Plant in Grand Rapids, MI. Extreme caution must be used when working in and around these plants.

Not all close clearances are bulletined or posted. Be alert for close clearance signs or close clearance locations or situations created by outside interference. Stay well versed on **Safety Rule GR-13(a)**.

6. Wayne Industry

Before switching Wayne Industry, MP MH 18.0, NS employees must contact Industry personnel and request no movement or activity take place while the Plant is being serviced.

7. Wayne Yard

Road power will only be used for switching purposes at Wayne Yard when local power is unavailable. If road power is used, only light use of the independent will be allowed in conjunction with air during switching operations. Switching will be limited to a maximum of 30 car cuts and all crew members must know the location of loads and empties when switching.

8. Flat Switching

At any location where flat switching is permitted on stub end tracks, the following instructions apply:

Before starting flat switching on stub end tracks, a crew member must ensure that at least four (4) hand brakes are applied at the stub end of track and the last car on the track is at least three (3) car lengths from the end of track.

As a reminder, flat switching is never permitted on Main, Secondary or Customer Tracks.

KALAMAZOO BRANCH

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			KANKAKEE DISPATCHER..... AAR-46 [641]	
			KH 0.0 CP-421..... (Chicago Line) (CP)	
			KH 9.0 Bristol	
	-----	12750	KH 13.6 CP-14..... (CP)	
			KH 14.7 MI/IN State Line (Vistula Siding)	
			KH 16.1 CP-16..... (CP)	
			KH 17.6 White Pigeon Jct. (Michigan So. Ind.)	
			KH 18.5 CP-18..... (CP)	
			KH 25.7 HBD-DED	
			FB 28.6 FOURTH ST. (Three Rivers, MI) (Old Airline Ind. Crossing) (CP)	
	-----	9780	FB 31.1 COWLING..... (CP)	
	SS		FB 33.0 PARK (CP)	
	CNNA		FB 40.8 SCHOOLCRAFT (CNNA Crossing) (C)	
			FB 41.0 CRAFT	
			FB 50.8 KAL	
			FB 54.0 Gibson (BO Secondary)	
	NS		FB 54.6 BO (Michigan Line Crossing) (Kalamazoo, MI) (C)	
			FB 57.3 COOP	
			FB 64.8 RC	
			FB 66.5 MILL (Plainwell I.T.)	
		FB 81.9 WAYLAND		
		FB 92.5 KARL (Hastings R.T.)		
		FB 96.5 FISHER		
		FB 100.0 BURTON (Hughart R.T.) (Grand Rapids, MI)		
R.T.		(Connection between Kalamazoo Branch and Michigan Line)		
NS		KY 0.0 GIBSON (Kalamazoo Branch).....	} BO Secondary	
		KY 0.3 Michigan Ave. (CK&S Industrial)		
NS		KY 0.5 BO (Michigan Line).....		

1

KALAMAZOO BRANCH

STATION PAGE INFORMATION

NOTE 1: Remotely Controlled by CNNA Dispatcher.

1. RULES IN EFFECT

Between	Main Track Rules
CP-421 and Park	261
Park and Burton	171
Gibson and BO, BO Secondary	93

2. MAXIMUM SPEEDS

Between	SS	Main Track MPH	Other Tracks
CP-421 and Park Except: MP KH 0.0 to MP KH 3.4		50	
CP-14 to CP-16, Signaled Siding	20	30	
MP KH 21.1 to MP KH 22.0		30	
MP KH 26.0 to MP FB 31.1		30	
MP FB 31.1 to MP FB 33.0		40	
Cowling to Park, Signaled Siding	30		
Park and Burton Except: MP FB 40.7 to MP FB 41.1		40	
MP FB 50.8 to MP FB 54.0		25	
MP FB 54.0 to MP FB 54.6		30	
MP FB 54.6 to MP FB 57.3		15	
MP FB 68.9 to MP FB 69.5		25	
MP FB 66.0 and MP FB 70.0, Plainwell I.T., Restricted Speed not exceeding:			30
Gibson and BO, BO Secondary, Restricted Speed not exceeding:			15
			10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP KH 9.0 to MP KH 10.0
MP FB 44.0 to MP FB 45.0
MP FB 81.0 to MP FB 82.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Elkhart to Kalamazoo	2760	3860	3940	4870	6030	9103
Southward Kalamazoo to Elkhart	4170	5840	5910	7110	8840	14135

KALAMAZOO BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

6-axle locomotives are prohibited from use on the Upjohn Industrial.

AUTHORIZED:

Cars having a combined weight of car and lading in excess of 270,000 lbs. for coal and grain only, and 315,000 lbs. for all other freight, must not be handled.

CP-421, MP KH 0.0, and WP Jct., MP KH 17.6 — 286,000 lbs.

WP Jct., MP KH 17.6, and Burton, MP FB 100.0 — 273,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Kalamazoo Branch	Kalamazoo and Burton	11,900	11,600

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

These instructions do not apply to radio trains.

6. SWITCHES AND DERAILS

A. POSITION OF MAIN TRACK SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
Pavilion Junction	Upjohn Ind.	CNNA	NS
Gibson	Kalamazoo Branch	BO Secondary	To BO Secondary

B. LOCATIONS WHERE TRAINS MAY NOT CLEAR

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

Location	Switch
MP KH 3.1	Carpenter Mfg.
MP KH 4.1	Woodco Switch
MP KH 21.1	Switch to Pioneer Seed
MP KH 21.2	Switch to Owens, IL
MP KH 28.9	Switch to Huddleston Lumber Co.

KALAMAZOO BRANCH

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Elkhart, IN	46
White Pigeon, MI.....	46
Schoolcraft, MI	46
Plainwell, MI	46
Moline, MI	46

OTHER RADIO BASE LOCATIONS

Location	Channel
Kalamazoo	
Yardmaster, Botsford Yard	46, 64, 50, 58
Grand Rapids	
Yardmaster, Hughart Yard	46, 64, 50, 58

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Dearborn Dispatcher	Code 642
Kankakee Dispatcher	Code 641

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Dearborn Dispatcher	313-323-5863	M/W 520-5863
Kankakee Dispatcher	313-323-5864	M/W 520-5864

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Hughart	Burton and Pleasant St.	Yardmaster at Hughart	15 MPH
Hastings	MP FB 88.1 and Hughart R.T.	Yardmaster at Hughart	10 MPH

B. OTHER TRACKS

INDUSTRIAL TRACKS — MOVEMENT AUTHORIZATION

Upjohn Industrial — Operator BO.

C. LOCATION OF CONTROLLED RAILROAD CROSSING AT GRADE

At the following controlled railroad crossing at grade, trains and On-Track equipment will proceed as follows when signal displays Stop:

CNNA MP FB 40.8. Contact CNNA Dispatcher, Desk TD-4 by phone at 215-349-4681.

KALAMAZOO BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

D. GENERAL INSTRUCTIONS

1. Fisher Body Yard

The GM Lead is positioned at the Fisher Body Yard in Grand Rapids, MI. It provides access to the GM Plant located at MP FB 98.0.

This lead consists of three (3) tracks and provides direct access to the plant. GM controls access to the plant by using certain lights and derails. All three (3) tracks are stub and Restricted Speed not exceeding 5 MPH applies. All shoving moves must be protected by qualified employees on leading end. The public and employees associated with GM may foul the tracks at any given time.

The first switch to the GM Lead of the Fisher Body Yard is called "The Divider Switch" for Tracks 3, 4 and 6. This switch is located just inside the gate for GM. This gate must be secured in the open position.

Derail indicators are located at the "Divide Switch" and at the 3-4 switch. The derail indicator is a lighted signal and displays RED for derail on and YELLOW for derail off. The derail indicators are for information only. This gives advance notice to the crew so that they can contact GM by cell phone provided or Yardmasters and get the derails removed. You can pass the derail indicators displaying YELLOW or RED and use it as information only. You must inspect the position of known derails no matter what indication you receive.

Derails are located on tracks as follows:

- 6 Track — 195 feet from "Divide Switch"
- 3 Track — 195 feet from "Divide Switch"
- 4 Track — 195 feet from "Divide Switch"

2. Hand Brakes at Fisher Body

At Fisher Body (Grand Rapids, MI) all yard tracks will be secured with a minimum of four (4) hand brakes on the north end of track and cars will be placed no less than three (3) car lengths from the end of track at the north end.

3. Close Clearance

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

- Hugart Yard
- Botsford Yard
- Fisher Body Yard

No cars can be ridden in these yards unless the adjacent track to which you are riding is clear. If you cannot see if the adjacent track is clear due to inclement weather or darkness, the track must be preceded. Do not depend on inventory or yard turnover information.

Close clearance conditions also exist at the Lansing General Motors Auto Plants and Fisher Body Stamping Plant in Grand Rapids, MI. Extreme caution must be used when working in and around these plants.

Not all close clearances are bulletined or posted. Be alert for close clearance signs or close clearance locations or situations created by outside interference. Stay well versed on **Safety Rule GR-13(a)**.

KANKAKEE BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			KANKAKEE DISPATCHER..... AAR-46 [641]	
		KS 57.6	NIPSCO (Nipsco I.T.)	
		KS 58.0	Wheatfield	
		KS 64.6	MOTT	
		KS 73.4	SHELBY (CSXT Crossing)..... (A)	
		KS 74.5	DED	
		KS 78.6	SCHNEIDER..... (CP)	
			(Kankakee Line)	
		KS 81.1	DED	
		KS 82.7	IN/IL State Line	
		KS 87.1	DELL	
		KS 89.6	MJ (UPSP Crossing) (Momence)..... (C)	1
		KS 95.8	HBD-DED	
		KS 99.1	K2	
		KS 100.2	Hobbie Yard	
		KS 100.9	KENT	
		KS 101.0	KX (CNNA Crossing) (C)	2
		KS 102.7	K3 (Kankakee R.T. 1 and 2)	
		KS 103.5	Kankakee Yard	
		KS 104.0	GREEN	
		KS 106.6	DED	
		KS 113.3	KIRT	
		7000	Reddick Siding	
		KS 123.0	RED	
		KS 124.4	DED	
	KS 130.1	DWIGHT (UPSP Crossing)..... (C)	1	
	KS 135.8	WALL (Sunbury)		
	KS 141.8	DED		
	KS 149.3	MISS (Streator R.T.)		
	3525			
	KS 150.6	IOWA		
	KS 152.4	STREATOR..... (C)	3	
	KS 161.5	RICH		
	KS 174.7	MACK (McNabb)		
	KS 184.0	HENN		
	KS 184.5	HENNEPIN		

KANKAKEE BRANCH

STATION PAGE INFORMATION

NOTE 1: Remotely Controlled by UPSP Dispatcher.

NOTE 2: Remotely Controlled by IC Dispatcher.

NOTE 3: Remotely Controlled by BNSF Dispatcher.

1. RULES IN EFFECT

Between	Main Track
	Rules
Nipsco and Miss	171
Miss and Iowa	137
Iowa and Hennepin	171
Nipsco I.T.	137

2. MAXIMUM SPEEDS

Between	Main Track	Other Tracks
	MPH	
Nipsco and Schneider	30	
Except: Shelby, through Interlocking, Applies to Head End Only	20	
Nipsco Over Scale	4	
Schneider and K2	45	
K2 and MP KS 105.0	25	
Except: KX, Applies to Head End Only	20	
MP KS 105.0 and Miss	45	
Except: MP KS 111.3, Co. Rd. 15 Crossing, Applies to Head End Only	40	
MP KS 115.9, Co. Rd. 11 Crossing, Applies to Head End Only	40	
MP KS 119.4, Caberry Rd. Crossing, Applies to Head End Only	40	
MP KS 124.4, Co. Rd. 1285 Crossing, Applies to Head End Only	40	
Iowa and Hennepin	30	
Except: MP KS 150.7 to MP KS 154.0	20	
Wye at Hennepin		5
Mittal Steel I.T. at Hennepin, Restricted Speed not exceeding:		5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP KS 97.0 to MP KS 98.0

KANKAKEE BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Wheatfield to Schneider	5240	7350	7390	8720	10850	17810
Gibson Yard to Hennepin	3000	4000	4800	5940	6600	7790
Eastward						
Schneider to Wheatfield	5240	7350	7390	8720	10850	17810
Kankakee to Gibson Yard	3800	5050	6050	7515	8350	9850
Gibson Yard to Porter	3470	4840	4920	6000	7540	11748

5. LOCOMOTIVE AND CAR RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Between Nipsco, MP KS 57.6 and

Streator — BNSF Connection, MP KS 152.4 — 286,000 lbs.

Between Streator, MP KS 152.4 and Hennepin, MP KS 184.5 — 263,000 lbs.

6. SWITCHES AND DERAILS

POSITION OF MAIN TRACK SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
Streator R.T.	Streator R.T.	BNSF Connecting Track (Iowa Track)	No normal position. Switch will be left lined as last used.
Hennepin	Kankakee Branch	Wye Track MP KS 184.0	Wye Track East Leg

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Wheatfield, IL	46
Schneider, IN.....	46
Cook, IN	46
Granville, IL	46
Streator, IL.....	46
Reddick, IL	46
Kankakee, IL	46

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Kankakee Dispatcher	Code 641

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Kankakee Dispatcher	313-323-5864	M/W 520-5864

KANKAKEE BRANCH

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Train Operation in Nipsco Wheatfield

All crews bringing loaded trains into Nipsco, Wheatfield, should place power in fueling track after placement of train, if not possible, notify Assist. Chief Dispatcher, Dearborn.

2. Operational and Safety Awareness — Kankakee District

To ensure all tracks at northern Indiana Public Service Company (Nipsco-Schafer Station), Wheatfield, IN, remain properly secured, the following instructions are now in effect:

All trains delivered and left standing at Nipsco-Schafer Station will need to be secured using a minimum of two (2) hand brakes and additional sufficient amount if required. These required brakes are now to be placed on the south or rear end of incoming trains.

These required brakes will be in addition to any other hand brakes applied.

3. MJ INTERLOCKING

Permission to pass Stop Signal is as follows:

Trains and On-Track equipment must contact Kankakee Dispatcher for authority to pass stop signal in accordance with **Rule 238** and/or **Rule 808**. Kankakee Dispatcher must secure permission of UP Dispatcher prior to authorizing movement to pass home signal. After permission is received from Kankakee Dispatcher, movements will be governed by instructions posted at this location.

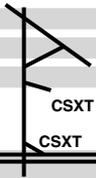
4. KA22 Track Switch

The normal position of the KA22 Track switch located on the lead at the west end of Kankakee Yard is to be lined and locked for the lead when not in use. It is the responsibility of the crew using the switch to ensure that it is lined and locked for the switching lead when not in use.

5. Stub Track at Dwight

The former interchange stub track at Dwight, IL, on the R.R. Donnelley Industrial Lead, shall not be left occupied by freight equipment after the completion of switching duties. This track shall remain clear at all times possible when not engaged in active switching to allow for the increased visibility of the eastward home signal at Dwight Interlocking, MP KS 130.1.

MIAMI CUT BRANCH / OAKDALE CONNECTING TRACK

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			TOLEDO YARD DISPATCHER..... AAR-64 [646]	
		CD 287.6	MAUMEE (Chicago Line)..... CP	
		CD 286.9	CP-286 (Chicago Line)..... CP	
		DY 2.3	OAK (Oakdale Conn., CSXT)..... CP	
		DY 4.0	STANLEY (CSXT) ©	

1. RULES IN EFFECT

Between	Main 1 Track
Maumee and Stanley	Rules
Oak and CP-286, Oakdale Connecting	261
	261

2. MAXIMUM SPEEDS

Between	Main Track
Maumee and Stanley	MPH
Oak and CP-286, Oakdale Connecting	20
	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Miami Cut Branch/Oakdale Connecting Track — Cars having a combined weight of car and lading in excess of 270,000 lbs. for coal and grain only, and 315,000 lbs. for all other freight.

MIAMI CUT BRANCH / OAKDALE CONNECTING TRACK

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Miami Cut Branch/ Oakdale Connecting Track	Maumee and Stanley	Unrestricted	13,900

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

These instructions do not apply to radio trains.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Toledo Yard Dispatcher	Code 646

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Toledo Yard Dispatcher	313-323-5861	M/W 520-5861

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

Movements in Yard E are under the jurisdiction of the Toledo Airline Yardmaster.

TOLEDO BELT CONNECTING TRACK

EAST 	SIDINGS IN FEET	MP	STATION	NOTE
			TOLEDO YARD DISPATCHER..... AAR-64 [646]	
		CD 286.9	CP-286 (Chicago Line).....	CP
		TB 1.2	CP-286.....	CP
		TB 2.4	Sun	
		TB 3.0	Dearborn	
		TB 3.9	Berger	
		TB 5.3	IRONVILLE	

1. RULES IN EFFECT

	Main Track
Between	Rules
CP-286, MP TB 1.2 and Berger, MP TB 3.9	171
Berger, MP TB 3.9 and Ironville, MP TB 5.3	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
CP-286 and Ironville	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

250-ton crane must not be handled.

TOLEDO BELT CONNECTING TRACK

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Toledo Yard Dispatcher	Code 646

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Toledo Yard Dispatcher	313-323-5861	M/W 520-5861

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. IRONVILLE, MP TB 5.3

Prior to eastward movement proceeding beyond Berger, MP T 3.9, to enter Homestead Yard, verbal permission must be received from Yardmaster at Homestead Yard.

B. CP-286

The approach signal to CP-286 located at MP TB 2.2 displays aspects in accordance with **Rules N293(b)** (Approach Clear) and **N293(c)** (Approach Restricting).

RANDALL I.T.

EAST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
			CLEVELAND TERMINAL DISPATCHER..... AAR-64 [648]	
		RH 4.0	Von Willer Yard	
		RH 5.2	ERIE CROSSING © (Cleveland Line) (Randall I.T.)	
		RH 5.5	PHIL	
		RH 11.3	RAND	
		RH 16.5	Solon	
	RH 27.5	End of Track		

1. RULES IN EFFECT

	Main Track
Between	Rules
Erie Crossing and End of Track	137
Randall I.T.	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Erie Crossing and Rand	10
Randall I.T., Restricted Speed not exceeding:	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Randall I.T. between Erie Crossing and Von Willer Yard — 286,000 lbs.

RANDALL I.T.

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Randall I.T.	Erie Crossing and Aurora	12,800	—

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

These instructions do not apply to radio trains.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Cleveland Terminal Dispatcher	Code 648

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Cleveland Terminal Dispatcher	313-323-5955	M/W 520-5955

8. DETECTOR INSTRUCTIONS

None.

RANDALL I.T.

9. DISTRICT INSTRUCTIONS

A. RUSTY RAIL CONDITIONS

Rule 125(b) is in effect as follows:

Track	Located at/or	Between/at	And
Randall I.T.	All Crossings	Broadway	Erie Crossing
East 37th St., MP RH 2.9	Cleveland Miles Rd.	East 131st St., MP RH 7.9	Harper Rd., MP RH 15.0

B. TRACKS OUT OF SERVICE

Track Out of Service between MP RH 0.0 and MP RH 2.8 and between MP RH 14.8 and MP RH 27.5.

C. MP RH 2.8 AND SOLON

Protect all crossings in compliance with Rule 125(b) between MP RH 2.8 and Solon.

LANSING SECONDARY

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DEARBORN DISPATCHER AAR-46 [642]	1
		L Z 0.0	JACKSON (Michigan Line) ©	
		L Z 22.5	WICKES	
		L Z 32.5	LA	
		L Z 34.8	Lansing Yard	
		L Z 35.9	CEDAR ST. (CNNA Crossing) ©	
	L Z 36.9	MA (CSXT) ©		

STATION PAGE INFORMATION

NOTE 1: Remotely Controlled by CNNA Dispatcher.

1. RULES IN EFFECT

Between	Main Track Rules
Jackson and MA	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
Jackson and MP LZ 1.5	10
MP LZ 1.5 and MP LZ 24.3	25
MP LZ 24.3 and MP LZ 25.2	10
MP LZ 25.2 and MP LZ 32.6	25
MP LZ 32.6 and MA	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP LZ 9.0 to MP LZ 10.0
MP LZ 31.0 to MP LZ 32.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Jackson to Lansing	4650	6510	6570	7840	9740	15346
Southward Lansing to Jackson	3790	5300	5370	6510	8090	12532

LANSING SECONDARY

5. LOCOMOTIVE AND CAR RESTRICTIONS

System Instruction EQ-1 applies.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Lansing Yardmaster, Saginaw Yard	46, 64, 50, 58

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Dearborn Dispatcher	Code 642

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Dearborn Dispatcher	313-323-5863	M/W 520-5863

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF CONTROLLED RAILROAD CROSSING AT GRADE

At the following controlled railroad crossing at grade, trains and On-Track equipment will proceed as follows when signal displays Stop:

Contact CNNA Dispatcher at Cedar Street, MP LZ 35.9
by wayside phone at 248-740-6447 Desk TD-3.

B. RUSTY RAIL CONDITIONS

Rule 125(b) applies at:

MP LZ 35.4, Mt. Hope Road
MP LZ 25.0, Mason — All Tracks

STANLEY SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows two main horizontal tracks: NS (top) and CSXT (bottom). Between them are two sidings, labeled 1 and 2. Siding 1 is a single-track siding branching off from the NS track and connecting to the CSXT track. Siding 2 is a double-track siding branching off from the NS track and connecting to the CSXT track. Arrows indicate the direction of travel: from NS towards CSXT, and from CSXT towards NS.</p>			TOLEDO YARD DISPATCHER..... AAR-64 [646]	
		DK 1.8	CP-286 (Chicago Line)..... (CP) (Oakdale Conn.)	
		DK 4.8	WALBRIDGE (CSXT) (C)	

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
CP-286 and Walbridge	171	171

2. MAXIMUM SPEEDS

	Main 1 Track	Main 2 Track
Between	MPH	
CP-286 and Walbridge	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

STANLEY SECONDARY

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

B. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS

On the Stanley Secondary, up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 653
Chief Dispatcher	Code 640
Dearborn Dispatcher	Code 642
Toledo Yard Dispatcher	Code 646

TELEPHONE

CYO	800-898-4296	M/W 589-5620
Chief Dispatcher	313-323-5806	M/W 520-5806
Dearborn Dispatcher	313-323-5863	M/W 520-5863
Toledo Yard Dispatcher	313-323-5861	M/W 520-5861

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

CHICAGO DISTRICT SUPPLEMENT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
2 1			CUMMINGS DRAWBRIDGE OP..... AAR-92 [922]	
	SS 6696E 6165W	B 488.3	HOBART	1
		B 497.9	VAN LOON (YL) (C)	
			CHICAGO DISPATCHER AAR-92 [922]	
		B 500.3	OSBORN (C)	
		B 503.8	HAMMOND (C)	
		B 504.7	STATE LINE (Gary Branch) (C)	
		B 505.9	BURNHAM (A)	
		B 506.8	Hegewisch (C)	
		B 507.3	Torrance (C)	
		B 507.9	CUMMINGS (Movable Bridge)..... (DB) (C)	2
		B 510.0	110TH STREET Y (YL) (C)	
		CRL	Calumet Yard..... (N)	2
		B 512.3	PULLMAN JCT..... (C)	
		B 515.7	81ST STREET (C)	
		B 517.8	BELT JCT. (C)	
	CSXT			
	C 9.8	FOREST HILL (C)		
	C 10.8	Landers Yard..... (C)	2	
	C 12.2	ASHBURN (C)		

CHICAGO DISTRICT SUPPLEMENT

NOTICE

All Division Wide and System Wide Special Instructions contained in the current Lake Division Timetable remain in effect.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Hobart and Van Loon	261	
Van Loon and Burnham		251/93
Burnham and 110th Street		261
110th Street and Pullman Jct.	261	
Pullman Jct. and 81st Street		261
81st Street and BRC Jct.	251	
BRC Jct. and Forrest Hill		251

Train Movements: Trains and engines operating between Van Loon and Cummings will be governed under control authority for the track sections as listed below. Trains and engines may enter the Main Track, move against the current of traffic, and cross over from one Main Track to the other, only by authority of governing Control Station.

Track Section

Van Loon to 81st Street
Hobart to Van Loon

Control Station

Cummings
Train Dispatcher/Control Operator — FTW

CHICAGO DISTRICT SUPPLEMENT

2. MAXIMUM SPEEDS

	WB Main 2	EB Main 1	Main Track
Between	MPH		
MP B 486.7 and MP B 497.7			60
MP B 486.7 and MP B 489.0, Curves			45
MP B 486.7, Westward Siding, Turnouts and Siding			25
MP B 486.7, Eastward Siding, Through Turnout east end			25
MP B 488.3, Eastward Siding, Through Turnout west end			15
MP B 489.0 and MP B 492.1, Over crossings, Engine Only			45
MP B 492.1 and MP B 497.7			50
MP B 492.1 and MP B 497.7, Over crossings, Engine Only			30
MP B 497.7, Through Turnout			40
MP B 497.7 and MP B 500.2	50	50	
MP B 500.2 and MP B 500.5	45	45	
MP B 500.1 and MP B 501.8, Operating Against Current of Traffic Over Crossings	20	20	
MP B 500.5, Over IHB Crossing	40	40	
MP B 500.5 and MP B 502.6	45	45	
MP B 502.8 and MP B 503.7, Operating Against Current of Traffic Over Crossings	20	20	
MP B 502.6 and MP B 507.9	25	25	
MP B 507.9, Cummings Drawbridge Through Turnouts			25
MP B 507.9 and MP B 510.3	25	25	
MP B 510, Calumet Yard, All Yard Tracks	10		
MP B 510.3 and MP B 512.1			40
MP B 512.1 and MP B 512.3, Curves			15
MP B 512.3, IC Conn., Pullman Jct. to IC #4 Thorofare			10
MP B 512.3, Pullman Branch, All Tracks			10
MP B 512.3, Verson Lead			10
MP B 512.3 and MP B 515.7	40	40	
MP B 515.7 and MP B 516.3			15
MP B 516.3, Through Turnouts			15
MP B 516.3, Stack Connection Track			15
MP B 516.3, METRA Conn. Track to Southwest Sub Dist 74th St.			25
MP B 516.3, Stack Connection Track, Crossover to BRC Northward Main			10
MP B 516.3 and 517.3, 80th St., Belt Jct. on BRC Northward Main	25		
Belt Jct., Between Home Signals	25		
METRA Trackage 74th St. to Ashburn	40	40	
METRA 74th St., Curve	20	20	
MP C 9.8, Between Home Signals	30	30	
MP C 12.2, Through Turnout			40

RESTRICTED SPEED APPLICATION

Restricted Speed not exceeding 10 MPH permitted as follows:

- Calumet Yard All Tracks
- Chicago Mixing Center All Tracks
- Landers Yard All Tracks
- Pullman District All Tracks

CHICAGO DISTRICT SUPPLEMENT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

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

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATIONS OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

EXCEPTIONS:	<u>Authorized Weight</u>
Chicago District (4-axle cars) for coal and grain	315,000 lbs.
for all other freight.....	286,000 lbs.
Chicago District (6-axle cars)	394,500 lbs.
METRA Southwest Sub. (4-axle cars) for coal and grain	315,000 lbs.
for all other freight.....	286,000 lbs.
METRA Southwest Sub. (6-axle cars).....	394,000 lbs.

B. LOCATIONS OF ENGINE RESTRICTIONS

6-axle locomotives are prohibited on the following tracks:

1. MP B 501.9, Osborn — H.T. Aluminum
2. MP B 507.6, Succrest Industry Track
3. MP B 512.3, Pullman District, all tracks except Main Line

6. SWITCHES AND DERAILS

LOCATIONS WHERE TRAINS MAY NOT CLEAR

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

Location	Switch
MP B 490.1	Nipsco Track

7. COMMUNICATION INFORMATION

Dispatcher	Base Station	AAR Channel
Ft. Wayne	Hobart, IN	92

OTHER RADIO BASE LOCATIONS

Location	Channel
Calumet Roundhouse	76
Calumet Yardmaster	76, 22
Cummings Operator.....	76
Landers Operator	22

CHICAGO DISTRICT SUPPLEMENT

8. DETECTOR INSTRUCTIONS

Location	Milepost	Direction Activated	Type Detector
So. Gary, IN	B 493.0	Both	TSA

9. DISTRICT INSTRUCTIONS

A. CHICAGO TERMINAL OPERATION

Chicago Terminal District

Chicago Operating Rules Association — C.O.R.A. Guide

The *Chicago Operating Rules Association (C.O.R.A.) Operating Guide* is in effect. This guide will be in effect on all railroads operating within the Chicago Terminal District. This District is defined as the trackage inside the circumference of the Elgin, Joliet and Eastern Railroad (EJ&E).

Operating crews traversing the property of another railroad within this territory will be governed by their home road rules and special instructions, except for those rules specified in the particular section of the *C.O.R.A. Operating Guide* of the railroad over which the train is being operated. Each railroad section of the *C.O.R.A. Guide* will include information relative to operating over the particular line segment. Effective at the same time, *C.O.R.A. Guide* modifications will be issued by the home railroad. Railroads operating over the affected line segment will be responsible for issuing this information in their respective publication(s). Operating crews will be held accountable for this information as required by the respective road operating rules.

In cooperation with the City of Chicago, the following highway crossing at grade is a "Designated 911 Emergency Route":

13000 South Torrence Located at MP B 507.3

When the emergency route is blocked in excess of 10 minutes, following notification procedure must be implemented:

1. Train Crew — Notify the Cummings Drawbridge Operator by the quickest means available, Radio Channel 76-76, M/W 7-943-8057, and Bell 773-933-8057.
2. Cummings Drawbridge Operator — Notify the 911 Emergency Contact Number, 123-456-7890, and report the following information:
 - (a) Name of Railroad (Norfolk Southern)
 - (b) Name and location of Street obstructed (13000 S. Torrence)
 - (c) Reason for obstruction, and
 - (d) Call back phone number (773-933-8057)

The Cummings Drawbridge Operator must furnish follow-up information when:

1. The Crossing is Clear, or
2. It is determined that a major incident is involved and duration of obstruction will be extensive.

NOTE: Routine updates must be made containing current information.

CHICAGO DISTRICT SUPPLEMENT

9. DISTRICT INSTRUCTIONS (CONT.)

B. CHICAGO TERMINAL OPERATION — RULE 247

The last paragraph of **Rule 247** does not apply at the following locations:

Van Loon, Osborn, Hammond, State Line

C. CHICAGO TERMINAL OPERATION — GENERAL INSTRUCTIONS

MP B 497.0

Do not place any cars west of the east end of the ballast pit located approximately 30 feet from the Main Line switch on the repair track. There are no walkways around the ballast pit.

MP B 500.0

Between Osborn Interlocking and 110th Street Interlocking all trains and engines must not enter the Main Track without first securing permission from the Control Station at Cummings.

MP B 502.0

When the westward home signal located east of Columbia Ave., MP B 502.5, Hammond, displays a STOP aspect, train or engine must not proceed without permission of the Cummings Bridge Operator.

MP B 503.0

A Holdout signal is located east of Oakley Street, Hammond, MP B 503.5. Signal will display one (1) Lunar White Light when westward home signal at Hohman Interlocking displays a proceed indication.

MP B 507.0

1. All train movements either into or out of the Chicago Vehicle Mixing Center, at Burnham, MP B 506.1, or Torrence Ave., MP B 507.3, must either have a signal or permission of the Operator at Cummings Drawbridge.
2. Operator at Drawbridge will not grant permission or give signals without permission of Mixing Center Manager on duty.
3. All movements in Mixing Center are under control of Mixing Center Manager and can be made only after authorized.
4. The interlocking at Burnham, MP B 505.9, Chicago District, is an automatic interlocking.
5. The release box is located in the southeast quadrant on the bungalow. **NOTE:** The Control Station at Cummings Drawbridge will control the power crossover and must also request signals for movements on the Chicago District.
6. If excess time is consumed by a movement on any track in approach to the home signal, the route established for the movement will be released and the home signal will change to stop. The proceed indication may be restored by pulling within 200 feet of governing signal, or by pushing push button release located in southeast quadrant on the bungalow.

CHICAGO DISTRICT SUPPLEMENT

9. DISTRICT INSTRUCTIONS (CONT.)

C. CHICAGO TERMINAL OPERATION — GENERAL INSTRUCTIONS (CONT.)

MP B 507.0 (Cont.)

INSTRUCTIONS FOR OPERATING EMERGENCY RELEASE

1. Obtain authority from the operator at Cummings Drawbridge before executing instructions.
2. Determine that there is not a conflicting movement present, or approaching.
3. If the Red Indication Light is lit:
 - (a) Operate push button for five (5) seconds then release. The White Indication should light up and the Red Indication should stay lit. The governing home signal should display an indication to proceed.
 - (b) If the governing home signal does not display an indication to proceed and both the Red and White Indications are lit: the movement may proceed at Restricted Speed.
 - (c) If the White Indication Light is not lit and the Red Indication Light is lit: wait eight (8) minutes before proceeding past the home signal. Stop before fouling a conflicting route and wait an additional six (6) minutes before proceeding at Restricted Speed.
4. If the Red Indication Light is off:
 - (a) A conflicting home signal may be displaying an indication to proceed. Wait eight (8) minutes and if no conflicting movement is observed, operate the push button and hold for five (5) seconds then release. The Red Indication and the White Indication should light up and the governing home signal should display an indication to proceed.
 - (b) If the governing home signal does not display an indication to proceed and both the Red and White Indications are lit: the movement may proceed at Restricted Speed.
 - (c) If either the Red Indication or the White Indication does not light up: wait eight (8) minutes before proceeding past the home signal. Stop before fouling a conflicting route and wait an additional six (6) minutes before proceeding at Restricted Speed.

MP B 508.0

Westward trains approaching Calumet Yard must contact Calumet Yardmaster upon receiving a proceed indication at Cummings Drawbridge in order to obtain train yarding instructions.

MP B 510.0

1. All trains entering or leaving Calumet Yard must have permission from the Yardmaster.

CHICAGO DISTRICT SUPPLEMENT

9. DISTRICT INSTRUCTIONS (CONT.)

C. CHICAGO TERMINAL OPERATION — GENERAL INSTRUCTIONS (CONT.)

MP B 510.0 (Cont.)

2. The following guidelines must be used when handling any **Triple Crown** trains in and out of Calumet Yard:
 - (a) Upon arrival, information will be exchanged between Engineer and **Triple Crown** identifying the TC Supervisor who will be responsible for radio direction.
 - (b) After being advised that **Triple Crown** is on the train, Engineer will not move until he is advised "**Triple Crown Supervisor** (name) to Train (ID) all **Triple Crown** employees are in the clear." The train will not be moved until the Engineer receives this information. Engineers must not accept this information from any other person except the Supervisors outlined in item 1.
3. The Main Track between 110th St. and Pullman Jct. is designated at the "High Main."
4. Movements between 110th St. and 81st St. are under the jurisdiction of the Control Station at Cummings. Derails and banners are located in the territory as follows:
 - (a) MP B 510.3 — clearance point at east end of Pass.
 - (b) MP B 512.0 — clearance point at west end of Pass.
 - (c) MP B 512.0 — clearance point at west end of North Pullman Siding.All derails, after use, must be restored and locked in normal (derailing) position.
5. The hand-thrown derail in place at the west end pocket (Caboose Track) is there to provide the Mechanical Department forces with the ability to protect themselves in accordance with **Safety Rule 1300** without affecting the alignment of the No. 15 crossover switches.

Normal position for the derail will be locked in the non-derailing position. It will be locked in the derailing position only when being utilized by Mechanical Department forces when inspecting equipment in the pocket.
6. When engine(s) are placed on the inbound diesel tracks at Calumet Yard, the following instructions will govern:

If track is clear, engine(s) is to be taken to the fueling station. If the track is occupied by other locomotive(s), engine(s) are to be taken close to other locomotive(s) without coupling.
7. Movements at Pullman Jct. on the Verson Lead will be governed as follows:

Permission to enter or leave the Main Track via the electrically locked switch at Verson Lead connection must be obtained from the Control Station at Cummings.

Movements on the Verson Lead must not foul CRL track until gate has been lowered over CRL track. CRL gate must be restored to normal position when movement clears CRL tracks. **NOTE:** CRL gate is located on the northeast side of the Verson Lead at the CRL crossing. The normal position of the gate is in the raised position to permit CRL movements. CRL gate is lowered by pressing button marked "LOWER" located in box on side of gate. After movement, restore to normal position by pressing button marked "RAISE" and holding button until gate is restored to upright position. Movement will be governed by signal indication at the BRC crossing.

CHICAGO DISTRICT SUPPLEMENT

9. DISTRICT INSTRUCTIONS (CONT.)

C. CHICAGO TERMINAL OPERATION — GENERAL INSTRUCTIONS (CONT.)

METRA — SOUTHWEST SUB DISTRICT — 74TH ST. TO MANHATTAN

The METRA Section of the *C.O.R.A. Operating Guide* will govern NS Trains operating between either 74th or Belt Jct. and Manhattan. All signals will conform to METRA signal indications except Forrest Hill Interlocking, which are NS Signal Indications. All trains and engines operating on the METRA Southwest Sub. between Belt Jct. and Manhattan will be under the direction of the Landers Operator.

GARY BRANCH

Movement between State Line, MP B 504.7 (TC 252.4), and Clarke Jct., MP TC 246.7, is under CSXT Rules.

Movement between Clarke Jct., MP TC 246.7, and End of Track, MP TC 240.2, is governed by **Rule 137** not to exceed 10 MPH.

6-axle locomotives are prohibited.

System Instruction EQ-1 applies.

EXCEPTION: 6-axle cars

Authorized Weight — 300,000 lbs.

That portion of track on the Gary Branch between Gary, MP TC 241.1, and end of track, MP TC 240.3, is designated as the Indiana Sugar Spur Track.

Trains and engines operating on the Indiana Sugar Spur Track, MP TC 241.1 to MP TC 240.3, may leave switches reversed and unattended. Switches may be left as last used.

Trains and engines operating on the Gary Branch must approach all grade crossings prepared to stop unless it is known that grade crossing warning devices are operating properly and/or vehicular traffic has stopped.

LAKE ERIE DISTRICT SUPPLEMENT — LAKE DIVISION

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE	
			CLEVELAND/SANDUSKY DISPATCHER.... AAR-76 924	1	
		B 172.0	UD.....		Y
			B 179.5		East Cleveland
			B 182.2		East 55th Street
			B 183.0		East 37th Street..... ©
			B 184.5		Cleveland Drawbridge (DB) ©
		B 185.6	CLOGGSVILLE (Cloggsville Line)		
			B 192.5		Rocky River
			B 193.7		Elmwood
			B 195.1		Clague Siding
		B 197.3	Bay Village.....SS		

NOTICE

All Division Wide and System Wide Special Instructions contained in the current Lake Division Timetable remain in effect.

STATION PAGE INFORMATION

NOTE 1: This territory is dispatched by the Lake Division, Cleveland District Dispatcher.

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
UD and Cloggsville	261	261
Cloggsville and Bay Village	261	261

2. MAXIMUM SPEEDS

	Main 1 Track	Main 2 Track
Between	MPH	
UD, MP B 172.0 and Bay Village, MP B 197.3		60
Except:		
MP B 174.6 to MP B 174.8, Curve		50
MP B 178.0 to MP B 178.6, Curves		45
MP B 178.6 to MP B 183.9, Euclid Ave.		40
MP B 183.9 to MP B 185.5		25
MP B 185.5 to MP B 188.8, W. 11th Street	35	
MP B 188.8 to MP B 194.5, Ordinance	35	
UD, Through Turnouts at End of Double Track	45	
Cloggsville, Through Turnout at End of Double Track	25	
MP B 179.5, Through Power Crossover at Cleveland	40	
Cleveland Terminal, All Yard Tracks	10	
Clague Siding	25	

LAKE ERIE DISTRICT SUPPLEMENT — LAKE DIVISION

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward UD to Bay Village	3000	4000	4800	5940	6600	7410
Eastward Bay Village to UD	3500	4650	5600	6930	7700	8500

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Bay Village and UD	291,000	420,000	263,000 (b) 286,000 (c) 315,000	394,500

For notes, see **System Instructions 5b**.

B. STACK CARS

Prior to leaving Bellevue or Conneaut on the Cleveland District, the Conductor must inform the Cleveland District Dispatcher if train includes any stack cars that exceed a height of 19'3".

If a train has loaded stack cars and it is not known if the height exceeds 19'3", the cars must be handled as if the height does exceed 19'3".

Crews that relieve each other must exchange information concerning loaded stack cars.

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

Any train with a car with height in excess of 19'3" must only use Main 1 Track at Cleveland between MP B 179.5 and MP B 183.0.

Double-stack equipment exceeding 19'3" must use Main 1 Track at Cleveland between MP B 179.5 and MP B 183.0. Trains required to set off or pick up double-stack equipment exceeding 19'3" at Cleveland can use any yard track directed to use by the Cleveland Yardmaster with the exception of the Siding and the Long Tracks, which have overhead restrictions.

LAKE ERIE DISTRICT SUPPLEMENT — LAKE DIVISION

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. CLEVELAND TERMINAL — CLEARANCE RESTRICTIONS

Extreme caution must be used when making movement on tracks running under overhead structures. Special attention must be made when handling hi-cube cars, hi-wide loads, multi-level equipment, TOFC equipment, cars exceeding Plate "C" dimensions or other restricting equipment.

Existing tracks on the East 55th Street portion of Cleveland Terminal, which have overhead structures whose heights above top of rail are less than the published Main Track clearance of 19'6" are listed below with the maximum height which will clear on these tracks.

West Track — MP B 183.1	18'4"
All Tracks in Broadway — High Level Yard ("BD" Yard)	17'9"
North Industrial Lead and all tracks leading from this yard	17'6"
South Industrial Lead (Industrial Lead south of eastward Main Track on "East Side"), including tunnel entrance at west end and leading from this lead	16'0"
Cars destined to CSXT Transfer Cleveland	15'10"

The following is maximum height above top of rail which will clear on the Campbell Road portion of Cleveland Terminal:

Main Track between Knob and Beltline Junction	21'0"
Main Track between Beltline Junction and Coal Docks	18'0"

Equipment exceeding these dimensions must be moved on tracks listed.

The movement of excessive-dimension loads on any track, including foreign line yards, must not be made until it has been determined that the movement can be made safely. The Yardmaster and crew members are jointly responsible for ascertaining that clearances are adequate for the movement of excessive-dimension equipment on the route to be used.

Except where he or she receives written notification that his or her train or yard movement contains no cars that have clearance dimension greater than that required for unrestricted service, it is the responsibility of the Conductor or Yard Foreman in charge to determine this.

Equipment requiring clearance message, hi-wide loads, and cars exceeding Plate "C" dimensions must be under observation of crew. At points where overhead clearances are close, stop will be made and necessary precautions taken to ensure safety of the movement.

Cars exceeding Plate "C" dimensions must have Mechanical Department height measurements before moving on South Industrial Lead. Any car not bearing stencil indicating that car exceeds Plate "C" dimensions, but whose stenciled height exceeds 15'6", must not be moved on these tracks until Mechanical Department provides measurement and it is determined that car can be moved safely. Prompt notification of such cars must be made to Yardmaster.

Before authorizing foreign line transfers to enter NS yard, the Yardmaster must ascertain that such movement contains no excessive-dimension equipment, or that excessive-dimension equipment in the movement will clear on the route to be used.

LAKE ERIE DISTRICT SUPPLEMENT — LAKE DIVISION

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. CLEVELAND TERMINAL — CLEARANCE RESTRICTIONS (CONT.)

The person in immediate charge of Maintenance of Way equipment must determine that clearances are adequate for the route to be used before movement is made.

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

Any train with a loaded stack car with height in excess of 19'3" must only use Main 1 Track at Cleveland between MP B 179.5 and MP B 183.0.

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

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

East Cleveland	Synthetic Products, MP B 174.9
Cleveland Kingsbury	Transfer, MP B 182.2
Cleveland Cleveland	Cold Storage, MP B 184.9
Rocky River	Dependable Chemical, MP B 192.9

7. COMMUNICATION INFORMATION

Location	Frequency	Hours
Cleveland Yard Office	NW 2&3	Continuous
Cleveland Drawbridge	NW 2	Continuous

8. DETECTOR INSTRUCTIONS

LOCATION OF DETECTORS

Location	Milepost	Direction Activated	Type Detector
Cloggsville, OH	B 185.7	Both	TSA

If no defects message has been received before passing the designated radio acknowledgment point (i.e., train length plus approximately 20 car lengths beyond the detector) or if the detector transmits a "SYSTEM FAILURE" alarm, the entire train must be inspected for excessively high cars.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Chase Track

Chase Track is a yard track extending from UD to Wickliffe Siding and may be used under direction of Yardmaster.

2. Chardon Road

Cars must not be backed over Chardon Road crossing without trainmen protecting the crossing at the time of the movement regardless of other crossing warning devices.

LAKE ERIE DISTRICT SUPPLEMENT — LAKE DIVISION

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS

3. North Lead

Highway crossing tracks circuits on North Lead extend 280' east of crossing. Cars should not be left standing on this circuit except in case of emergency. If necessary to leave cars standing on this circuit, the crossing gates can be raised by operating stenciled manual control device.

4. Close Clearance

A close clearance condition exists along the south side of "X" Track at Lincoln Electric, Euclid, Ohio, MP B 171.85, due to a platform. When switching in Lincoln Electric, employees must not ride on close clearance side, between, or on leading end of equipment moving adjacent to the platform, building or other close-clearance structure along "X" Track. Employees also must not stand between moving equipment, and the adjacent platform, building, or other close-clearance structure along "X" Track.

5. R.T.A. Track

In addition to complying with **Rule 102**, when any moving train has an emergency brake application and any portion of the train is adjacent to the R.T.A. Track, the Engineer must also immediately notify the Cleveland Yardmaster of the train's location and also the fact that the R.T.A. could be fouled.

The Cleveland Yardmaster must immediately notify the R.T.A. of the stopped train and of the possibility that the R.T.A. Track might be fouled.

When it is determined that the R.T.A. Track is not fouled, the Engineer must promptly report this information to the Yardmaster who will then so inform the R.T.A. promptly.

The telephone number of the R.T.A. must be kept posted at all times in a highly visible location, in the Yardmaster's Office for ready reference.

6. Marsulex Chemical

When spotting or pulling cars from Marsulex Chemical, a low car such as a gondola must be used due to overhead clearance, which is approximately 15 feet.

7. BD or Food Yards

Cars moving to or from the BD or Food Yards for placement will not be air tested by the Car Department. Crews will be required to couple all hoses and make brake application to ensure that the brakes on the rear car apply before movement is made.

8. Hazardous Materials

For rail cars containing hazardous materials moving to the ramp, the crew will be furnished a copy of the waybill for its movement. Rail cars moving from the ramp containing hazardous material must be properly inspected in accordance with Operating Rules, Timetable Rules and Special Instructions. Crews must have in their possession the necessary paperwork to move these cars as well as cars at the ramp must have all placards in place. Contact the Norfolk Southern Cleveland Yardmaster should you encounter any problem concerning the handling of these cars.

LAKE ERIE DISTRICT SUPPLEMENT — LAKE DIVISION

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

9. Switching Scrap Yards

When switching scrap yards within Cleveland Terminal, there must be a clear and unobstructed walkway on at least one side of the track so that access can be made to provide proper inspection and normal switching operations. If there is not a clear and unobstructed walkway, do not switch the industry. Arrange to contact the Norfolk Southern Cleveland Yardmaster for instructions advising them of the walkway conditions, etc.

10. Using a Caboose

All crew members will ride on engines within Cleveland Terminal when using a caboose, unless it is absolutely necessary to ride the caboose, such as continuous shoving, etc.

B. CLEVELAND

Eastward signal at East Cleveland, MP B 179.5, will display a flashing Green for clear and a flashing Yellow for approach — **Rules 281** and **285** are modified accordingly.

When trains or engines are stopped on the eastward track between East 75th Street and Doan Avenue, East Cleveland, employees, before dismounting from the south side, should make sure that no trains are closely approaching on the adjacent Rapid Transit track.

Multi-level cars, loaded or empty, are prohibited on tracks leading to the Hi-Level, Broadway Yard.

No equipment is to be left standing on the hill on the CY Lead or Food Yard Lead.

C. CLEVELAND DRAWBRIDGE (MP B 184.5)

Bridge Operator will have control of the bridge locking devices. The Cleveland Dispatcher will have control of the block signals. When a train or engine encounters a stop indication at the Cleveland Drawbridge and there is no Bridge Operator on duty, the following will govern:

If the Cleveland Dispatcher does not have control of the bridge locking devices or derails and before permission is granted to pass the stop indication, a crew member must securely spike the derail, inspect the track to be used to see that the bridge is properly seated, no broken rails or obstructions exist within the limits of the opposing home signals, and then communicate to the Cleveland Dispatcher that the above instructions have been complied with.

Spike maul, clawbar and spikes are located in the box stenciled "TOOLS" adjacent to the eastward home signal.

Operator or employee in direct charge of On-Track equipment must contact the Bridge Operator via the radio, when operator is on duty, to obtain verbal permission to operate through the limits of the Cleveland Drawbridge.

D. ELMWOOD

When train length permits, eastward movements having to stop at Elmwood, MP B 194.4, Clague Siding, will stop at the sign stating "the train stops here," if possible, without blocking Columbia Avenue.

DEARBORN DIVISION SPECIAL INSTRUCTIONS

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DEARBORN DIVISION

SPECIAL INSTRUCTIONS

DEFINITIONS

INDUSTRIAL TRACK (I.T.): A track other than a Main Track, Running Track, Siding or Yard Track, upon which movements must be made at Restricted Speed.

RUNNING TRACK (R.T.): A designated track on which movements may be made by signal indication or at Restricted Speed under the authority of an employee designated in the Timetable.

DB-A-1. TIMETABLE RULES AND INSTRUCTIONS

System Section Timetable No. 1, effective August 4, 2008, and Dearborn Division Timetable No. 1, effective August 4, 2008.

Employees whose duties are affected by the Timetable must maintain and have a current copy of the System Section and Dearborn Division Timetables with them while on-duty.

Employees are required to review each page of Dearborn Division Timetable No. 1, effective August 4, 2008 and System Section for changes in physical characteristics and instructions, and ensure that it is complete.

The following rules and instructions are in effect:

- **Norfolk Southern Safety and General Conduct Rules**, dated August 4, 2008
- **NORAC Operating Rules**, Ninth Edition, dated April 6, 2008
- **Norfolk Southern Operating Rules**, dated August 4, 2008
- **NS-1 Rules for Equipment Operation and Handling**, dated October 1, 2007
- **HM-1 United States: Hazardous Material Instructions for Rail**, dated May 31, 2006
- **E.R.G. Emergency Response Guidebook 2008**
- **RCL-1 Procedures for Remote Control Locomotive Operations**, dated November 30, 2007 (where applicable)

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-EQ-1. EXCESSIVE CURVATURE

Long (73 feet or more) cars may be handled on Main and Passing Tracks without restrictions.

The following instructions apply to movement on tracks other than Main and Passing Tracks:

1. Long cars must not be handled through No. 6 turnouts.
2. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 feet. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be made under observation at slow speed.
3. Long cars must not be handled on curves exceeding 17 degrees.

Line	Milepost	Track	Degrees
Toledo Area	CS 2.3	GT Connection	14
	CD 292.2	Allied Building Material	17-30
		Connection Back Side	15
	IW 105.8	Main	13
	IW 110.3	Gould East Wye	13
	IW 110.8	Gould West Wye	13
	IW 113.9	New Yard East Wye	13
	IW 114.1	New Yard West Wye	13
	IW 117.4	Johns Manville River Plant	22
	IW 117.9	Johns Manville Dutch Road	25
	IW 114.5	84 Lumber	14
	T 6.0	BP Lead	22
	TB 5.0	Bone Yard 3 Belt	14
	TB 5.0	Bone Yard 4 Belt	17
	TB 5.0	Bone Yard 5 Belt	23
TB 5.0	Bone Yard Hocking Valley	14	
	TB 4.5	Kraft	25 (No. 6 T/O)
Detroit Line	HK 36.5	Dunbar — Monroe I.T.	14
	HK 34.0	Ford Lead	17
	HK 34.0	Warner Yard Short Leg Wye	14
Chicago Line	MP 1.8	Horn Track, Ashland Avenue	15
Calumet Line	B 498.9	Nipsco SW	22
	B 497.8	Van Loon EJ&E Wye	12
	B 497.8	Van Loon North Side Track Main 2	12-3/4
	B 500.5	Osborne North Wye	8
	B 500.6	Osborne S, Wye (By Beer Factory)	17
Hammond Line	B 500.7	Hammond Lead East	22
	B 501.6	Pack Moore	16
	B 504.7	State Line IHB Connection	22
	B 506.3	E. E. Lead (Galaxie Steel)	14
Gary Line	TC 241.1	Back Track to Sugar Building	19
	TC 240.2	Gary District Sugar Docks	17
	B 507.5	CIL at 130th Street	16
	B 512.0	CIL at 97th Street	20
	B 507.6	Domino Sugar at 130th Street	31
	B 510.1	Bulk EAD at Welded Tube #7 T/O	13
	B 510.0	Clean Harbor	29
	B 512.0	Solo Cup Track Main 1	20
	B 512.0	Solo Cup Track Main 3	23

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-EQ-1. EXCESSIVE CURVATURE (CONT.)

Line	Milepost	Track	Degrees
Bryan Line	MP 1.0	Archbold Lugbill Lead	15
	CD 376.5	Performance Foods	13-1/2
	CP 379.0	Kendallville Terminal	13-1/2
	CD 383.7	PVC	13-1/2
	CD 397.2	Silgon Plastics	20
	CD 397.2	Ligonier Siding	15
Sandusky Line	CD 251.1	Gypsum	21
	CD 258.9	Camp Perry Lead	14
Cleveland Terminal Lake Erie District TT	B 172.9	Mid America Steel	19
	B 172.9	East Leg Wye Euclid	15
	B 172.5	Ajax	27
	CB 6.2	West Leg Wye Ridge Road	15
	CB 6.2	East Leg Wye Ridge Road	13
	CB 2.7	Chemical Solvent	20
	CB 0.2	St. Mary's Cement	15
	B 182.9	Samson Lead	24
	B 182.8	Economy Lead	25
Cleveland Terminal Dearborn TT	CD 192.4	Amware Lead	27
	RD 125.0	South at Whiskey Island	13
	RD 125.0	North at Whiskey Island	15
	CD 186.0	B&B Paper	20
	CD 186.0	W. 110th Street	17
	RD 116.8	99 Track Randall Industrial	16
		Pick and Pay Lead	15
	RD 108.0	Ferro Chemical	13
		Twinsburg Industrial	13
Burns Harbor Territory	MP 487.1	Midwest Steel, Pad Yard Tracks 1-5	
Kalamazoo Territory	KY 0.4	BO Secondary	19
	FB 38.6	JRS Industry	15-1/2
	KH 21.6	Simplex Lead	14-1/2
	FB 28.6	4th Street Yard Lead	19
	FB 28.6	4th Street Yard Lead Weyerhaeuser	12-1/2
	FB 54.0	Gibson	14
	UP 0.15	Arvco	18
	UP 3.0	Union Camp / International Paper	19
	OW 66.6	Plainwell Industrial Lead	14-1/2
Michigan Line	MH 120.0	Ralston Industrial Lead	24
Elkhart Territory	MP 1.4	Main Line	14
		Elkhart East/West Wye	18
		Reith Riley	18
		South Bend New Energy Connection	16
West Michigan Line	MP 26.5	East Leg Wye at Willow Run	22
	MP 25.5	West Leg Wye at Willow Run	26
MP 1.6		Belt Line, XF-Line	19
		South NYC	22

Refer to the Equipment Restriction Section of the System Timetable.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-GR-3-1. REPORTING FOR DUTY

All train and engine personnel are to contact the Yardmaster on duty within 20 minutes of report time to receive their instructions.

DB-GR-3-3. MEAL PERIODS

All Dearborn Division assigned road switcher crews will arrange to take a meal period at some point during their tour of duty. The Train Dispatcher/Control Operator or other employee in charge of train operations at the location must be notified prior to commencing the meal period.

DB-GR-3-5. LOCOMOTIVE PROBLEMS

All T&E employees that are experiencing any problems with their locomotive consist or train will notify the respective Train Dispatcher/Control Operator before passing the locations indicated below. If there are no problems, this must also be conveyed to the Train Dispatcher/Control Operator.

Westward trains approaching Toledo will contact the Toledo Dispatcher before passing MP CD 300.0.

Eastward trains approaching Toledo will contact the Toledo Dispatcher before passing MP CD 300.0.

Southward trains approaching Toledo will contact the Toledo Dispatcher before passing Monroe, MI.

Eastward trains approaching Cleveland will contact the Cleveland Terminal Dispatcher before passing Vermillion, OH.

Westward trains approaching Cleveland will notify the Cleveland Terminal Dispatcher before passing Rave.

DB-GR-3-6. TAXI SAFETY

In order to enhance safety during deadheads and other road service transportation, employees are reminded to use extreme vigilance to conditions that could result in hazardous driving conditions. Should the conditions of heavy fog, rain, sleet, snow, ice or other conditions that are dangerous become present, employees are encouraged to exercise good judgment and if necessary request the driver to pull aside at a safe location, until it is safe to resume travel. The Chief Dispatcher on duty must be promptly notified should any delay to taxi service be anticipated by employees.

DB-GR-3-7. DEADHEADING

When called to deadhead, the Conductor or Engineer must contact the assistant Chief Dispatcher at 8-520-5832 prior to departing the on duty location. In addition, if the deadhead is to be away from home terminal, the Conductor or Engineer must call prior to marking off. There are to be no exceptions.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-GR-13-1. RIDING CARS

No employee will be allowed to ride the side of a gondola type car covered with a tarp or ride on the side of a car coupled to a gondola car covered with a tarp. Also, all employees should be aware that this type of cover could accumulate water. Be aware of these cars when they are passing or when you are in close proximity of them.

DB-GR-13(a)-1. CLOSE CLEARANCES

Employees will report any knowledge of fixed structural variances in clearances that may jeopardize the safety of an employee riding on, or getting off, equipment.

This report must be made to their immediate supervisor or Train Dispatcher/Control Operator to ensure safety of operations as soon as practical after the changes are noted. Each report should contain the name of the district, milepost, customer and/or facility, and a brief description of the change. If the report cannot be made to the immediate supervisor, it should be forwarded to the Chief Dispatcher's office.

DB-O(2)-1. TRAINS INVOLVED IN CROSSING ACCIDENTS

Conductor will turn in to a supervisor at his final terminal the following:

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

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

DB-S-1001.5-1. REQUIRED FOOTWEAR

Footwear that is provided by the company is required to be worn when snow and ice conditions are present.

DB-S-1001.5-2. WINTER FOOTWEAR

When conditions require the use of overshoes for traction enhancement, employees must determine that the overshoe being used fits snugly over the work boot to avoid becoming dislodged when performing service. This determination must take place prior to the commencement of duties.

DB-S-1050(a)-1. FLAT SWITCHING

During flat-switching operations, employees on the Dearborn Division are prohibited from running while lifting the uncoupling lever or device. Employees are to remain vigilant while performing these duties, closely examining the walking path ahead for unsafe footing conditions.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-S-1100(f)-1. BRAKE STICKS

Use brake sticks for applying/releasing hand brakes, pushing EOTD button, turning angle cocks and adjusting retaining valves. Avoid climbing on/off equipment when brake stick can be utilized. Brake sticks are to be used during inclement weather or when ice or snow is present on ladders, steps, crossover platforms or safety appliances.

DB-S-1160-1. USE OF GLOVES

Gloves must be worn when your duties may expose your hands to injuries from cuts and bruises. Under all conditions, gloves must be of a construction that they do not present a safety hazard and are suitable for duties to be performed.

DB-S-1607-1. CABOOSE HEATER

All train and engine service employees are prohibited from lighting caboose stoves/heaters. Where stoves/heaters are to be lighted, arrange to notify the on-duty supervisor and/or Mechanical personnel.

DB-2-1. STANDARD TIME

Standard (Railroad) Time on entire Dearborn Division is Eastern Standard Time. All clocks must be set to reflect this time.

DB-85-1. HELPER ENGINE

Track Authority will not be required when a disabled train stops within 1/4 mile of an Interlocking or Controlled Point where the helper engine will begin its opposing movement, and communication between the crews is maintained.

After receiving proper signal indication or verbal permission in accordance with **Rule 238**, the helper must operate at Restricted Speed to the disabled train.

DB-93-1. MAIN TRACK WITHIN YARD LIMITS

Before occupying a Main Track within Yard Limits, movements of trains, engines and On-Track equipment must have verbal permission from the Train Dispatcher/Control Operator. This permission does not need to be recorded. On-Track equipment performing maintenance within Yard Limits requires a Track Authority.

DB-95-1. FRA EXCEPTED TRACKS

110th Street Yard: All Tracks (Chicago)
Board of Education (Chicago)
Cab Track (Elkhart)
Chicago Heights Yard: All Tracks (Chicago)
Clinton I.T. (Toledo)
Colehour Yard (Chicago): Panhandle Lead and 3, 4, 5, 6 Tracks
Dawn Donut Lead (Jackson)
Dunkirk Siding (Dunkirk, IN)
Edgerton Yard

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-95-1. FRA EXCEPTED TRACKS

Fence Track (Battle Creek)
Guardian Lead (Albion)
Hammond Connecting Track
Hastings Industrial (Grand Rapids)
House 5 Track (Chicago)
House Track Nos. 3 and 4 Tracks in Storage Yard (Wayne)
Indian Creek I.T. (Anderson, IN)
Jackson Yard: All Tracks (Jackson, MI)
Kelsey Hayes Lead (Jackson)
Lead West End of Yard (Wayne)
LeMoyne District (Chicago)
Loomis District (Chicago)
Mason: All SideTracks (Lansing)
Michigan City Yard
Mosel Yard (Kalamazoo)
Neilson Runner and all Associated I.T.s between MP 0.0 and MP 1.0
Niles I.T.: All Tracks (South Bend)
Niles I.T. (Niles, MI)
Niles Yard (Niles, MI)
No. 1 Yard (Ypsilanti)
North and South NYC Tracks (Lansing, MI)
North Randall Yard: All Tracks (Cleveland)
Northern I.T. (Jackson)
Old Hinman Yard (Battle Creek)
Old State Line District and New State Line District (Chicago)
Oliver Yard (South Bend)
Olivers I.T. (South Bend)
Pick and Pay Lead: Entire Length (Cleveland)
Pier West (Sandusky)
Plainwell I.T.: Siding East of Main (Plainwell, MI)
Plymouth I.T. (South Bend)
Randall I.T.: MP 2.2 to MP 5.2 (Cleveland)
Richmond I.T.: Entire Length
Riverbed Yard: All Tracks (Cleveland)
Rockside Yard: All Tracks (Cleveland)
Silver Plate I.T.: Entire Length (Cleveland)
Simplex Paper Lead (Constantine, MI)
SS&S (South Bend)
Three Rivers Yard (Three Rivers, MI)
Von Willer Yard: All Tracks (Cleveland)
West Breakwater Yard: All Tracks (Cleveland)
Western Avenue I.T., between 49th St. and 16th St. (Chicago)

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-97-1. NON-INTERLOCKED RAILROAD CROSSINGS AT GRADE

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

OHIO

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

DB-99-1. FLAGMEN

Flagmen must report to the Train Dispatcher/Control Operator when arriving on site and prior to departing company property after completing their flagging duties. The Train Dispatcher/Control Operator is to record this information on the Train Sheet.

DB-103-1. SAFETY STOP

To prevent injury, damage or derailment, shove movements on track leading to buildings or to tracks equipped with derails, earth mounds, wheel stops, concrete abutments, bumping post or any type of structure or device must:

1. Stop one (1) car length before reaching the intended spot.
2. Not resume until the Engineer is notified of the remaining distance to move.

DB-103-2. SHOVE MOVEMENTS

Before radio communication is used in connection with the shoving, backing, or pushing of a train, locomotive, or other On-Track equipment, the employee responsible for directing the movement must comply with the following:

1. Responsible employee must test the radio and ensure that the radio functions as intended before commencement of the shove move.
2. Responsible employee must stretch the cut to be shoved to ensure that all equipment is coupled, and air cut in where needed.
3. Responsible employee must ensure that all switches and derails are properly aligned ahead of the intended move before giving the Engineer direction and number of car lengths clear to shove.
4. The "ENGINEER" must establish dialogue with the employee responsible for protecting the shove movement and then ask the employee to "double-check the switches and derails".
5. The employee responsible for protecting the shove movement must "double-check all switches and derails" and communicate his/her findings to the Engineer.
6. After the employee responsible for protecting the shove movement has confirmed with the Engineer that all switches and derails have been "double checked," the employee responsible for protecting the shove movement must properly position him/herself for the intended move and give complete instructions or keep in continuous radio contact with the Engineer.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-103-2. SHOVE MOVEMENTS (CONT.)

7. If the distance to be shoved is an extended move and the employee responsible for protecting the shove elects to drive a utility vehicle or is transported by a carman or other employee to the opposite end of the track to be shoved, the movement "must not" be shoved until the employee responsible for protecting the shove movement is in place at the opposite end of the track to be shoved, has checked all intervening switches and derails from the ground and has informed the Engineer via radio that he/she is in place and ready for the shove movement to commence.

DB-104(i)-1. DERAILS

Derailed equipment equipped with a lock and being placed in the non-derailing position for train movement will be locked in that position until the movement or work has been completed.

DB-108-1. SETTING OUT UNITS

All train and engine crews setting out units for service at outlying locations will make sure that the unit or units are properly equipped and supplied to be used as a lead unit or for the service intended, unless other instructions are received from the Train Dispatcher/Control Operator. Properly equipped and supplied includes radio, head-end device, EOT as necessary, etc.

DB-109-1. ENGINES, CARS, SWITCHES AND SWITCHING

1. The following will govern flat-switching (free-rolling of cars) on the Dearborn Division:
 - (a) Never kick or free-roll cars toward a clear track. Blockers (properly secured cars) must be in place to protect roll-out. Retarders satisfy this requirement.
 - (b) When you flat-switch (free-roll) cars toward a dead-end track, four (4) blockers (cars with hand brakes applied) must be in position four (4) car-lengths from the end of the track, before switching cars.
2. Cars and engines left on any track must be secured as follows:
 - (a) Single end tracks — no less than one (1) car length from end of track (dirt mound, wheel stops, bumping post).
 - (b) Tracks open on either end — no less than one (1) car length from derail, if so equipped, or clear point on either end. **EXCEPTION:** Does not apply at industry locations where track length will not permit proper spotting. At these locations, crew must perform safety stop at least 30 feet from end of track, dirt mound, wheel stops, bumping post or when coupling cars that are spotted at or near the end of track. At these locations, crews must utilize extreme caution when coupling to cars or releasing brakes in order to prevent damage.
3. When performing flat switching as outlined by existing guidelines, employees are prohibited from kicking cars into any track when the track profile is descending toward the direction from which cars are being switched, i.e., switching uphill. If the track profile allows car(s) to roll back toward the location from which the cars are being switched, cars will not be allowed to roll free. All equipment at such locations will be shoved to rest and properly secured unless specific instructions are in place for the given location.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-109-2. STUB-ENDED TRACKS

In order to enhance safety when operations are performed on stub-ended tracks, including Industry Tracks equipped with bumping posts, wheel stops, earth mounds, etc., employees are to be governed by the following instructions:

All equipment left in a stub-ended track must be left no closer than 25 feet from the end of the track. Employees are prohibited from coupling to equipment left standing closer than 25 feet to the end of the track without authority from local supervision. All movements into stub-ended tracks should be coupled to with no more force than necessary and should be performed with a lite engine movement whenever possible. If this is not practical, employees should contact local supervision for resolution.

DB-111-1. DROPPING CARS/RUNNING SWITCHES

Locations where "Dropping Cars" are authorized.

None

DB-114-1. AMTRAK TRAINS

Rule 114 applies to all trains, where Amtrak schedules are in effect. Amtrak schedules are in effect as published in Operations Bulletins.

DB-120-1. COUPLING MADE TO PREVENT MIS-MATCHED COUPLER

When switching or coupling cuts of cars, coupling must be made to prevent mis-matched couplers. Cars will not be cut off to roll free against other cars if one or both cars involved in the coupling are on curved track or in a turnout. At any time a coupling is attempted with any equipment on curved track or in a turnout, a member of the crew will be at the point of coupling and will stop the movement short of coupling. The couplers will be aligned when necessary to prevent mis-matched couplers before the coupling is completed.

DB-121-1. CAR INSPECTION

All T&E employees are prohibited from coupling to any cars spotted at Industry Tracks, until a complete walk around inspection is made to ensure safety.

DB-121-2. CAR DOORS

Boxcars with open doors are not to be pulled from a customer's siding. Such cars are to be set back in order for the customer or mechanical forces to close and notification made on work order sent to CYO when going off duty.

DB-121-3. BOXCAR DOORS

T&E employees are prohibited from opening or closing doors on boxcars or Intermodal equipment unless authorized by a Supervisor.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-122-1. SHOVE MOVES OVER CROSSINGS

In order to reduce the possibility of injury, when protecting shove moves over any non-gate-protected public crossing, completely occupy the crossing before stopping movement. Then mount the lead car of the shove move outside the confines of the crossing to further protect the shove.

DB-123(a)-1. CARS SET OFF FOR STORAGE

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

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

DB-123(b)-1. STATE GRADE CROSSING REGULATIONS

In the State of Michigan, no train or yard movement shall block any grade crossing in excess of five (5) minutes. When one movement has been made on a grade crossing, no other train shall proceed over that crossing until all traffic has cleared, or five (5) minutes have elapsed, whichever is shorter.

This also applies in the State of Indiana and the State of Ohio, except the time limitation is 10 minutes.

DB-123(b)-2. PUBLIC ROAD CROSSING BLOCKAGE

Where it is known that a road crossing will be blocked over 10 minutes, the Conductor and/or Engineer will arrange to have a crew member in place to cut train, if necessary, to avoid delays to the public. When a train can be stopped short of crossing to avoid blocking it, arrange to do so. If there is an emergency that prevents the crossings from being cut, the Conductor on the train will immediately notify the Chief Dispatcher, by the quickest means of communication, telling him why the crossing cannot be cut, and approximately how much longer it will be blocked.

DB-126-1. PUBLIC CROSSINGS AT GRADE — STATE OF INDIANA

In the event the whistle and/or bell becomes inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-135-1. TRAIN SPEED

Speed restrictions are imposed to protect the safety interests of the public and our employees. All of you are aware of the past incidents in the railroad industry, which have involved loss of life, injury and damage to private property and equipment and service interruption attributable to speed.

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

However, in order to establish a uniform administration for **Rule 135** violations and to accommodate the variances in train operations and geography, these instructions are intended to define excessive speed. Excessive speed is:

If the Speed Limit is:

From 5 MPH to 20 MPH
From 21 MPH to 35 MPH
From 36 MPH to 50 MPH
Above 50 MPH

Excessive Speed is in excess of:

25% (2.0 to 5.0 MPH) above posted limit
15% (3.0 to 5.0 MPH) above posted limit
10% (4.0 to 5.0 MPH) above posted limit
5% above posted limit.

DB-137-1. AUXILIARY TRACKS — SPEEDS

Unless otherwise specified, Maximum Speed on Controlled Sidings, Running Tracks, Industrial and Yard Tracks is Restricted Speed not exceeding 10 MPH.

DB-238-1. ADJUSTMENT OF SLACK — CONTROLLED POINTS/INTERLOCKINGS

Due to grade or adjustment of slack, the rear ends of trains may make unanticipated movement. Therefore, when releasing brakes, stopping, or starting trains with rear in close proximity to block joints at Interlocking or fouling points on adjacent tracks, care must be exercised and proper train handling techniques used to allow adequate space so that the rear ends of trains do not roll backward over block joints or foul potentially live tracks.

DB-261-1. TRACK SIGNALLED IN BOTH DIRECTIONS

Rule 261 is in effect on all Main Tracks within the limits of Controlled Points, Controlled Interlockings and Automatic Interlockings.

DB-811-1. CONTROLLED INTERLOCKING

All movements of On-Track equipment must contact the Train Dispatcher for verbal permission before passing through any Controlled Interlocking.

DEARBORN DIVISION

SPECIAL INSTRUCTIONS (CONT.)

DB-942-1. EMPLOYEES' LOCATIONS AND LOCOMOTIVES

1. If sufficient seats are available on the lead locomotive of a moving freight train, the Conductor will occupy a window seat in the operating compartment.
2. Priority of seating on the controlling locomotive will be as follows:
 - A — Engineer
 - B — Locomotive Engineer Trainee
 - C — Designated Supervisor of Locomotive Engineers or Road Foreman
 - D — Conductor
 - E — Conductor Trainee
 - F — Brakeman

DB-950-1. OPERATING MULTIPLE-UNIT LOCOMOTIVE CONSISTS

When operating multiple-unit locomotive consists without cars and/or cabooses coupled on any extended moves on line of road or within the terminal limits, the Engineer MUST operate when practicable from the lead locomotive in the direction of movement. An extended movement for these purposes is considered to be any movement, other than switching moves, which passes signals, passes over switches or public road crossings.

DB-957-1. ENGINEER TRAINEES

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

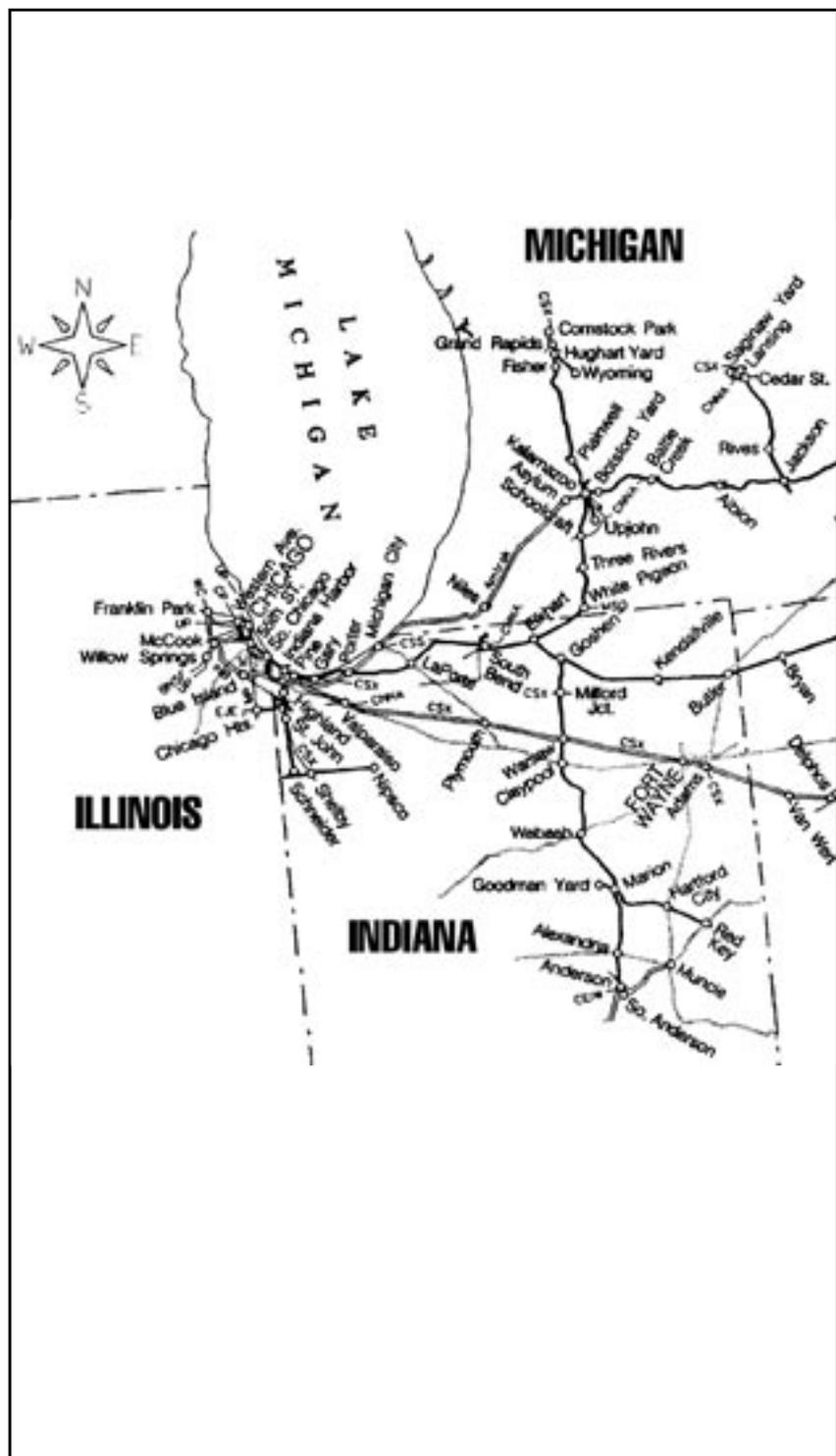
DB-1080-1. RIDING LEADING END OF EQUIPMENT

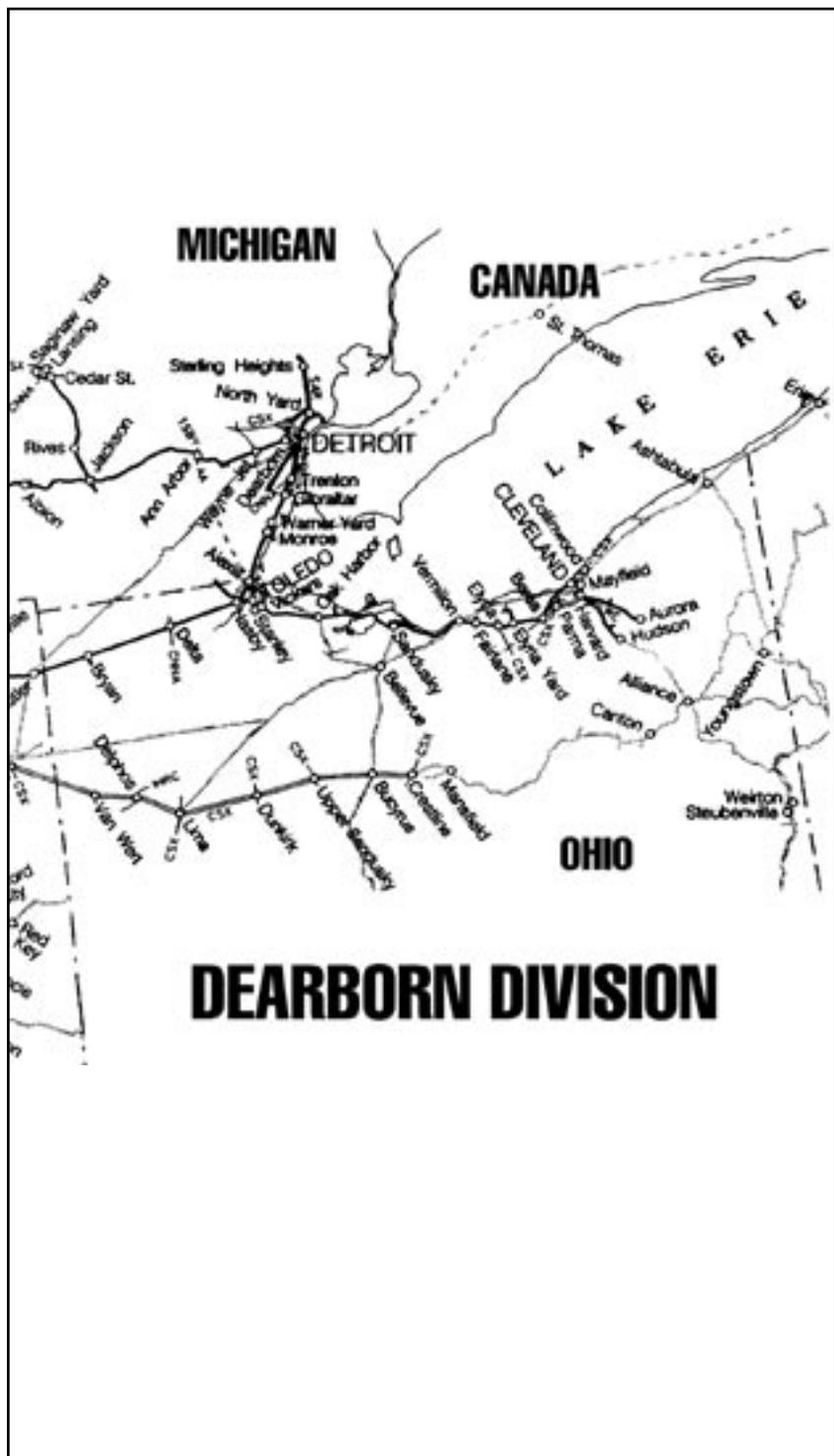
Employees are prohibited from riding the leading end of a car when it PLACES THE EMPLOYEE BETWEEN THE GAUGE OF THE TRACK, except when it is necessary to operate the hand brake on a moving car. This does not prohibit an employee from riding under the slope sheets of a hopper, covered hopper, if equipped with a floor, or on the end platform of a tank car outside the gauge of the track. In addition, employees must not cross over on end of moving cars or between moving coupled cars.

DB-1080-2. RIDING EQUIPMENT

Employees will not be allowed to ride or position themselves on equipment during couplings except while positioned properly on locomotives and with a secure handhold.

When riding on all other types of equipment, employees must stop and dismount before making any coupling.





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Our NS Goal-No Damage