

JAMES C. CRAWCRAFT

**SAFETY FIRST**



**CHICAGO DIVISION**

**TIMETABLE NO. 1**

**IN EFFECT**

**SUNDAY, MARCH 1, 1987**

**AT 0101**

**EASTERN STANDARD TIME**

**AND 0001**

**CENTRAL STANDARD TIME**

**FOR USE OF EMPLOYEES ONLY**

**CHICAGO DIVISION**  
**HEADQUARTERS—733 WEST 136th ST.**  
**RIVERDALE, ILLINOIS 60627**

**INDEX**  
**SUBDIVISIONS**

<p align="center"><b>R. E. PAGE</b> Division Manager</p>		
<b>M. A. POPOVICH</b> Superintendent-Operations	<b>W. E. RAMSEY</b> Superintendent of Division Administration	<b>R. P. KROGEL</b> Superintendent-Car Utilization
<b>R. R. STOBART</b> Division Engineer	<b>W. J. MARICH</b> Mechanical Superintendent	<b>K. W. METTLER</b> Manager-Claims
Location and Names		Title
<b>Akron</b>		
C. A. GOLDSBOROUGH	Assistant Superintendent-Operations	
C. A. LOERWALD	Trainmaster	
D. J. ROHAL	Assistant Trainmaster	
H. M. RYAN	Trainmaster	
J. L. TAYLOR	Chief Train Dispatcher	
<b>Chicago</b>		
J. S. ACS	Terminal Engineer	
BEATY, D. E.	Chief Train Dispatcher	
R. L. BIERMAN	Terminal Trainmaster	
P. T. GOVERN	Assistant Trainmaster	
M. O. HEAVNER	Terminal Superintendent	
C. S. HEIMER	Assistant Trainmaster	
G. W. HUNTLEY	General Road Foreman of Engines	
W. E. LYNN	Trainmaster	
R. J. MARINO	Assistant Trainmaster	
D. A. McCOMBE	Manager Terminal Services	
J. K. KRAMER	Trainmaster	
J. J. SELL	Trainmaster	
R. A. SHIELDS	Road Foreman of Engines	
J. E. SHIEFFERMAN	Assistant Manager Terminal Services	
<b>Cleveland</b>		
L. J. BLANCHARD	Terminal Trainmaster	
<b>Defiance</b>		
M. C. LAKEL	Assistant Trainmaster	
<b>Dover</b>		
W. L. KEMPFER	Assistant Trainmaster-Roadmaster	
<b>Forest Hill</b>		
D. M. CHRISTY	Terminal Manager Intermodal	
C. BROWN	Assistant Terminal Manager Intermodal	
<b>Garrett</b>		
C. R. CALDWELL	Trainmaster	
J. J. COPENHAVER	Assistant Division Engineer-Maintenance	
J. R. KERN	Assistant Trainmaster	
<b>Goodman</b>		
G. J. ALUSIK	Assistant Terminal Trainmaster	
R. L. MILLER	Terminal Trainmaster	
M. E. NOVOSEL	Assistant Terminal Trainmaster	
<b>New Castle</b>		
W. O. SMITH	Assistant Trainmaster	
R. A. WILSON	Road Foreman of Engines	
<b>Ottawa</b>		
C. R. BARRISON	Assistant Trainmaster	
D. J. SEIBERT	Trainmaster	
<b>Willard</b>		
P. J. DALY	Terminal Trainmaster	
J. W. FORD	Road Foreman of Engines	
L. R. WEAVER	Assistant Terminal Trainmaster	
L. J. LUDBAN	Assistant Superintendent-Operations	
R. L. PAULL	Assistant Terminal Trainmaster	
E. V. LEMMON	Manager Terminal Services	

	Page
Akron Mainline	2
Altenheim	14
Blue Island	19
Chicago East	25
Chicago Heights	34
Chicago West	37
CL&W	42
Cleveland	50
CT&V	53
Lake	59
Mainline	62
New Rock	69
Newton Falls	78
Wabash	81

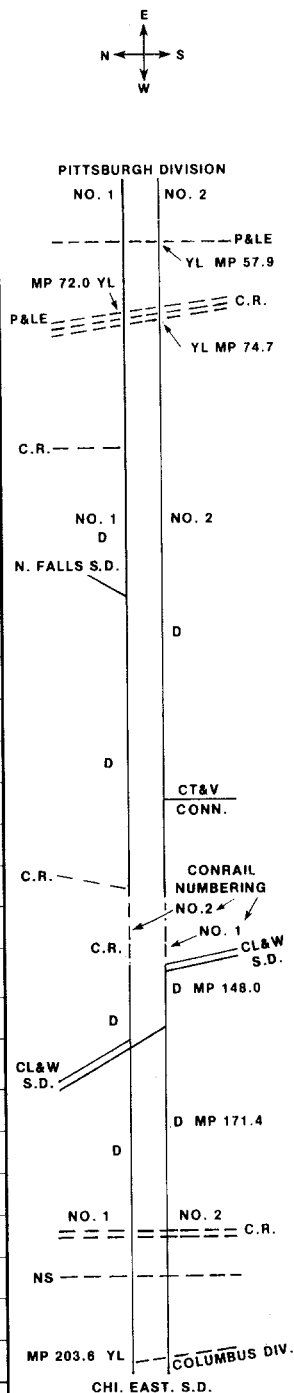
**DIVISION SPECIAL INSTRUCTIONS**  
(In addition, see specific subdivisions)

Accidents	96
Engine Speeds	84
Equipment Handling Restrictions	87
Equipment Placement Restrictions	85
Equipment Speeds	84
Flag Protection	88
Hard Hat Requirements	91
Hazardous Materials	Foldout
Instructions Covering Medical Services	97
Instructions Relating to Operating Rules	92
Log of Timetable Changes	107
Maps:	
Division	Foldout
Miscellaneous Instructions	92
Radios	88
Speed Table	IBC
Surveillance Service	91
Tonnage Rating Chart	105
Train Speeds	84
Use of Temperature Testing Stick on	
Single-Axle Trucks	91

# AKRON MAINLINE SUBDIVISION

## 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	55.6	UN Tower	T
	57.5	New Castle Jct.	T
	58.1	New Castle	
	73.9	Haselton	
	76.4	Youngstown	
	79.5	Ohio Junction	T
	87.7	Niles Junction	
	91.2	Goodman	
	91.9	Rock Cut	
	95.9	Newton Falls	T ES6578 WS10050
	103.9	FS Tower	ES6658 WS6694
	110.6	Ravenna	
	117.6	Kent	
	124.7	XN Tower	ES6527
	127.5	BD Tower	
	128.3	Akron Junction	
	129.6	Akron	
	137.3	Barberton	
	143.8	Warwick	T ES7244 8299
	152.0	Rittman	
	155.5	Sterling	T ES7089 WS6959
	165.6	Lodi	
	176.8	Sullivan	
	181.1	Nova	WS6249
	192.6	Greenwich	
	193.1	GN Tower	
	198.0	Boughtonville	
	204.2	Willard	T
148.6 Miles UN Tower to Willard			



# AKRON MAINLINE SUBDIVISION (Continued)

## STATIONS LISTING AND DIAGRAM (Continued)

EXCEPTION: Conrail operation between Akron Jct. and Warwick

No. 1 Track — Northward

No. 2 Track — Southward

## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
UN Tower	255-259 (93)	Two
UN Tower and MP 57.9	D-251 (93)	
MP 57.9 and MP 72.0	D-251	
No. 1 Track—MP 72.0 and ETC Sign East of Center St. Crossing Haselton	D-251 (93)	
No. 2 Track—MP 72.0 and First Signal East of Center St. Crossing Haselton	D-251 (93)	
No. 1 Track—ETC Sign East of Center St. Crossing Haselton and WAS Haselton	D-151 (93)	
No. 2 Track—First Signal East of Center St. Crossing Haselton and EAS Haselton	D-151 (93)	
No. 1 Track—WAS Haselton and MP 74.7	D-251 (93)	
No. 2 Track—EAS Haselton and MP 74.7	D-251 (93)	
MP 74.7 and Ohio Jct.	D-251	
Ohio Jct.	255-259	
Ohio Jct. and Niles Jct.	D-251	
Niles Jct.	255-259	
Niles Jct. and Newton Falls	D-251	
Newton Falls	255-259	
No. 1 Track—Newton Falls and WAS FS Tower	D-251	
No. 2 Track—Newton Falls and WAS East End Eastward Siding FS Tower	D-251	
No. 1 Track—WAS FS Tower and EAS West End Westward Siding FS Tower	265-271	
No. 2 Track—WAS East End Eastward Siding FS Tower and EAS FS Tower	265-271	
No. 1 Track—WAS West End Westward Siding FS Tower and Ravenna	D-251	
No. 2 Track—EAS FS Tower and Ravenna	D-251	
Ravenna	255-259	
Ravenna and BD Tower	D-251	
BD Tower and Akron Jct.	265-271	
Akron Jct. and Warwick	Conrail Rules	
Warwick	255-259	

Where Rule D-151 or D-251 is in effect, the direction of traffic is:

No. 1 Track — Westward

No. 2 Track — Eastward

# AKRON MAINLINE SUBDIVISION (Continued)

## METHOD OF OPERATION (Continued)

1. Track Section Between	Authority for Movement Rules	Track/s
No. 1 Track—Warwick and West Switch Scale Track Warwick	265-271	Two
No. 2 Track—Warwick and Sterling	D-251	
No. 1 Track—West Switch Scale Track Warwick and Sterling	D-251	
Sterling	255-259	
Sterling and Nova	D-251	
Nova	255-259	
Nova and GN Tower	D-251	
GN Tower	255-259	
GN Tower and MP 203.8	D-251	
No. 1 Track—MP 203.8 and ETC Sign 473 feet East of East Wye Switch Willard	D-251 (93)	
No. 2 Track—MP 203.8 and First Signal 759 feet East of Willard (RX)	D-251 (93)	Two
No. 1 Track—ETC Sign 473 feet East of East Wye Switch Willard and First Signal West of East Wye Switch	D-151 (93)	
No. 2 Track—First Signal East of Willard (RX) and ETC Sign 134 feet West of Willard (RX)	D-151 (93)	

**NOTE:** Rules 265-271 are in effect on passing sidings FS Tower.

### NOTE:

Location	Instructions
Willard	Westward trains will not pass 3rd Street crossover unless permission received from Willard operator.

Eastward movements on No. 1 Track between switch to Westward Receiving Yard and 3rd Street Willard may be made with permission of Willard operator who must know there are no conflicting movements before permission is given.

## III

## SPEEDS

### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
UN Tower and Akron Jct.	55
Warwick and Willard	60

# AKRON MAINLINE SUBDIVISION (Continued)

## 6. SPEED RESTRICTIONS

Location	MPH
New Castle Jct. over P&LE Crossing	20
Between MP 58.4 and MP 58.9	40
Between MP 72.8 and MP 73.0	30
Haselton—Between stop posts Center Street crossing	10
Between MP 74.7 and MP 77.6	30
Between MP 80.1 and MP 82.4	40
Ravenna—Between MP 110.1 and MP 110.8	40
Kent—Between MP 116.7 and MP 117.6	30
Between MP 123.6 and MP 127.1	50
Between MP 127.1 and MP 128.1	35
Akron Jct.—Between MP 128.1 and MP 128.2	15
Warwick—Interlocking Switches	30
Warwick—Over Scale (See TTSI VI 1)	10
Between MP 144.8 and MP 145.0 on No. 2 Track	40
Sterling—To or from CL&W SD	10
Between MP 162.8 and MP 167.0 on No. 2 Track	50
Greenwich and GN Tower—Conrail and NS Crossings	40
Willard RX—Passing train order office unless otherwise instructed by operator	10

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

- (1) Niles Junction — between MP 87.5 and MP 88.8 on No. 2 Track, 45 MPH.
- (2) Ravenna — between MP 110.0 and MP 111.0 on No. 1 Track, 35 MPH.

## 8. ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators may be checked at the following locations:

- Between MP 69 and MP 70.
- Between MP 99 and MP 100.
- Between MP 107 and MP 108.
- Between MP 160 and MP 161.
- Between MP 172 and MP 173.
- Between MP 188 and MP 190.

**NOTE:** Engine odometers must be calibrated at the first above listed location encountered.

# AKRON MAINLINE SUBDIVISION (Continued)

## IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
Between UN Tower and Willard	Cars with gross weight exceeding 315,000 lbs.	Must not operate on
Haselton: Republic Iron & Steel Co. — Bridge 15/4	Cars with gross weight exceeding 220,000 lbs.	
	B30-7, GP30, GP35, GP38, GP39, GP40, GP40-2, SD7, SD9, SD18, SD20-2, SD35, SD40, SD40-2, SD50, U23B, U30B	
Goodman: Space Center Yard Tracks	Six-Axle units	
Cuyahoga Falls: Penn Crusher Corp.	Cars longer than 64 feet	

2. Between the locations specified below, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Crews will determine from the hazard graph, or be furnished a message notifying them when their train contains any of the restricted cars.

MP 76.4 and MP 76.7  
MP 128.1 and MP 128.2

3. Loaded GSCX Equipment — Trains handling loaded GSCX equipment on No. 1 Track will not exceed 10 MPH between First Street Willard, and East switch Westward receiving yard Willard.

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
New Castle	Yard Office
Haselton	Yard Office
Goodman	Yard Office
Akron	Train Dispatcher's Office
Akron Jct.	Yard Office
Willard	Operator's Office

# AKRON MAINLINE SUBDIVISION (Continued)

## 5. BULLETIN BOOKS AND NOTICES

Station	Location
New Castle	Yard Office (See Note)
Haselton	Yard Office
Goodman	Locker Room
Akron	Train Dispatcher's Office
Akron Jct.	Yard Office (See Note)
Willard	Operator's Office (See Note)

**NOTE:** Includes Conrail general orders and notices.

## 14. ENGINE HORN INSTRUCTIONS

**Haselton** — Trains and engines approaching Bridge 16 west of Yard Office sound engine horn per Rule 14(1).

## 36. SPRING SWITCHES

Locations	Normal Position for Movement On	Designated Speed in Normal Position	
		Facing Movement	When Springing Switch
Niles Jct. — West Switch Storage Track	No. 1 Main Track	30	10
Newton Falls — West Switch Westward Passing Siding	No. 1 Main Track	30	10
Newton Falls — East Switch Eastward Passing Siding	No. 2 Main Track	30	10
Ravenna — West Switch Storage Track	No. 1 Main Track	30	10
Nova — West Switch Westward Passing Siding	No. 1 Main Track	30	10

## 51. THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
16	Haselton	74.6

## 58. DETECTORS

### (a). DEFECT DETECTORS

Audible equipment defect detectors are in service at:

Location	Direction of Movement	Track/s
MP 62.6	Eastward and Westward	No. 1 and No. 2
MP 82.6		
MP 102.0		
MP 121.9		
MP 148.0		
MP 171.4		
MP 188.0		

## AKRON MAINLINE SUBDIVISION (Continued)

### DETECTORS (Continued)

#### (b). DRAGGING EQUIPMENT DETECTORS—CONRAIL

Crosier Street — Lambert

Dragging Equipment Detector located on No. 1 and No. 2 Tracks at MP 16.7 changed to Radio Alarm Detector transmitting on CSX Road Channel and Conrail Road Channel 1.

Rotating white light removed at this location.

Barberton — Warwick

Dragging Equipment Detector located on No. 1 and No. 2 Tracks at MP 23.0 changed to Radio Alarm Detector transmitting on CSX Road Channel and Conrail Road Channel 1.

Rotating white light removed at this location.

### 83-A. CLEARANCE FORM A

Trains must receive Clearance Form A before leaving stations listed below:

New Castle Jct.	.....	Westward trains
Warwick	.....	Eastward Conrail trains to CL&W SD
Sterling	.....	Eastward Akron Mainline SD trains en route CL&W SD and trains from CL&W SD en route Akron Mainline SD Westward. (See Note 1)
Willard	.....	Eastward trains originating and Westward trains and engines using No. 1 main track West of switch leading to Westward receiving yard.

**NOTE 1:** When restricting orders are issued for trains en route Akron Mainline SD West from CL&W SD and Eastward trains from Akron Mainline SD en route CL&W SD, such trains will be stopped at Sterling and the order read to the engineer. The operator must not clear the signal until the engineer acknowledges his understanding of the order.

**NOTE 2:** Crews originating and destined to operate over Conrail track between Warwick and Akron Jct. will also secure the latest Conrail Bulletin Order Information on CSX Clearance Form A, Part 3, issued at originating terminal.

**NOTE 3:** Eastward trains must not pass RX train order office without permission of train dispatcher.

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### (a). RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
New Castle Jct.	P&LE	See Note 1
Center St., Haselton	CR-P&LE	See Note 4
Girard-Mosier Yard	CR	See Note 4
Greenwich	CR	See Note 2
GN Tower	NS	See Note 3

## AKRON MAINLINE SUBDIVISION (Continued)

### RAILROAD CROSSINGS AT GRADE (Continued)

**NOTE 1:** When signal governing movement over P&LE Crossing displays "STOP" aspect:

(a). After securing permission of the operator at OA, conductor or engineer will:

- Determine P&LE train or engine is not fouling or approaching crossing;
- Depress emergency release pushbutton for 2 seconds;
- Signal should display aspect to proceed;
- If not, proceed in accordance with Rule 233.

(b). Emergency release box located in northeast quadrant of the crossing is to be used if trap circuit on the P&LE RR is de-energized (indication light will be lit). To restore trap circuit depress pushbutton and hold until indication light is extinguished.

**NOTE 2:** Greenwich — When Absolute Signal governing movement over ConRail Crossing displays "STOP" aspect, conductor or engineer will:

- Determine Conrail train or engine is not fouling or approaching crossing;
- Obtain permission from Conrail train dispatcher at Columbus, Ohio to use the crossing;
- In case of communications failure with Conrail train dispatcher at Columbus, contact CSX train dispatcher and then;
- Observe indicator lights. If illuminated, depress corresponding pushbutton at least two seconds;
- Signal should then display aspect to proceed. If signal does not display aspect to proceed after operating pushbutton;
- Pass "STOP" signal at least 30 feet but not to foul crossing and;
- Wait six minutes;
- Proceed in accordance with Rule 233.

**NOTE 3:** GN Tower — When Absolute Signal governing movement over NS Crossing displays "STOP" aspect when operator is not on duty, conductor or engineer will:

- Obtain permission of train dispatcher to proceed;
- Determine NS train or engine is not fouling or approaching crossing;
- Pass "STOP" signal at least 30 feet but will NOT FOUL crossing;
- Wait five minutes;
- Proceed in accordance with Rule 233.

#### NOTE 4:

Station	Crossing	Authority for Movement on Akron Mainline
Center Street, Haselton	Conrail (2) and P&LE	Green Hand Signal
Girard — Mosier Yard Lead	CR	Horizontal Target

### 104. SWITCHES

#### HAND-OPERATED SWITCHES

Goodman — Switches of crossover south of Salt Springs Road may be left lined as last used.

Willard (RX) — Hand-operated switch located on No. 2 Main Track 146 feet west of train order office may be left as last used.

### 105. USE OF SPECIFIED TRACKS

Trains, after yarding in the westbound receiving yards, must not foul ladder track with engines or operate any switches for further movement without first securing permission from the westbound yardmaster. When westbound yardmaster is not on duty, no permission will be required to make further movement.

Before giving permission, westbound yardmaster must know there are no conflicting yard movements at the west end of the receiving yard.

## AKRON MAINLINE SUBDIVISION (Continued)

### D-151-A. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC DTC BLOCK FOR MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Between	Block Designation
MP 57.9 YL New Castle and MP 64.6 Carbon Crossover	Castle
MP 64.6 Carbon Crossover and MP 72.0 YL Haselton	Lowell
MP 74.7 YL Haselton and MP 76.5 Youngstown	Hasel
MP 76.5 Youngstown and WAS Ohio Junction	Yanda
EAS Ohio Junction and WAS Niles Junction	Donald
EAS Niles Junction and MP 91.9 Rock Cut Crossover	Niles
MP 91.9 Rock Cut Crossover and WAS Newton Falls	Newton
EAS Newton Falls and WAS FS Tower on No. 1 Track	Apco
EAS Newton Falls and WAS East End Eastward Siding FS Tower on No. 2 Track	
EAS West End Westward Siding FS Tower and WAS Ravenna on No.1 Track	
EAS FS Tower and WAS Ravenna on No. 2 Track	
EAS Ravenna and MP 124.7 XN Tower	Lawson
MP 124.7 XN Tower and MP 127.5 WAS BD Tower	Evans
EAS Warwick and WAS Sterling	Rittman
EAS Sterling and MP 165.5 Lodi Crossover	Lodi
MP 165.5 Lodi Crossover and MP 170.3 Homer Bridge 121	Homer
MP 170.3 Homer Bridge 121 and MP 176.9 Sullivan Crossover	Sully
MP 176.9 Sullivan Crossover and MP 181.1 Nova RT 511	Nova
MP 181.1 Nova RT 511 and MP 191.2 Greenwich RT 13	Ramey
MP 191.2 Greenwich RT 13 and MP 198.0 Boughtonville Crossover	Wich
MP 198.0 Boughtonville Crossover and MP 201.0 RT 61	Bought
MP 201.0 RT 61 and YL Willard	Willard

**NOTE 1: New Castle and Willard** — Trains may move against the current of traffic within yard limits with permission of the train dispatcher.  
**NOTE 2:** The track number will be added to the name of the block shown above.

### 221. TRAIN ORDER OFFICES

(a). Station	Hours Office Open	Days Office Closed
UN Tower (UN)	Continuous	Sat., Sun., and Holidays
New Castle Jct. (OA)	Continuous	
Ohio Jct. (OW)	0900-1700	
Newton Falls (HN)	Continuous	
Warwick (WX)	Continuous	
Sterling (RU)	Continuous	
Willard (RX)	Continuous	

## AKRON MAINLINE SUBDIVISION (Continued)

### TRAIN ORDER OFFICES (Continued)

#### (b). TRAIN ORDER SIGNALS

(1) Train order signals will not apply to nor will they be displayed for designated trains at station listed below:

Station	Trains
Sterling	Eastward Akron Mainline SD trains en route CL&W SD and trains from CL&W en route Akron Mainline SD westward

(2) The following stations have two train order signals which apply as indicated:

Station	Signal Located On	Applies to Movements
Newton Falls	Tower	On Akron Mainline
	Post north of No. 1 Track	To and from Newton Falls SD
Sterling	Tower	On Akron Mainline SD
	Post north of CL&W East Wye	To and from CL&W East Wye
GN Tower	Tower	Approaching on No. 2 Track
	Post north of No. 1 Track	Approaching on No. 1 Track

(3) The following train order signals, not in conformity with Rules 221-A, 221-B, 221-C, will govern as indicated:

Warwick — Akron Mainline SD trains en route from CR will receive train order aspects on mast located north of train order station. Akron Mainline SD trains en route to CL&W SD will receive train order aspects on mast located west of train order station. Trains from CL&W SD will receive train order aspects on mast located south of train order station.

These signals are equipped to display a red or yellow aspect, which apply Rule 221-A and Rule 221-B indications respectively. Rule 221-C will apply in absence of an aspect.

### D-251. CURRENT OF TRAFFIC BY BLOCK SIGNALS

**New Castle Jct.** — Trains may cross over or enter main tracks between the controlled absolute signals at New Castle Jct. without waiting for signal protection on verbal permission of the operator when the absolute signal or signals protecting the main tracks involved have displayed "STOP" aspect at least five minutes before switch or switches were operated.

## AKRON MAINLINE SUBDIVISION (Continued)

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
New Castle Jct.	Continuous	3	Yardmaster	Terminal
Edinburg	Continuous	2	Dispatcher	Wayside
Haselton	Note 1	4	Yardmaster/ Clerk	Terminal
Niles Jct.	Continuous	2	Train Dispatcher	Wayside
Goodman	Continuous	3	Agent	Terminal
Newton Falls	Continuous	1	Operator	Wayside
FS Tower	Continous	2	Train Dispatcher	Wayside
Munroe Falls				
Akron Jct.	Note 1	3	Yardmaster/ Clerk	Terminal
Akron MP 128.2	Continuous	2	Train Dispatcher	Wayside
Warwick	Continuous	1	Operator	
Warwick MP 144.2	Continuous	2	Train Dispatcher	
Sterling	Continuous	1	Operator	
Sterling MP 155.5	Continuous	2	Train Dispatcher	
Sullivan				
Greenwich				
Willard West Hump	Note 1	3	Yardmaster	Terminal
East Hump	Continuous	4	Yardmaster	Terminal
TO Office (RX)	Continuous	1	Operator	Terminal

**NOTE 1:** When yardmaster is on duty.

**NOTE 2:** To contact train dispatcher use #1 on touch tone pad or push transmit button 4 times within a 2 second period.

#### (b). HANDLING AND SAFEGUARDING RADIOS

Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
New Castle Jct.	Yard Office	Operator
Haselton	Yard Office	Booking Clerk
Goodman	Agent's Office	Rate & Bill Clerk
Akron Jct.	Yard Office	Yard Clerk
Willard	Data Center	Operator
	Eastbound Yard Office	Yardmaster
	Westbound Yard Office	Yardmaster

## AKRON MAINLINE SUBDIVISION (Continued)

### VI MISCELLANEOUS INSTRUCTIONS

#### 1. Warwick — Weigh in Motion System MP 146.1

All westward trains routed into scale track are to be considered as trains to be weighed unless otherwise instructed.

The following facilities and instructions apply only to trains being weighed:

Scale readiness indicator locates between No. 1 Track and scale track 800 feet east of scale and trains may pass this signal only when white light is displayed, proceeding at 7 MPH until entire train has passed scale at MP 146.1.

Speed indicator lights at MP 146.3, 146.6, 146.8, 147.2, 147.4, 147.7, and 148 will burn steady at 7.4 MPH or less. These lights will flash when speed is more than 9 MPH. When flashing, reduce speed avoiding severe slack action. When speed exceeds 9 MPH or scale malfunction occurs, speed indicator lights extinguish and two oscillating white lights at MP 146.8 and 148 will be displayed. When these lights are displayed, movement will be stopped and crew members will be governed by instructions of train dispatcher.

A reverse movement over the scale during weighing operations will cause a scale malfunction.

If consist of cars to be weighed has been changed between originating terminal and scale, conductor will notify train dispatcher details of such change before train operates onto scale.

Do not exceed 10 MPH over scale when not weighing.

#### 2. Waybills — Haselton, OH

Waybills for all setoffs and pickups made during the hours when no clerks are on duty will be left and picked up in the Trainman's Ready Room at Haselton.

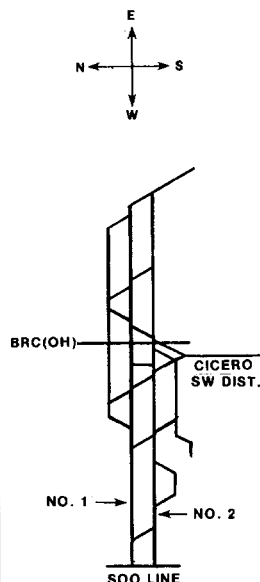
#### 3. Lordstown, OH

When delivering cars to General Motors Support Yard, Lyntz Townline Road and Salt Springs Road must not be blocked, especially during the hours of 0530 to 0730.



# **I ALTENHEIM SUBDIVISION** **1. STATIONS LISTING AND DIAGRAM**

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	29.8	Rockwell St. 0.3	
	30.1	Francisco Ave. 1.8	
	31.9	Springfield Ave. 0.4	
	32.3	46th Ave. 0.4	
	32.7	48th Ave. 1.4	
	34.1	Central Ave. 1.5	
	35.6	Oak Park Ave. 1.1	
	36.7	Desplaines Ave. 0.7	
	37.4	Madison St.	
7.6 Miles Rockwell St. to Madison St.			



Where Rule D-251 is in effect, the direction of traffic is:

- No. 1 Track — Westward
- No. 2 Track — Eastward

## **II METHOD OF OPERATION**

1. Track Section Between	Authority for Movement Rules	Track/s
Rockwell St. and 46th Ave.	93	Single
46th Ave. and Madison St.	D-251 (93)	Two

## **III SPEEDS**

### **1. MAXIMUM AUTHORIZED SPEED**

Between	MPH
Rockwell Street and Madison Street	35

### **6. SPEED RESTRICTIONS**

Location	MPH
Between 16th Street Bridge and Halsted Street	10

## **IV EQUIPMENT RESTRICTIONS**

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

## **ALTENHEIM SUBDIVISION (Continued)** **EQUIPMENT RESTRICTIONS (Continued)**

Station, Track, Bridge	Engine or Equipmt	Restrictions
16th Street Industrial Spur and Yard Tracks	B30-7, GP38, GP40, GP40-2, SD7, SD9, SD18, SD20-2, SD35, SD40, SD40-2, SD50, U23B, U30B, B30-7	Must not operate on
Sears Roebuck & Co. (Power House) Bridge 491-A/2	Cars with gross weight exceeding 230,000 lbs.	
Coca-Cola Company Siding Bridge 578-A/1	B30-7, GP38, GP40, GP40-2, SD7, SD9, SD18, SD20-2, SD35, SD40, SD40-2, SD50, U23B, U30B	
All above locations	Other engines	Must not exceed 10 MPH

## **V INSTRUCTIONS RELATING TO OPERATING RULES**

### **1. STANDARD CLOCKS**

Station	Location
48th Ave.	Crew Room

### **5. BULLETIN BOOKS AND NOTICES**

Station	Location
48th Ave.	Crew Room

**NOTE:** Bulletin books will not be placed at foreign line locations. Foreign line employees operating on CSX Chicago Terminal district trackage must secure copies of the latest superintendents bulletins before entering CSX trackage.

### **51. THRU-TRUSS BRIDGES**

Bridge No.	Location	Milepost
391-C	16th Street	3.1

### **93. YARD LIMITS**

(1) Trains moving from CNW to Altenheim Subdivision must secure verbal permission from CSX train dispatcher before entering CSX tracks.

(2) Trains moving from Blue Island Subdivision to Altenheim Subdivision via Single Track must secure verbal permission from CSX train dispatcher before passing 14th Street.

(3) Trains moving from CNW property to Blue Island Subdivision or Altenheim Subdivision must secure verbal authority from CSX train dispatcher before entering CSX trackage.

(4) Trains moving on Altenheim Subdivision toward Rockwell Street and 14th Street must secure verbal permission from CSX train dispatcher before passing 48th Avenue.

## ALTENHEIM SUBDIVISION (Continued)

### YARD LIMITS (Continued)

(5). Soo Line crews will not pass telephone box north of Madison Street without verbal permission from CSX train dispatcher.

(6). Trains moving on Altenheim Subdivision toward Schiller Park must report clear of CSX Main Tracks to CSX train dispatcher on completion of movement. For Soo Line movement, the time clear may be relayed through operator at B-12 Tower.

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### 16TH STREET

Station	River
16th Street	Chicago River

Rules 243-247 are in effect between absolute signals.

### 100. ROAD CROSSINGS AT GRADE

#### PROVIDING CROSSING PROTECTION

Location and Street	Instructions
16th St. Industrial Area _____ Cicero Spur _____	Trains and engines will stop and crew member will provide protection for vehicular traffic before moving over specified crossings.
Jefferson Street _____ House 9 _____ All crossings over 16th Street	Crews fouling grade crossing protection circuit at 16th Street, Cicero, when not making a through move, must operate pushbutton to activate release mechanism to avoid unnecessary blocking of vehicular traffic.

### 104. SWITCHES

#### HAND-OPERATED SWITCHES

The normal position of switches at Rockwell Street is for movements to and from single track (Blue Island Subdivision) and No. 1 Main Track (Altenheim Subdivision).

### 105. USE OF SPECIFIED TRACKS

(a). Train movement between 16th Street and Halsted Street will be made on verbal permission of CSX train dispatcher.

(b). Train movements between Halsted Street and Rockwell Street will be made on verbal permission of CNW Wood Street yardmaster and as prescribed by CNW Rules.

Train crews must call from Halsted Street and/or Rockwell Street for permission to occupy trackage east of Rockwell Street. This permission must be obtained from CNW yardmaster before proceeding onto CNW trackage.

(c). Sears Warehouse, Spaulding Avenue — Switching operation does not permit man on south side of car. All work will be done from north side of siding. Signs stating "Warning - No clearance for man on side of car", are in place.

(d). Coca-Cola Industry — Employees are prohibited from riding side of cars into plant. Gates must be opened prior to delivery.

## ALTENHEIM SUBDIVISION (Continued)

### USE OF SPECIFIED TRACKS (Continued)

(e). East Wye/46th Avenue — Trains using East Wye at 46th Avenue must secure permission from the CSX train dispatcher before entering the East Wye.

(f). West Wye — Trains entering West Wye from 48th Avenue either from the Main Track or the 48th Avenue Yard will secure permission from the CSX train dispatcher before entering the West Wye.

(g). Wye Track — Roosevelt Road — Trains must not enter either Wye at Roosevelt Road for movement to CSX mains or into Cicero without permission of the CSX train dispatcher.

### D-151-A. MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
48th Ave.	Continuous	2	Dispatcher	Wayside

**NOTE:** Digit #1 on touch tone pad or 5 pulses on transmit button within a 2 second period will initiate communication with dispatcher.

#### (b). HANDLING AND SAFEGUARDING RADIOS

Location of Portable Check-Out and Check-In Points

Location	Control Point	Control Point Employee
48th Avenue	Forest Hill Yardmaster's Office	Bill Clerk

## VI MISCELLANEOUS INSTRUCTIONS

#### (a). MAXIMUM HEIGHT TABLE

Location	Maximum Height
46th Ave., Main Line	17'3"
East Wye Belt overhead	17'9"
Laramie Ave. viaduct	21'3"
Austin Blvd. viaduct	19'0"
Lombard Ave. viaduct	19'3"
Ridgeland Ave. viaduct	19'0"
East Ave. viaduct	19'0"
Oak Park Ave. viaduct	19'0"
Home Ave. viaduct Main Tracks	21'6"
Home Ave. viaduct Mohrs Spur	17'6"
Harlem Ave. viaduct	19'3"
Circle Ave. viaduct	19'0"
48th Ave. & 16th St. High tension line	22'0"

**ALTENHEIM SUBDIVISION (Continued)**  
**MISCELLANEOUS INSTRUCTIONS (Continued)**

**(b). MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE**

Shipments within the dimensions shown below loaded on cars having 44' or less truck centers may be handled without restrictions.

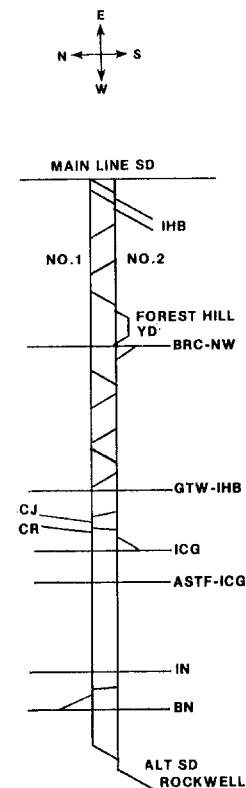
Height Above Rail	Width
17'3"	11'0"
5'6"	11'0" (See Note)
4'6"	10'8" (See Note)
3'6"	10'6"
2'0"	10'4"

**NOTE:** Does not apply for loads to be handled on West Wye at Ogden Ave. and on CR or CNW tracks north of Rockwell Street where width is limited to 10'6" at slow speed.

Any shipment exceeding above dimensions, must be cleared with Clearance Bureau.

**I BLUE ISLAND SUBDIVISION**  
**1. STATIONS LISTING AND DIAGRAM**

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	15.2	Blue Island Jct.	
	16.5	123rd St. Crossover	
	19.6	95th St. Crossover	
	22.1	79th St.	
	22.5	75th St.	
	23.8	64th St.	
	24.8	59th St.	
	25.7	51st St.	
	27.4	Brighton Park	
	27.8	Ash St.	
	28.5	26th St.	
	28.8	22nd St.	
	29.5	14th St.	
	29.8	Rockwell St.	
14.6 Miles Blue Island Jct. to Rockwell St.			



Where Rule D-251 is in effect, the direction of traffic is:

- No. 1 Track — Westward
- No. 2 Track — Eastward

**II METHOD OF OPERATION**

1. Track Section Between	Authority for Movement Rules	Track/s
Blue Island Junction	255-259 (93)	Two
No. 1 Track Blue Island Junction and ETC sign located 830 feet west of 127th Street	D-251 (93)	
No. 2 Track Blue Island Junction and Signal 170 located 1760 feet east of 115th Street	D-251 (93)	
No. 1 Track from ETC Sign located 830 feet west of 127th Street and Signal 127N	93	
No. 2 Track Signal 170 located 1760 feet east of 115th Street and ETC Sign located 3978 feet east of 79th Street Junction	93	
Signal 127N located 3978 feet east of 79th Street Jct. and 75th Street	D-251 (93)	

**BLUE ISLAND SUBDIVISION (Continued)****METHOD OF OPERATION (Continued)**

1. Track Section Between	Authority for Movement Rules	Track/s
75th Street	255-259	Two
75th Street and Ash Street	D-251 (93)	
Ash Street	255-259 (93)	
14th Street and Ash Street	D-251 (93)	
14th Street and Rockwell Street	93	Single

**III SPEEDS****1. MAXIMUM AUTHORIZED SPEED**

Between	MPH
Blue Island Junction and Rockwell Street	40

**6. SPEED RESTRICTIONS**

Location	MPH
Blue Island Junction Interlocking Limits	20
Between Blue Island Junction and 80th Street	20
Between 80th Street and 79th Street	15
75th Street Interlocking Limits	35
Wye — 75th Street BRC Connection	10
3rd Main between 71st Street and 51st Street	10
Between 51st and 48th Streets	35
Ash Street Interlocking Limits	20
26th Street Interlocking Limits	20
Between Rockwell Street and 14th Street	15

**IV EQUIPMENT RESTRICTIONS**

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
Bridge 592C at West 35th St.	Cars with gross weight exceeding 263,000 lbs.	Must not exceed 10 MPH
Bridge 605C at West 35th St.		

2. Between the locations specified below, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic foot covered hoppers will not exceed 13 MPH. Crews will be furnished a message when their train contains any of these cars.

79th Street Curve MP 22.1 and MP 22.3

83rd Street Curve MP 20.7 and 20.8

**BLUE ISLAND SUBDIVISION (Continued)****V INSTRUCTIONS RELATING TO OPERATING RULES****1. STANDARD CLOCKS**

Station	Location
75th Street	Tower
Forest Hill	Yardmaster's Office

**5. BULLETINS BOOKS AND NOTICES**

Station	Location
Forest Hill	Yardmaster's Office

**NOTE:** Bulletin books will not be placed at foreign line locations. Foreign line employees operating on CSX Chicago Terminal district trackage must secure copies of the latest superintendents bulletins before entering CSX trackage.

**51. THRU-TRUSS BRIDGES**

Bridge No.	Location	Milepost
554-C	Ash Street	28.1
1865-C	Blue Island Jct.	15.1

**93. YARD LIMITS****TRAIN MOVEMENT BETWEEN 14TH STREET AND ROCKWELL STREET**

Train movements thru single track between 14th Street and Rockwell St. will be arranged by the CSX train dispatcher.

Only one train at a time will be allowed to occupy single track between 14th Street and Rockwell Street.

Trains moving from CNW, CR, or from Altenheim Subdivision must obtain permission from CSX train dispatcher to occupy single track before proceeding.

Trains moving from 14th Street toward CNW, CR or to Altenheim Subdivision must obtain permission from CSX train dispatcher to occupy Single Track before proceeding.

Train crews will not hand-operate switches for train movement until permission has been secured from the CSX train dispatcher. Train crews will be responsible for relining and securing all switches in their normal position.

The normal position for switches at Rockwell Street Junction will be lined and locked for movements to and from Single Track (Blue Island Subdivision) and Number 2, Outbound (Altenheim Subdivision) Main Track.

Conductors, engineers, or others authorized to direct movements must report promptly to the CSX train dispatcher the time track is clear, or completion of movement.

## BLUE ISLAND SUBDIVISION (Continued)

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### RAILROAD CROSSINGS AT GRADE BRIGHTON PARK

(a).

Station	Crossing	Position of Semaphore for movement on CSX
Brighton Park	ICG	Vertical for CSX (See Note)
Brighton Park South Wye	Conrail	

**NOTE:** Semaphore signals controlling ICG crossing at Brighton Park applies to movement on both main tracks in both directions.

#### (b). 26TH STREET

When absolute signal governing movement over ATSF Crossing displays a "STOP" aspect, conductor or engineer will:

- Determine ATSF train or engine is not fouling or approaching crossing;
- Depress pushbutton located on side of relay house for five seconds.
- Signal should display aspect to proceed. If signal does not display aspect to proceed within 15 seconds;
- Proceed in accordance with Rule 233.
- For reverse movement, depress pushbutton located on signal.

### 100. ROAD CROSSINGS AT GRADE

#### PROVIDING CROSSING PROTECTION

Eastward trains with more than twenty cars will not pass Signal 160, located 830 feet west of 127th Street, unless signal displays clear aspect (Rule 281) or by permission of CSX train dispatcher.

### 104. SWITCHES

#### HAND-OPERATED SWITCHES

When trains are making crossover movements at the following locations, switches will be lined and locked for crossover movement. After movement is completed, switches will be lined and locked for straight track movement.

22nd Street	64th Street
50th Street	79th Street
51st Street	95th Street
59th Street	123rd Street

### D-151-A. MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

### C-280. SIGNAL ASPECTS AND INDICATIONS

1. CPL Signal on No. 1 inbound main track at Blue Island Junction governs movement with the current of traffic to ETC sign located 830 feet north of 127th Street. It will display Rule C-285 (Approach) when this section of track on No. 1 inbound main track is not occupied and will display Rule C-290 (Restricting) when track is occupied.

2. Outbound trains with more than twenty (20) cars will not pass signal 160, located 830 feet north of 127th Street, unless signal displays clear aspect (Rule C-281) or by permission of CSX train dispatcher.

## BLUE ISLAND SUBDIVISION (Continued)

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Forest Hill	1600 to 0200 daily	5	Yardmaster	Terminal
	Continuous except 0001 to 0800 Sun.	C	Carman	Terminal
	Continuous except Sun.	C	Loading Foreman	Terminal

**NOTE:** To contact CSX train dispatcher use #1 on touch tone pad or push transmit button 5 times within 2 second period.

#### (b). HANDLING AND SAFEGUARDING RADIOS

Location of Portable Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Forest Hill	Yardmaster's Office	Bill Clerk

## VI MISCELLANEOUS INSTRUCTIONS

#### (a). MAXIMUM HEIGHT TABLE

Shipments measuring within the dimensions shown below, loaded on cars having 44' or less truck centers may be handled without restrictions.

Location	Maximum Height
18th St. BN Overhead No. 2 Main	17'4"
No. 1 Main	17'1"
19th St. BN Overhead No. 2 Main	17'4"
No. 1 Main	17'1"
21st St., CTA Overhead BN approach track to West Wye	22'0"
Drainage Canal-8 Track bridge (Ash St.)	19'6"
49th St., IHB and GTW Overhead	19'6"

**NOTE:** Maximum height for cars moving to ATSF is 19 feet 5 inches. Maximum height for cars moving to BN is 19 feet 6 inches.

Conductor or engineer on trains moving to BN, handling cars in excess of 17 feet 2 inches high must advise CSX chief train dispatcher (471-7186) before departing Barr Yard.

Conductor or engineer on trains moving to BN, handling cars in excess of 17 feet 2 inches high must advise BN train dispatcher at 22nd Street before entering BN tracks.

#### (b). MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Height Above Rail	Width
17'0"	11'0"
5'6"	11'0" (See Note)
4'6"	10'8" (See Note)
3'6"	10'6"
2'0"	10'4"

## BLUE ISLAND SUBDIVISION (Continued)

### MISCELLANEOUS INSTRUCTIONS (Continued)

#### MAXIMUM WIDTHS AT VARIOUS HEIGHTS (Continued)

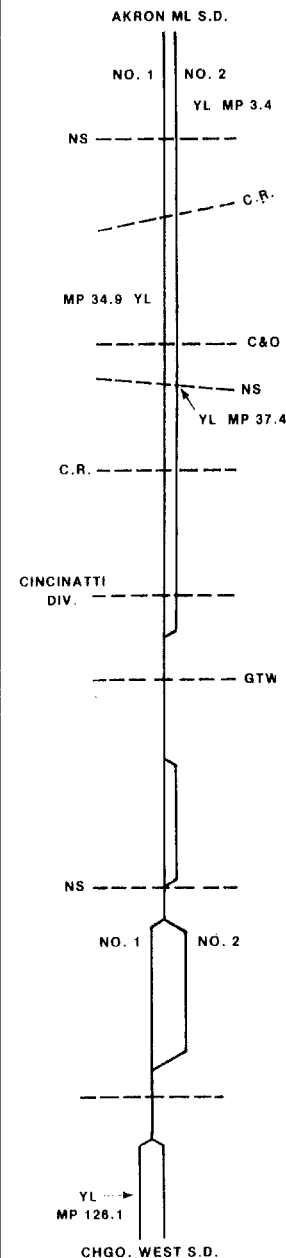
**NOTE:** Does not apply for loads to be handled between 14th Street and Rockwell Street, or on CR or CNW tracks north of Rockwell Street where width is limited to 10'6" at slow speed.

Any shipment exceeding above dimensions, or multiple loads must be cleared with Clearance Bureau.

## I CHICAGO EAST SUBDIVISION

### 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	0.0	Willard - RX	T
	3.1	J Tower	T
	8.1	Attica Jct.	
	15.8	Republic	
	24.3	Tiffin	T
	25.6	Kellar	WS6092
	30.0	Bascom	
	36.4	F Tower	T ES5953
	36.8	Fostoria	WS6490
	44.2	Bloomdale	
	49.0	Galatea	WS7372
	50.7	North Baltimore	
	56.2	Hoytville	
	62.5	Deshler	T
	67.3	East Hamler WEDT	
	69.4	Hamler	
	74.6	Holgate	
	80.0	Standley EEDT	
	82.1	West Standley	
	87.4	Defiance	
	87.9	FC Tower WEDT	
	96.4	Sherwood EEDT	
	101.3	Mark Centre	
	107.9	Hicksville	
	113.8	Indo WEDT	
	116.6	St. Joe	
	125.0	Auburn EEDT	
	126.1	East Garrett	
	128.0	Garrett	T
128.0 Miles Willard to Garrett			



Where Rules D-151 or D-251 are in effect, the direction of traffic is:

- No. 1 Track — Westward
- No. 2 Track — Eastward

## CHICAGO EAST SUBDIVISION (Continued)

### II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
No. 1 Track — ETC Sign, 473 feet east of East Wye Switch and first signal 295 feet west of East Wye Switch, Willard	D-151 (93)	Two
No. 2 Track — ETC Sign 130 feet west of train order office and first signal 763 feet east of train order office, Willard	D-151 (93)	
No. 1 Track — First Signal 295 feet west of East Wye Switch Willard and J Tower	D-251 (93)	
No. 2 Track — ETC Sign 130 feet west of train order office, Willard and J Tower	D-251 (93)	
J Tower	255-259 (93)	
J Tower and Tiffin	D-251	
Tiffin	255-259	
Tiffin and MP 35.0	D-251	
MP 35.0 and Columbus Ave. Fostoria	D-251 (93)	
Columbus Ave., Fostoria and East Switch Westward Siding Fostoria	265-271 (93)	
East Switch Westward Siding Fostoria and MP 37.4	D-251 (93)	
MP 37.4 and Galatea	D-251	
Galatea and North Baltimore	265-271 (See Note)	
North Baltimore and Deshler	D-251	
Deshler	255-259 (See Note)	
Deshler and East Hamler (WEDT)	D-251	Single
East Hamler (WEDT) and Standley (EEDT)	265-271	
Standley (EEDT) and FC Tower (WEDT)	265-271	Two
FC Tower (WEDT) and Sherwood (EEDT)	265-271	Single
Sherwood (EEDT) and Indo (WEDT)	265-271	Two
Indo (WEDT) and Auburn (EEDT)	265-271	Single
Auburn (EEDT) and East Garrett	265-271	Two
East Garrett and Garrett	265-271 (93)	

**NOTE:** Rules 265-271 are in effect on siding North Baltimore and on Southeast Wye Track, Deshler.

## CHICAGO EAST SUBDIVISION (Continued)

### III SPEEDS

#### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Between Willard and Garrett	60

#### 2. LIMITED SPEED

Location	MPH
Entering or leaving No. 2 Track at Indo	35

#### 6. SPEED RESTRICTIONS

Location	MPH
Willard — Through crossover from Running Track to No. 2 Main Track at Millertown Subway	25
Passing J Tower (unless otherwise instructed by operator) See Note 1.	10
*Tiffin — MP 23.7 and MP 24.6	35
*Fostoria — MP 35.6 and MP 37.8	35
Fostoria — All Wye Tracks	10
Deshler — Approaching Western Division Crossing MP 62.4	35
Deshler — On Wye Tracks	10
*Defiance — MP 85.3 and MP 89.4	35
*Sherwood — MP 97.0 and MP 97.4	35
Auburn — East and West Industrial Tracks	10
Garrett — MP 127.4 and MP 127.9 No. 2 Track	20
— MP 127.9 and MP 128.2 No. 2 Track	15
— MP 127.4 and MP 128.2 Head end only No. 1 Track	20

\*Denotes city ordinance.

**NOTE 1:** To apply to trains on which operator is required to make car-check.

#### NOTE 2: SPEEDS WHEN OPERATING AGAINST CURRENT OF TRAFFIC

Trains and engines operating against the current of traffic must not exceed speeds indicated as follows:

1. Attica Junction — between MP 7.9 and MP 8.5 on No. 1 Track, 40 MPH.
2. Tiffin — between MP 23.5 and MP 25.5 on No. 1 & 2 Tracks, 35 MPH.
3. North Baltimore — between MP 50.4 and MP 50.8 on No. 1 Track, 45 MPH; on No. 2 Track, 35 MPH.

These speeds apply only to head end of movements.

## CHICAGO EAST SUBDIVISION (Continued)

### 8. ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators may be checked at the following locations:

Between MP 14 and MP 15.

Between MP 44 and MP 45.

Between MP 77 and MP 78.

Between MP 119 and MP 120.

**NOTE:** Engine odometers must be calibrated at the first above listed location encountered.

## IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
Between Willard and Garrett	Cars with gross weight exceeding 315,000 lbs.	Must not operate on at Hump
Willard, OH: Over Car Retarders at Hump	Engines other than GP7, GP9, SD7, SD9	

2. 95-ton or greater capacity Hi-cube (3800 to 4800 cubic ft. capacity) loaded covered hoppers — Trains handling these cars will reduce below 14 MPH at location listed below:

Garrett — No. 2 Track, between MP 128 and MP 128.1.

Train and engine crews will determine from hazard graph or will be given message notifying them when their train contains any of these cars.

3. Loaded GSCX Equipment — Trains handling loaded GSCX equipment will not exceed 10 MPH between First Street Willard and east switch Westward Receiving Yard Willard.

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
Willard	Register Room Willard RX
	Westbound Hump — Yard Office
	Eastbound Hump — Yard Office
Fostoria	C&O West End Yard Office
Defiance	Yard Office
Garrett	Train Order Office

## CHICAGO EAST SUBDIVISION (Continued)

### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Willard	Register Room Willard RX (See Note)
	Westbound Hump — Yard Office
	Eastbound Hump — Yard Office
Fostoria	C&O West End Yard Office
Defiance	Yard Office
Garrett	Register Room (See Note)

**NOTE:** Includes Columbus and Cincinnati Division Bulletins and Notices.

### 36. SPRING SWITCHES

Location	Normal Position for Movement On	Designated Speed in Normal Position	
		Facing Movement	When Springing Switch
Kellar — West switch Westward Passing Siding (See Note)	No. 1 Main Track	30	10
Fostoria — East Switch Eastward Passing Siding	No. 2 Main Track	30	10
Sherwood — West Switch Westward Storage Track	No. 1 Main Track	Max. Auth. Speed	10

**NOTE:** Conductor or engineer will secure permission of train dispatcher to operate pushbutton for westward movement. Before proceeding, a waiting time of five (5) minutes must elapse after signal is displayed for movement.

### 51. THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
94/9	Sherwood	94.9

### 58. DETECTORS

Audible equipment defect detectors are in service at:

Location	Direction of Movement	Track/s
MP 12.3	Eastward and Westward	No. 1 and No. 2
MP 31.1		
MP 54.4		Main
MP 77.9		
MP 93.9		
MP 118.0		



## CHICAGO EAST SUBDIVISION (Continued)

### 83-A. CLEARANCE FORM A

Trains must receive Clearance Form A before leaving stations listed below:

Willard .....	Eastward trains originating and westward trains and engines using No. 1 Main Track west of switch leading to Westward Receiving Yard
J Tower .....	Westward trains originating
Garrett .....	All trains (See Note)

**NOTE:** Trains operating through Garrett that do not change crews must receive verbal permission of train order operator at Garrett before passing MP 128.

### 93. YARD LIMITS

Location	Instructions
Willard	Eastward movements on No. 1 Main Track between J Tower and Willard will stop clear of switch leading from No. 1 Main Track to Westward Receiving Yard, and will not proceed without permission of operator at Willard. Before giving permission, the operator must know there are no conflicting westward movements between Third Street (Akron Mainline SD) and east lead switch of Westward Receiving Yard.

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(a). Attica Jct., Galatea, FC Tower and St. Joe:

When absolute signal governing movement over these crossings displays "STOP" aspect, after contacting CSX train dispatcher, conductor or engineer will:

- Determine NS or Conrail train or engine is not fouling or approaching crossing;
- Pass signal at least 30 feet but not foul crossing;
- Wait time interval shown below; and
- Proceed in accordance with Rule 233.

6 minutes — Attica Jct.

6 minutes — Galatea

5 minutes — FC Tower

8 minutes — St. Joe

(b). Hamler:

When absolute signal governing movement over G.T.W. crossing displays "STOP" aspect, after contacting CSX train dispatcher, conductor or engineer will:

- Determine G.T.W. train or engine is not fouling or approaching crossing;
- Proceed in accordance with Rule 233.

## CHICAGO EAST SUBDIVISION (Continued)

### 100. ROAD CROSSINGS AT GRADE

Location	Instructions
Defiance — State Route 18	Trains and engines on other than Main Track will stop and crew member will provide protection for vehicular traffic before moving over crossings.
Sherwood — Harrison Street	
Auburn — 11th St. on West Track	
Auburn: 7th St.	Movement on run-around track must stop within 70 feet, but clear of crossing, until highway traffic control device has functioned for at least 20 seconds and highway is clear of traffic. If automatic crossing device fails to function, crew member must protect highway traffic. Apparatus is provided to manually interrupt operation of automatic crossing device for movement on industrial road.
S.R. No. 427	Highway traffic control device must be operated manually to protect movement on Industrial East Track.

### 104. SWITCHES

#### HAND-OPERATED SWITCHES

1. Hand-operated switch located on No. 2 Main Track 146 feet west of train order office Willard may be left as last used.

2. Deshler — The following hand-operated switches at Deshler may be left in position last used and the associated derails left in the corresponding position for the route when instructed by the train dispatcher:

(a) Chicago Division connection switch at south end of Cincinnati Division North Siding.

(b) West switch west storage track at MP 63.9.

### 105. USE OF SPECIFIED TRACKS

Willard — After yarding in the Westbound Receiving Yards, trains must not foul ladder track or operate switches without permission of the Westbound yardmaster when yardmaster is on duty.

### D-151-A. MOVEMENT AGAINST THE CURRENT OF TRAFFIC DTC BLOCK FOR MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Track Section Between	Block Designation
MP 3.4 YL Willard and WAS Attica Jct.	Attica
WAS Attica Jct. and MP 15.9 Republic Crossover	Public
MP 15.9 Republic Crossover and WAS Tiffin	Tiffin
EAS Tiffin and MP 30.0 Bascom	Kellar
MP 30.0 Bascom and MP 34.9 YL Fostoria	Fostor
MP 37.4 YL Fostoria and WAS Galatea	Galatea
EAS North Baltimore and WAS Deshler	Deshler
EAS Deshler and WAS East Hamler	Hamler

**NOTE:** The track number will be added to the name of the block shown above.

## CHICAGO EAST SUBDIVISION (Continued)

### 221. TRAIN ORDER OFFICES

Station	Hours Office Open	Days Office Closed
*Willard (RX)	Continuous	.....
J Tower (J)	Continuous	.....
Tiffin (FI)	Continuous	.....
Fostoria (F)	Continuous	.....
Deshler (DR)	Continuous	.....
*Garrett (G)	Continuous	.....

\*Office is not equipped with train order signal.

### TRAIN ORDER SIGNALS

The following station has two train order signals which apply as indicated:

Station	Signal Located On	Applies to Movement
Fostoria	Tower	On Chicago East SD
	Post north of No. 1 Track	To Cincinnati Div. via Deshler

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Willard: West Hump	Note 1	3	Yardmaster	Terminal
East Hump	Continuous	4	Yardmaster	Terminal
TO Office (RX)	Continuous	1	Operator	Wayside
Willard MP 0.0	Continuous	2	Train Dispatcher	Wayside
Tiffin				
F Tower	Continuous	1	Operator	Terminal
Fostoria MP 36.8	Continuous	2	Train Dispatcher	Wayside
Hoytville MP 54.2				
Hamler MP 71.7				
Defiance Mp 87.2	Continuous	2	Train Dispatcher	Wayside
Hicksville				
Auburn MP 123.6				
Garrett	Continuous	1	Operator	Wayside

**NOTE1:** When yardmaster is on duty.

**NOTE 2:** To contact train dispatcher use #3 on touch tone pad or push transmit button 3 times within 2 second period.

## CHICAGO EAST SUBDIVISION (Continued)

### RADIOS (Continued)

#### (b). HANDLING AND SAFEGUARDING RADIOS

Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Willard	Data Center	RX Operator
	East Yard Office	Yardmaster
	West Yard Office	Yardmaster
Defiance	Yard Office	Yard Clerk
Garrett	Yard Office	Operator

## VI

### MISCELLANEOUS INSTRUCTIONS

#### 1. North Baltimore, OH

Cars must not be left standing on Galatea Siding west of the post located 800 feet east of Township Road 210-A (Poe Road) Grade Crossing. The post has been installed north of the siding track and the rail on the siding has been painted to identify this point.

#### 2. Deshler, OH

Eastward trains working Deshler that will not fit between County Road #3 and Keyser St. will leave the rear of the train west of SR 65 with enough room to accommodate a pick up if necessary.

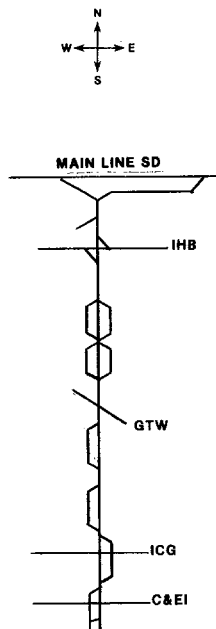
Westward trains picking up from #4 Track or the west siding should, if space permits, stop to clear Keyser St. and after the pick up is coupled to the train, pump air with engine east of County Road #3. If space does not permit to accomplish the above, the pick up should be completed with minimum delay to vehicular traffic on either County Road #3 or D.

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

# I CHICAGO HEIGHTS SUBDIVISION

## 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	0.0	Harvey Jct.	
	0.8	North Harvey	
	1.7	St. Paul Jct.	
	2.2	West Harvey	
	3.3	Harvey	
	3.7	Phoenix (Halsted St.)	
	4.4	159th St.	
	5.6	Berg Siding	
	6.8	Ridge Road	
	7.5	Thornton	
	9.7	Joe Orr Road	
9.7 Miles Harvey Jct. to Joe Orr Road			



## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
Harvey Junction and North Harvey	265-271 (93)	Single
North Harvey	255-259 (93)	
North Harvey and Harvey	93	
Harvey	255-259 (93)	
Harvey and End of Track MP 9.7	93	

## III SPEEDS

### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Harvey Junction and Joe Orr Road MP 9.7	20

### 6. SPEED RESTRICTIONS

Location	MPH
Over Bridge 1962 C (Harvey Junction)	15
Over Bridge 2728 C (North of Glenwood Road)	15

# CHICAGO HEIGHTS SUBDIVISION (Continued)

## IV EQUIPMENT RESTRICTIONS

1. Between the locations specified below, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic foot covered hoppers will reduce below 14 MPH. Train and engine crews will determine from the hazard graph or be furnished a message notifying them when their train contains any of these restricted cars.

Harvey Junction (West Wye) MP 0 and MP 0.4

Harvey Junction (East Wye) MP 0 and MP 0.8

West Harvey MP 2.1 and MP 2.3

Harvey MP 3.1 and MP 3.3

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
Phoenix	Crew Room

### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Phoenix	Crew Room

**NOTE:** Bulletin books will not be placed at foreign line locations. Foreign line employees operating on CSX Chicago Terminal district trackage must secure copies of the latest superintendents bulletins before entering CSX trackage.

## 100. ROAD CROSSINGS AT GRADE

Trains will provide protection against vehicular traffic before moving over the highway or street crossings designated below:

Location	Track	Highway or Street Crossing
Harvey	All Industrial Spurs	155th, 156th and 157th Streets
South Holland	Industrial Spur	Canal Street (Crossing 163-732M)

## 104-J. SWITCHING INDUSTRIAL TRACKS

Phoenix — Electric lock on Bliss and Laughlin industrial door.

To operate request Bliss and Laughlin employees to raise overhead door. When door is fully raised, remove padlock. Light will illuminate in top of electric switch lock. Switch may then be thrown. Circuits are arranged to prevent door from being lowered until switch is closed and padlock re-inserted.

## 400. RADIO INSTRUCTIONS

**NOTE:** To contact train dispatcher use #1 on touch tone pad or push transmit button 5 times within 2 seconds.

# CHICAGO HEIGHTS SUBDIVISION (Continued)

## VI MISCELLANEOUS INSTRUCTIONS

### (a). MAXIMUM HEIGHT TABLE

Loads 11'0" wide may be handled unrestricted at the heights indicated.

Location	Maximum Height
McDonald MP overhead	17'9"
Harvey ICG overhead	19'7"
West Harvey Wyman Gordon Viaduct	21'6"

Any shipment exceeding above dimensions must be cleared with the Clearance Bureau.

### (b). MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

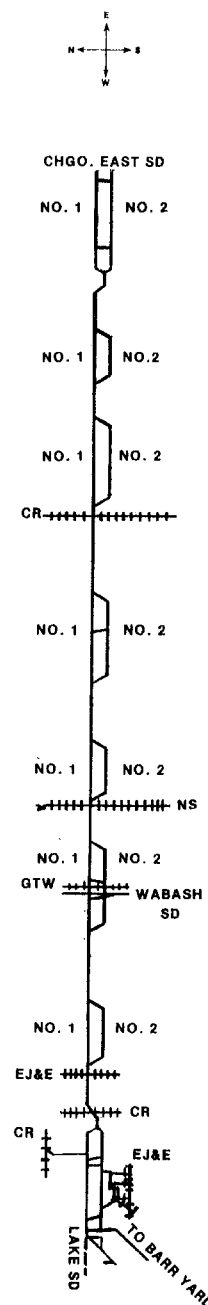
Shipments measuring within the dimensions shown below loaded on cars having 44' or less truck centers may be handled without restrictions.

Height Above Rail	Width
17'0"	11'0"
5'6"	11'0"
4'6"	10'8"
3'6"	10'6"
2'0"	10'4"

# I CHICAGO WEST SUBDIVISION

## 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	128.0	Garrett T	
	129.7	West Garrett 1.7	
	132.1	East Avilla WEDT 2.4	
	142.6	Albion EEDT 10.5	
	143.5	Albion Station 0.9	
	148.7	Kimmell WEDT 5.2	
	157.8	Wawasee EEDT 9.1	
	160.6	Syracuse 2.8	
	165.7	Milford Jct. WEDT 5.1	
	173.9	Nappanee 8.2	
	175.4	West Nappanee EEDT 1.5	
	181.5	Bremen Station 6.1	
	183.0	Bremen WEDT 1.9	
	189.8	Lapaz 6.8	
	191.9	Garden EEDT 2.1	
	199.1	Walkerton WEDT 7.2	
	208.4	Tracy EEDT 9.3	
	213.8	Wellsboro 5.4	
	217.5	Webster WEDT 3.7	
	220.9	Alida 3.4	
	226.7	Suman EEDT 5.8	
	234.8	McCool WEDT 8.1	
	236.9	Willow Creek 2.1	
	243.7	East Gary EEDT 6.8	
	246.4	Curtis Yard 2.7	
	248.9	Pine Jct. T 2.5	
121.0 Miles Garrett to Pine Jct.			



## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
Garrett and West Garrett	265-271 (93)	Two
West Garrett and East Avilla	265-271	

## CHICAGO WEST SUBDIVISION (Continued)

### METHOD OF OPERATION (Continued)

1. Track Section Between	Authority for Movement Rules	Track/s
East Avilla and Albion	265-271	Single
Albion and Kimmell	265-271	Two
Kimmell and Wawasee	265-271	Single
Wawasee and Milford Jct.	265-271	Two
Milford Jct. and West Nappanee	265-271	Single
West Nappanee and Bremen	265-271	Two
Bremen and Garden	265-271	Single
Garden and Walkerton	265-271	Two
Walkerton and Tracy	265-271	Single
Tracy and Webster	265-271	Two
Webster and Suman	265-271	Single
Suman and McCool	265-271	Two
McCool and East Gary	265-271	Single
East Gary and Pine Jct.	265-271	Two
Pine Jct.	255-259 (93)	

### III

### SPEEDS

#### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Garrett and Pine Jct.	60

#### 2. LIMITED SPEED

Location	MPH
Entering or leaving No. 2 Track at Albion, Kimmell, Wawasee, Milford Jct., West Nappanee, Bremen, Garden, Walkerton, Tracy, Webster, Suman and McCool	35

#### 6. SPEED RESTRICTIONS

Location	MPH
Between MP 128.0 and MP 128.2 (Head end of movement only)	20
No. 1 Track	15
Between MP 128.0 and MP 128.2	45
No. 2 Track	
Entering or leaving No. 1 Track at East Avilla	45
Wellsboro — Over GTW and C&O Crossings	40
Willow Creek — Over Conrail Crossing	

#### 8. ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators may be checked at the following locations:

Between MP 140 and MP 141.  
Between MP 186 and MP 187.  
Between MP 229 and MP 230.

**NOTE:** Engine odometers must be calibrated at the first above listed location encountered.

## CHICAGO WEST SUBDIVISION (Continued)

### IV

### EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
Between Garrett and Pine Jct.	Cars with gross weight exceeding 315,000 lbs.	Must not operate on
Milford Jct.: Maple Leaf Farms, Inc.	Cars longer than 64 feet	
Bremen: Bremen Coal Co.	Engines	

2. 95-ton or greater capacity hi-cube (3800 to 4800 cubic ft. capacity) loaded covered hoppers — Trains handling these cars will reduce below 14 MPH at location listed below:

Garrett — No. 2 Track, between MP 128 and MP 128.1.

Train and engine crews will determine from hazard graph or will be given message notifying them when their train contains any of these cars.

### V INSTRUCTIONS RELATING TO OPERATING RULES

#### 1. STANDARD CLOCKS

Station	Location
Garrett	Train Order Office

#### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Garrett	Register Room (See Note)

**NOTE:** Includes Chicago Terminal District, Cincinnati and Columbus Division Bulletins and Notices.

#### 58. DETECTORS

Audible equipment defect detectors are in service at the following locations:

Location	Direction	Track/s
MP 136.5	Eastward and Westward	Single
MP 152.7		
MP 168.8		No. 1 and No. 2
MP 193.6		
MP 218.0		Single
MP 242.2		

#### 83-A. CLEARANCE FORM A

Trains must receive Clearance Form A before leaving stations listed below:

Garrett.....All trains originating (See Note)  
Pine Junction.....Eastward trains

## CHICAGO WEST SUBDIVISION (Continued)

### CLEARANCE FORM A (Continued)

**NOTE:** Trains operating through Garrett that do not change crews must receive verbal permission of train order operator at Garrett before passing MP 128.

#### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

##### RAILROAD CROSSINGS AT GRADE

###### (a) Milford Jct., Walkerton and McCool

When absolute signal governing movement over these crossings displays "STOP" aspect, after contacting CSX train dispatcher, conductor, or engineer will:

- Determine Conrail or NS train or engine is not fouling or approaching crossing;
- Pass signal at least 30 feet but NOT FOUL crossing;
- Wait five minutes, and;
- Proceed, in accordance with Rule 233.

###### (b) Wellsboro — GTW and Wabash Subdivision

When absolute signal governing movement over crossings displays "STOP" aspect, after securing permission of CSX train dispatcher, conductor or engineer will:

- Determine GTW or Wabash Subdivision train or engine is not fouling or approaching crossing;
- Depress emergency release button located on CSX instrument house;
- Signal should display aspect to PROCEED. If signal does not display aspect to PROCEED;
- Conductor or engineer will obtain permission to proceed from CSX train dispatcher.

Train dispatcher will not permit movements which must cross GTW and Wabash Subdivision without first having knowledge of possible conflicting movements.

- If no conflicting movement is apparent;
- Engine or lead car will pass "STOP" signal at least 30 feet but NOT FOUL crossing;
- Wait five minutes and;
- Proceed, in accordance with Rule 233.

###### (c) Willow Creek — Conrail

Time out and reclearing circuits are provided for eastward and westward trains. Eastward trains using more than 12 minutes between Signal No. 2414 and EAS Willow Creek; and westward trains using more than 9 minutes between Signal No. 2325 on No. 2 Main Track or Signal No. 2323 on No. 1 Main Track and WAS Willow Creek; can expect absolute signals to display "STOP" aspect Rule C-292. When "STOP" aspect is displayed on absolute signal governing movements over Conrail crossing and no conflicting movement is apparent, conductor or engineer will:

- Observe lights in Emergency Release Box located in northwest quadrant of crossing;
- If RED light is illuminated, depress pushbutton for three seconds.
- If RED light is not illuminated;

Secure permission of Conrail train dispatcher to operate pushbutton;

If communication is not available trains MUST wait five minutes after stopping then depress pushbutton for three seconds;

## CHICAGO WEST SUBDIVISION (Continued)

### RAILROAD CROSSINGS AT GRADE (Continued)

- When white light illuminates train may proceed;
- If white light does not illuminate four minutes after depressing pushbutton;
- Pass signal at least 30 feet but not foul crossing;
- Wait five minutes and proceed in accordance with Rule 233.

#### 104-A. HAND-OPERATED SWITCHES

**Wellsboro** — West switch of loop track will be left lined for thoroughfare track when not in use.

#### 221. TRAIN ORDER OFFICES

Station	Hours Office Open	Days Office Closed
Garrett (G)	Continuous	.....
Pine Jct. (NE)	Continuous	.....

#### 400. RADIO INSTRUCTIONS

##### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Garrett Cromwell Nappanee Garden Wellsboro Suman Miller Pine Jct.	Continuous	2	Dispatcher Operator	Wayside

**NOTE:** To contact train dispatcher use #3 on touch tone pad or push transmit button 3 times within a 2 second period.

##### (b). HANDLING AND SAFEGUARDING RADIOS

Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Garrett	Yard Office	Operator

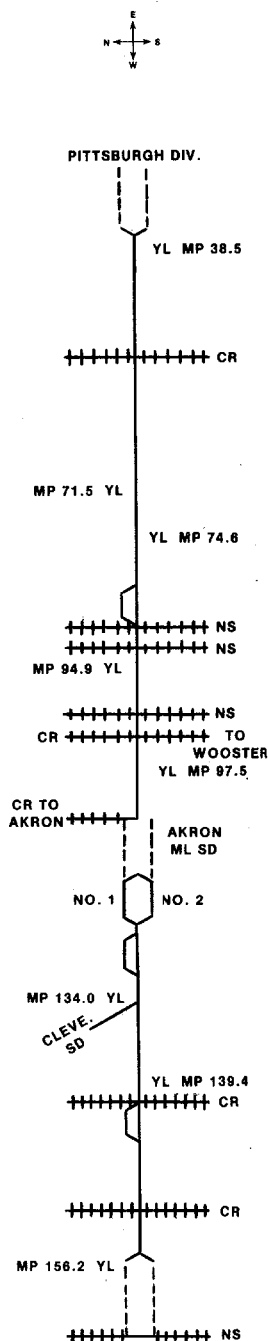
# CL&W SUBDIVISION

## 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	34.8	Holloway	
	38.0	QD Tower	
	43.8	Freeport	
	54.1	Stillwater	
	61.2	Uhrich	
	64.4	Midvale	
	66.3	GI Tower	
	70.0	New Philadelphia	
	73.0	Dover	
	79.1	Strasburg	
	84.2	Beach City	6049
	88.3	Justus	
	96.0	Massillon	
	96.7	Mace	
	105.0	Canal Fulton	
	108.3	Warwick	T
	143.8	Sterling EEDT	T
	155.4	Seville WEDT	
	123.0	Lake Junction	11,600
	132.6	Smith Road	
	135.5	Lester	
	139.4	Erhart	
	146.4	Grafton	6184
	149.4	Patterson	
	154.1	Elyria	
	156.3	Benton	
	159.6	YD Tower (Lorain)	
	161.0	N&W Crossing (Lorain)	
125.4 Miles Holloway to Lorain			

Where Rules D-151 or D-251 are in effect the direction of traffic is:

- No. 1 Track — Westward
- No. 2 Track — Eastward



# CL&W SUBDIVISION (Continued)

## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
QD Tower and YL MP 38.5	93	Single
MP 38.5 and MP 61.2	120-132	
MP 61.2 and MP 71.5	120-132	
YL MP 71.5 and YL MP 74.6	93	
MP 74.6 and MP 86.5	120-132	
MP 86.5 and MP 94.9	120-132 (See Note 1)	
YL MP 94.9 and YL MP 97.5	93 (See Note 1)	Two
MP 97.5 and MP 108.3	120-132	
Warwick	255-259	
Warwick and Sterling	See Akron Mainline SD	
Sterling	255-259	
MP 120.3 and MP 122.9 No. 1 Track	120-132 (See Note 2)	
MP 120.3 and MP 122.9 No. 2 Track	120-132 (See Note 2)	Single
MP 122.9 and MP 127.6	120-132	
MP 127.6 and 134.0	120-132	
YL MP 134.0 and YL MP 139.4	93	
MP 139.4 and MP 147.7	120-132 (See Note 1)	
MP 147.7 and MP 156.2	120-132 (See Note 1)	
YL MP 156.2 and YL MP 156.3	93	Various
MP 156.3 and MP 161.0	105	
NS Crossing Lorain	255-259	

**NOTE 1:** Rules 243-247 apply at following locations:

- NS Crossings — Justus and Massillon
- CR Crossings — Mace, Grafton, and Elyria

**NOTE 2:** Permission to use Ster block must specify track number.

## 2. DTC BLOCK LIMITS

### BETWEEN QD TOWER AND BENTON

Between	Block Designation
MP 38.5 and MP 61.2	Skull
MP 61.2 and MP 71.5	Philly
MP 74.6 and MP 86.5	Beach
MP 86.5 and MP 94.9	Mass
MP 97.5 and MP 108.3	Fulton
MP 120.3 and MP 122.9	No. 1 Track Ster 1
MP 120.3 and MP 122.9	No. 2 Track Ster 2
MP 122.9 and MP 127.6	Chip
MP 127.6 and MP 134.0	Smith
MP 139.4 and MP 147.7	Belden
MP 147.7 and MP 156.2	Elyria

## CL&W SUBDIVISION (Continued)

### III

### SPEEDS

#### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Holloway and Lorain	30

#### 6. SPEED RESTRICTIONS

Location	MPH
New Philadelphia — Between MP 69.5 and MP 70	25
*Dover — Eastward — MP 73.2 until 3rd St. Crossing reached	15
*Dover — Westward — MP 72.8 until 3rd St. Crossing reached	15
Justus — Over NS Crossing	20
Massillon — NS Crossing and Conrail Crossing	25
Warwick — Through Wye	15
Sterling — Through turnout to and from Akron Main Line SD	10
*Seville — MP 122.8 and MP 123	10
Grafton — Conrail Crossing	15

\*Denotes city ordinance.

#### 8. ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators may be checked at the following locations:

Between MP 42 and MP 43.  
Between MP 102 and MP 103.  
Between MP 124 and MP 125.

**NOTE:** Engine odometers must be calibrated at the first above listed location encountered.

### IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
Wooster Industrial Track	Cranes 940502, 940503, 940505	Must not operate on
Wooster, OH: Sandy Supply Co. beyond 620 feet from point of switch	Engines	
Elyria, OH: Stanscrew Co., Bridge 329/3	Engines Cars with gross weight exceeding 240,000 lbs.	

## CL&W SUBDIVISION (Continued)

### EQUIPMENT RESTRICTIONS (Continued)

2. Trains handling 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet capacity covered hoppers will not exceed 10 MPH when using interlocked connection track between Conrail Akron Branch and CL&W SD.

### V INSTRUCTIONS RELATING TO OPERATING RULES

#### 1. STANDARD CLOCKS

Station	Location
Dover	Locker Room
Lorain	Locker Room

#### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Dover	Locker Room
Lorain	Locker Room (See Note)

**NOTE:** Includes Conrail General Orders and Notices.

#### 36. SPRING SWITCHES

Locations	Normal Position for Movement On	Designated Speed in Normal Position	
		Facing Movement	When Springing Switch
QD Tower — West end No. 1 and 2 Thoroughfare Track	No. 2 Thoroughfare Track	30	30
Seville	No. 2 Main Track	10	10
Benton — East end No. 1 and No. 2 Thoroughfare Track	No. 1 Thoroughfare Track	30	30

#### 51. THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
139	Dover	Industrial Track

#### 83-A CLEARANCE FORM A

Trains must receive Clearance Form A before leaving stations listed below:

Lorain.....Eastward trains  
(See Note 2)  
Sterling.....Eastward Akron Mainline SD trains  
en route CL&W SD and trains from CL&W SD en route Akron  
Mainline SD westward. (See Note 1)



## CL&W SUBDIVISION (Continued)

### CLEARANCE FORM A (Continued)

**NOTE 1:** When orders are issued restricting trains within 5 miles en route Akron Mainline SD west from CL&W SD and eastward trains from Akron Mainline SD en route CL&W SD, the operator must not clear the signal until the engineer acknowledges his understanding of the orders.

**NOTE 2:** When no operator is on duty or when required, train orders and messages will be transmitted from the Akron dispatcher's office by telecopier. Conductor or engineer of trains originating at Lorain, destined to use main track east of Benton, will call the dispatcher at Akron (216-379-3216 or 216-379-3236) to determine if orders or messages were transmitted and verify content and accuracy. Clearance Form A may then be issued.

### 93. YARD LIMITS

(1) **Mace** — Trains entering CSX main track will secure permission of the train dispatcher via operator Warwick before leaving Mace.

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Uhrich	CR	See Note 1
2 miles east of Justus	NS	See Note 1
Justus	NS	See Note 2
Massillon	NS	See Note 3
Mace	CR	See Note 4
Grafton	CR	See Note 5
Elyria	CR	See Note 6

**NOTE 1: (a) Uhrich** — Conrail Crossing. Target will be left in horizontal position for CSX movements.

**(b) Two miles east of Justus** — NS Crossing. Trains will approach this crossing prepared to stop. If target position is in diagonal position and crossing is clear, proceed without stopping.

**NOTE 2: Justus** — When absolute signal governing movement over NS Crossing displays "STOP" aspect, engineer and/or conductor will:

- Determine NS train or engine is not fouling or approaching crossing;
- Wait five minutes for any approaching movement to appear or stop;
- Operate time release by turning knob to right as far as possible, holding at least two seconds,
- CSX signal should display an aspect to proceed after four minutes;
- If signal fails to display an aspect to proceed, pass signal at least 30 feet, but not fouling crossing;
- Wait five minutes and proceed.

**NOTE 3: Massillon** — Trains using more than eight minutes between approach signal and absolute signal can expect absolute signal to display "STOP" aspect. When absolute signal governing movement over NS Crossing displays "STOP" aspect, engineer or conductor will:

- Determine NS train or engine is not fouling or approaching crossing;
- Pass signal at least 30 feet, but not fouling crossing;
- Wait five minutes and proceed.

## CL&W SUBDIVISION (Continued)

### RAILROAD CROSSINGS AT GRADE (Continued)

**NOTE 4: Mace** — When absolute signal governing movement over Conrail Crossing displays "STOP" aspect, engineer or conductor will:

- Secure permission of the Conrail train dispatcher via telephone; then
- Proceed in accordance with Rule 233.

**NOTE 5: 1. Grafton** — Conrail Crossing — When absolute signal governing movement over automatic Conrail crossing displays "STOP" aspect, conductor and/or engineer will be governed as follows:

(a). Observe lights in Emergency Release Box located in northwest quadrant of crossing;

(b). If RED light is illuminated, depress and hold pushbutton for 3 seconds.

(c). If RED light is not illuminated:

- (1) Secure permission of Conrail dispatcher to operate pushbutton;
- (2) If communication is not available:

(A) Trains entering main track at east switch of passing siding, Transfer Tracks or Grafton Mill must wait 17 minutes after opening switch and then depress pushbutton.

(B) Other trains must wait 9 minutes after stopping and then depress pushbutton.

(d). If WHITE light is illuminated after depressing pushbutton, train may proceed in accordance with Rule 233.

(e). If WHITE light is not illuminated after depressing pushbutton wait an additional 7 minutes. White light should illuminate and signal should clear;

(f). If WHITE light does not illuminate and signal does not clear;

- (1) Pass signal at least 30 feet but not foul crossing;
- (2) Wait 5 minutes; then
- (3) Proceed in accordance with Rule 233.

2. Time out and reclearing circuits are provided for eastward and westward trains. Eastward trains using more than 8 minutes and 30 seconds between ETC sign at MP 148.4 and insulated joints 576 feet west of EAS, or westward train using more than 9 minutes and 45 seconds between ETC sign at MP 143.9 and insulated joints 268 feet east of WAS, can expect absolute signals to display "STOP" aspect, Rule C-292. Absolute signal should display aspect to proceed when train passes insulated joints at end of time-out circuit. If signal does not display aspect to proceed, be governed by Paragraphs (a) through (f).

**NOTE 6: Elyria** — When absolute signal governing movement over Conrail Crossing displays "STOP" aspect, after securing permission of Conrail dispatcher, engineer or conductor will:

- Open emergency switch applying to CSX movement.
- Observe indicator. When indicator is illuminated, if signal is not displayed for train to proceed, examine the route to be used; know it is safe and proceed in accordance with Rule 233.
- If after five minutes indicator is not illuminated; pass "STOP" aspect at least 30 feet without fouling crossing and wait an additional five minutes, examine the route and proceed in accordance with Rule 233.

## CL&W SUBDIVISION (Continued)

### 100. ROAD CROSSINGS AT GRADE

#### (a). TRAINS

Trains will provide protection against vehicular traffic before moving over the highway or street crossings designated below:

Location	Instructions
New Philadelphia	Movement of trains on Landmark Feed Track — Operating circuit extends 35 feet east and 100 feet west from centerline of crossing. Trains and engines must occupy operating circuit and stop short of crossing to cause gates to lower before fouling crossing.
Wooster — SR 302	Trains and engines will stop and crew member will provide protection for vehicular traffic before moving over crossing.

(b). Trains must approach railroad-highway grade crossing provided with automatic railroad-highway traffic control devices, at all locations between Warwick and Holloway prepared to stop unless the warning devices are operating and will proceed over such crossings only when safe to do so account rusty rail.

### 104. SWITCHES

#### HAND-OPERATED SWITCHES

Lester — Crossover switches between Cleveland SD and CL&W SD may be left as last used.

### 105. USE OF SPECIFIED TRACKS

Location	Instructions
Holloway	Unless otherwise instructed, westward and eastward trains will use No. 1 and No. 2 thoroughfare tracks respectively between Holloway and QD Tower.
Benton	Unless otherwise instructed, westward trains will use No. 1 thoroughfare track and will call yardmaster from Sheffield road crossing for instructions.

### 221. TRAIN ORDER OFFICES

Station	Hours Office Open	Days Office Closed
Warwick	Continuous	.....
Sterling	Continuous	.....
Lorain	0800-1600	Sat., Sun. & Holidays

## CL&W SUBDIVISION (Continued)

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station	
<u>Elyria</u>	Continuous	2	Dispatcher	Wayside	
<u>Lester</u>		1	Operator		
<u>Sterling</u>					
<u>Warwick</u>		2	Dispatcher		
<u>Warwick</u>					
<u>MP 144.2</u>					
<u>Massillon</u>					
<u>Beach City</u>					
<u>New Philadelphia</u>					
<u>Tippecanoe</u>					
<u>Freeport</u>					

**NOTE:** To contact train dispatcher use #2 on touch tone pad or push transmit button 5 times within 2 seconds.

#### (b). HANDLING AND SAFEGUARDING RADIOS

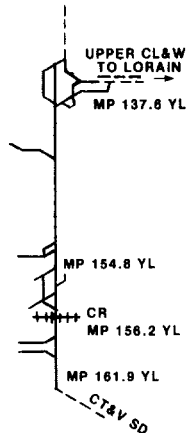
Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Dover	Agent Office	Agent
Lorain	Yard Office	Yard Clerk

# I CLEVELAND SUBDIVISION

## 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	137.0	Lester 4.7	
	141.7	Valley City 6.2	
	147.9	Strongsville 8.0	
	155.9	Parma 5.4	
	161.3	South Brooklyn 1.1	
	162.4	RD Tower	
25.4 Miles Lester to RD Tower			



## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
MP 137.0 and YL MP 138.5	93	Single
MP 138.5 and MP 154.8	120-132	
YL MP 154.8 and YL MP 156.2	93 (See Note)	
MP 156.2 and MP 161.9	120-132	
YL MP 161.9 and MP 162.4	93	

**NOTE:** Rules 243-247 are in effect at Conrail Crossing, Parma.

## 2. DTC BLOCK LIMITS

**BETWEEN MP 138.5 AND MP 161.9**

Between	Block Designation
MP 138.5 and MP 154.8	Valley
MP 156.2 and MP 161.9	South

## III SPEEDS

### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Lester and RD Tower	25

## IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

# CLEVELAND SUBDIVISION (Continued)

## EQUIPMENT RESTRICTIONS (Continued)

Station, Track, Bridge	Engine or Equipment	Restrictions
Lester: Wye Track — Bridge 76	Cranes 940502, 940503, 940505	Must not exceed 15 MPH
South Brooklyn: Farland Fuel — Bridge 108/1	Cars with gross weight exceeding 240,000 lbs.	Must not operate on
Over Bridge 107	Cranes 940502, 940503, 940505	Must not exceed 20 MPH

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
Clark Ave.	Crew Room

### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Clark Ave.	Crew Room
Parma	Crew Room

### 51. THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
460	Cleveland	72.5

### 93. YARD LIMITS

Location	Instructions
RD Tower	Unless otherwise instructed, a crew member of westward trains will call Clark Ave. yard-master for instructions.

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### RAILROAD CROSSINGS AT GRADE PARMA

Location	Railroad	Protection
Parma	CR	See Note 1

**NOTE 1:** Parma — Conrail Crossing time out and reclearing circuits are provided for eastward and westward trains. Trains using more than 8 minutes between the approach signal and the absolute signal can expect the absolute signal to display "STOP" aspect Rule C-292. Absolute signal should display aspect to proceed after train reaches CS sign located 400 feet from absolute signals.

## CLEVELAND SUBDIVISION (Continued)

### RAILROAD CROSSINGS AT GRADE (Continued)

When absolute signal governing movement over Conrail Crossing displays "STOP" aspect, conductor or engineer will:

- Determine Conrail train or engine is not fouling or approaching crossing;
- Depress for two seconds CSX pushbutton at the crossing: When indicator light illuminates CSX signals should display an aspect to proceed.
- If signal fails to display an aspect to proceed, pass signal at least 30 feet but not foul crossing;
- Wait five minutes and proceed in accordance with Rule 233.

### 105. USE OF SPECIFIED TRACKS

Location or Tracks	Instructions
Lester	Wye tracks must not be blocked with equipment unless permitted by train dispatcher.

### 221. TRAIN ORDER OFFICES

Station	Hours Office Open	Days Office Closed
Clark Ave.	0700-2300	.....

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Lester	Continuous	2	Train Dispatcher	Wayside
Parma	When Agent-Operator is on duty	1	Agent-Operator	
RD Tower	Continuous	2	Train Dispatcher	

**NOTE:** To contact train dispatcher use #2 on touch tone pad or push transmit button 5 times within 2 second period.

#### (b). HANDLING AND SAFEGUARDING RADIOS

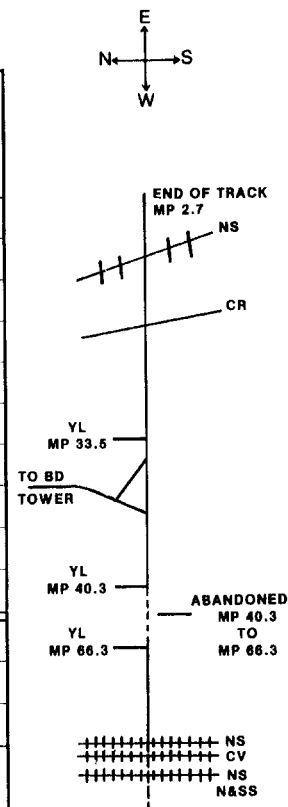
Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Parma	Agent's Office	Agent/Operator

## I CT&V SUBDIVISION

### 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	2.7	End of Track 2.5	
	5.2	Sandyville 2.2	
	7.4	East Sparta 8.9	
	16.3	KN Tower 0.5	
	16.8	Canton 6.1	
	22.9	North Canton 3.2	
	26.1	Ahlman 7.4	
	33.5	Krumroy 5.0	
	38.5	Akron Junction 1.8	
	40.3	Akron Howard St.	
	66.3	Willow 3.5	
	69.8	Brooklyn 0.4	
	70.2	RD Tower	
37.6 Miles MP 2.7 to MP 40.3 3.9 Miles Willow to RD Tower			



## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
MP 2.7 and MP 14.0	120-132	Single
YL MP 14.0 and YL MP 20.0	93 (See Note 1)	
MP 20.0 and MP 33.5	120-132	
YL MP 33.5 and YL MP 40.3	93	
MP 33.5 and MP 40.3	93	
MP 66.3 and RD Tower	93 (See Notes 2 & 3)	

**NOTE 1:** Rules 243-247 are in effect at Conrail Crossing, Canton.

**NOTE 2:** Authority for movement between MP 66.3 and RD Tower is verbal permission of CSX train dispatcher secured by conductor or engineer.

**NOTE 3:** Rules 255-259 are in effect between absolute signals at bridge 460.

## CT&V SUBDIVISION (Continued)

### 2. DTC BLOCK LIMITS

#### BETWEEN END OF TRACK AND KRUMROY

Between	Block Designation
MP 2.7 and MP 14.0	Sparta
MP 20.0 and MP 33.5	Ault

## III SPEEDS

### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
MP 2.8 and MP 40.3	25
MP 66.3 and RD Tower	30

### 6. SPEED RESTRICTIONS

Location	MPH
North Industry — Bridge 412 at MP 11.8	10
*Canton Crossings city limits — MP 13.1 and MP 18.3	12
Akron Jct. — On Wye track	10
RD Tower — NS Crossing and Belt Line Road Crossing	10

\*Denotes city ordinance.

**NOTE:** Movements must approach MP 11.7 prepared to stop account danger of earth slide, and may proceed when track is seen to be clear.

## IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
North Industry: Bridge 412 at MP 11.8	Cars with gross weight exceeding 240,000 lbs.	Must not exceed 5 MPH
Canton: State Metal Co. — Bridge 415/2		Must not operate on
Akron Jct. Holub Iron & Steel Co.		
Willow: Dundee Cement Co. Bridge 849-A/1		

## CT&V SUBDIVISION (Continued)

### EQUIPMENT RESTRICTIONS (Continued)

Station, Track, Bridge	Engine or Equipment	Restrictions
Willow to General Chemical	Cranes 940502, 940503, 940505	Must not operate on
	GP38, GP39, GP40, SD7, SD9, SD18, SD20-2, SD35, SD40, U23B, U30B, B30-7, GP-40-2, SD40-2, SD-50	
	Cars with gross weight exceeding 240,000 lbs. less than 44-foot length	Must be preceded and followed by one 50-ton or 70-ton capacity car loaded or empty
Cleveland Sewage Works Industrial Track	GP38, GP39, GP40, SD7, SD9, SD18, SD20-2, SD35, SD40, U23B, U30B, B30-7, GP40-2, SD40-2, SD-50	Must not operate on
Under CR Overhead Bridge 462-A, Cleveland Yard	Cranes 940502, 940503, 940505	Must not exceed 5 MPH
Cleveland Electric Illuminating Co., Canti-levered track only — Bridge 462-G/1	Engines	Must not operate on
	Cars with gross weight exceeding 210,000 lbs.	

2. Between the locations specified below, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic foot covered hoppers will avoid operations in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH. Crews will determine from hazard graph or be given a message notifying them when their train contains any of these cars.

Akron Jct. and first curve west of arch at fairgrounds crossover.

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
Akron Jct.	Yard Office
Clark Ave.	Yard Office

### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Akron Jct.	Yard Office (See Note)
Clark Ave.	Yard Office

**NOTE:** Includes ConRail General Orders and Notices.

## CT&V SUBDIVISION (Continued)

### 51. THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
412	Howenstine	11.8

### 93. YARD LIMITS

Location	Instructions
Akron Jct.	Westward movements must not pass Air Dock Switch without permission of yardmaster.

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### (a). RAILROAD CROSSINGS AT GRADE CANTON, RD TOWER AND CLARK AVE.

Location	Railroad	Protection
Canton Mulberry St.	NS	Grade crossing manually operated tilting target lined horizontal for CSX movement
Canton	NS	Grade crossing manually operated tilting target lined horizontal for CSX movement (Note 1)
RD Tower	NS	Grade crossing manually operated tilting target lined horizontal for CSX movement
East End Clark Ave.	CV	Grade crossing manually operated tilting target lined horizontal for CSX movement (Note 2)
West End Clark Ave.	NS-N&SS	See Note 3

**NOTE 1:** NS Crossing target will be handled by trainmen and will be set vertical for NS after being used.

**NOTE 2:** Equipment will approach CV Crossing prepared to stop. If crossing is clear and target lined for CSX movement, such equipment may proceed over crossing without stopping, not exceeding ten (10) MPH. Target will be left positioned for CSX movement.

**NOTE 3:** Color light signals located in southwest quadrant of crossing govern movements on old eastbound and old westbound and normally display a green "Proceed" aspect for CSX movement.

When a red "STOP" aspect is displayed, crew will be governed as follows:

- Determine NS or N&SS train or engine is not fouling or approaching crossing;
- If white indicator light on appropriate emergency key controller, located at signal, is illuminated, depress "Emergency" pushbutton for one second;
- Signal should display green, and white indicator light should extinguish;
- If white indicator light is not extinguished or was not illuminated upon arrival, insert switch key in appropriate "Emergency" keyhole, turn to right and leave it there until movement is completed.

## CT&V SUBDIVISION (Continued)

### RAILROAD CROSSINGS AT GRADE (Continued)

Indicator lights on control box in southwest quadrant of NS Crossing govern movements on Wheeling Interchange Track. After stopping at Stop sign and no NS train or engine is fouling or approaching crossing, a member of crew will insert switch key in control box and turn to the right. White indicator light, if illuminated, will be extinguished, and green indicator light will be illuminated; movement may proceed over crossing. Switch key must not be removed until movement clears the crossing. If green indicator light does not illuminate, comply with instructions above for old eastbound and old westbound movements.

#### (b). KN TOWER

1. When absolute signal governing movement over Conrail automatic crossing displays "STOP" aspect, conductor and/or engineer will be governed as follows:

- (a). Observe lights in Emergency Release Box located in northwest quadrant of crossing;
- (b). If RED light is not illuminated:
  - (1) Secure permission of Conrail train dispatcher to operate pushbutton.;
  - (2) If communication is not available, trains must wait five minutes after stopping then depress pushbutton.
- (c). If WHITE light is illuminated after depressing pushbutton, train may proceed in accordance with Rule 233.
- (d). If WHITE light is not illuminated after depressing pushbutton, wait an additional four minutes. White light should illuminate and signal should clear;
- (e). If WHITE light does not illuminate and signal does not clear;
  - (1) Pass signal at least 30 feet and not foul crossing;
  - (2) Wait five minutes and proceed in accordance with Rule 233.

**NOTE:** Eastward trains must pass CS signs located 445 ft. west of EAS and westward trains must pass CS signs located 711 ft. east of WAS before accepting aspect to proceed displayed on absolute signal.

### 100. ROAD CROSSINGS AT GRADE

#### PROVIDING CROSSING PROTECTION

Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Location	Crossing
Canton:	Seventh St. N.W. Second St. S.W. Third St. S.W. Fifth St. S.W. Sixth St. S.W. Seventh St. S.W. Patterson Ave. Ninth St. S.W.
North Canton: Portage Street	Manual control feature of gates must be used for movements on Mohler Track

### 105. USE OF SPECIFIED TRACKS

1. **Sandyville** — Approximately 1000 ft. of track east of V.S. 3791 + 19.6 (MP 2.7), near Sandyville remains in service to serve Witco Chemical Co.

## CT&V SUBDIVISION (Continued)

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Clark Ave.	Continuous	4	Yarmaster Clerk	Terminal
RD Tower	Continuous	2	Train Dispatcher	Wayside
Akron Jct.	Continuous	3	Yardmaster Clerk	
Krumroy	Continuous	2	Train Dispatcher	
East Sparta	Continuous	2	Train Dispatcher	

**NOTE:** To contact train dispatcher use #2 on touch tone pad or push transmit button 5 times within 2 second period.

#### (b). HANDLING AND SAFEGUARDING RADIOS

Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Akron Jct.	Yard Office	Yard Clerk
Clark Ave.		

### 704. ON-TRACK EQUIPMENT WORK AUTHORITIES

Between MP 33.5 and MP 40.3 — Movement of on-track equipment may be made on verbal permission of yardmaster Akron Jct.

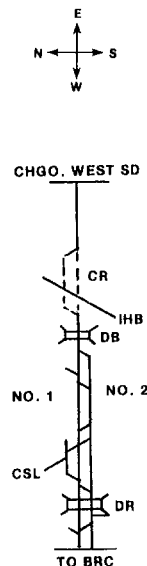
## LAKE SUBDIVISION

### 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	248.4	Pine Jct. 1.0	
	249.4	Buff 1.9	
	251.3	Indiana Harbor 0.6	
	251.9	Hick 1.3	
	253.2	Youngstown 1.3	
	254.5	Whiting 2.8	
	257.3	100th St. 0.8	
	258.1	CR Tower 0.4	
	258.5	Rock Island Jct.	
1 Mile Pine Jct. to Buff 6.6 Miles Hick to Rock Island Jct.			

Where Rule D-251 is in effect, the direction of traffic is:

- No. 1 Track — Westward
- No. 2 Track — Eastward



### II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
Pine Jct.	255-259 (93)	Two
Pine Jct. and Buff	265-271 (93)	Single
Buff and Hick	Conrail Rules	Four
Hick	Conrail Rules	Single
Hick and Whiting	D-251 (93)	Two
Whiting	255-259 (93)	
Whiting and CR Tower	D-251 (93)	
CR Tower	255-259 (93)	Single
CR Tower and Rock Island Junction	D-251 (93)	Two

### III

#### SPEEDS

##### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Pine Jct. and Rock Island Jct.	40

## LAKE SUBDIVISION (Continued)

### 6. SPEED RESTRICTIONS

Location	MPH
Pine Junction and Buff	20
On Curves Rock Island Junction	10

### V INSTRUCTIONS RELATING TO OPERATING RULES

#### 5. BULLETIN BOOKS AND NOTICES

Bulletin books will not be placed at foreign line locations. Foreign line employees operating on CSX Chicago Terminal district trackage must secure copies of the latest superintendent's bulletins before entering CSX trackage.

#### 51. THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
258/0	CR Tower	258.0

#### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

##### RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Indiana Harbor	EJE	See Note 1

**NOTE 1:** When "STOP" aspect is displayed by absolute signal governing movement over EJ&E Crossing, conductor or engineer will:

- Determine EJE traffic is NOT FOULING or approaching crossing;
- Press CSX pushbutton mounted in box on side of relay house until indicator light is illuminated;
- Wait 2 minutes, light should extinguish and signal should display aspect to proceed;
- If signal does not display aspect to proceed and no trains are approaching on EJE tracks;
- Proceed in accordance with Rule 233..
- Whenever movement has been made through interlocker and a reverse move is necessary to recouple cars left on circuit, crew member must push button located on signal to obtain signal.

#### 105. USE OF SPECIFIED TRACKS

Rules 243-247 are in effect between absolute signals, EJE Crossing — Indiana Harbor.

#### D-151-A. MOVEMENT AGAINST CURRENT OF TRAFFIC

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

#### 400. RADIO INSTRUCTIONS

##### RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Calumet Tower	Continuous	1	Operator	Wayside

**NOTE:** To contact CSX train dispatcher use #1 on touch tone pad or push transmit button 5 times within 2 second period.

## LAKE SUBDIVISION (Continued)

### VI MISCELLANEOUS INSTRUCTIONS

#### (a). MAXIMUM HEIGHT TABLE

Location	Maximum Height
Pine Junction EJE Overhead Main Tracks	19'6"
Indiana Harbor Overhead Viaduct	21'0"
Calumet River Bridge, South Chicago	18'8"
Rock Island Junction, Conrail Overheads	17'3"

#### (b). MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Height Above Rail	Width
17'0"	11'0"
5'6"	11'0"
4'6"	10'8"
3'6"	10'6"
2'0"	0'4"

Any shipments exceeding above dimensions must be cleared with the Clearance Bureau.



# I MAIN LINE SUBDIVISION

## 1. STATIONS LISTING AND DIAGRAM

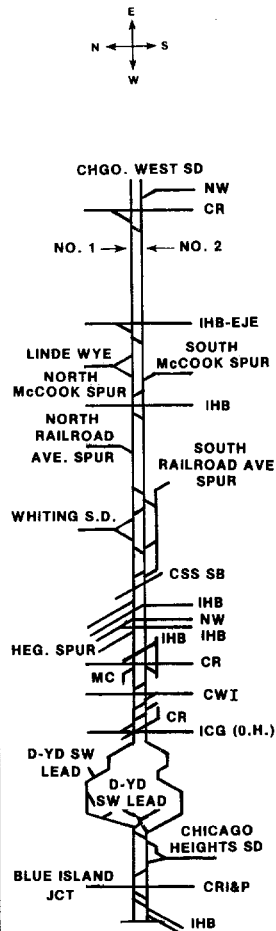
STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	0.0	Pine Jct.	
	0.5	Clarke Jct.	
	1.8	Euclid Ave.	
	2.3	Calumet Tower	
	2.7	McCook Ave.	
	3.2	Republic	
	3.3	Tod Ave.	
	3.7	Baring Ave.	
	3.9	Whiting Jct.	
	4.4	Columbia Ave.	
	4.8	Calumet Ave.	
	5.2	State Line	
	6.0	Calumet Park	
	7.2	Dolton	
	10.7	Barr Yard (Halsted St.)	
	12.4	Harvey Jct.	
	14.1	Blue Island Jct.	
15.2 Miles Pine Jct. to Blue Island Jct.			

Where Rule D-251 is in effect, the direction of traffic is:

- No. 1 Track — Westward
- No. 2 Track — Eastward

## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
Pine Jct.	255-259 (93)	Two
Pine Jct. and Calumet Tower	D-251 (93)	
Calumet Tower	255-259 (93)	
Calumet Tower and State Line	D-251 (93)	
State Line	255-259 (93)	
State Line and Calumet Park	D-251 (93)	
Calumet Park	255-259 (93)	
Calumet Park and Dolton	D-251 (93)	
Dolton	255-259 (93)	



# MAIN LINE SUBDIVISION (Continued)

## METHOD OF OPERATION (Continued)

1. Track Section Between	Authority for Movement Rules	Track/s
Dolton and Riverdale	D-251 (93)	Two
Riverdale	255-259 (93)	
Riverdale and Harvey Jct.	D-251 (93) (See Note)	
Harvey Jct.	255-259 (93)	
Harvey Jct. and Blue Island Jct.	D-251 (93)	
Blue Island Jct.	255-259 (93)	

**NOTE:** Westward trains on No. 1 Main Track must not pass signal CT 121W located 116 feet east of head in switch, east end of Barr Yard, without verbal permission of the train dispatcher.

## III SPEEDS

### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Pine Jct. and Blue Island Jct.	35

### 6. SPEED RESTRICTIONS

Location	MPH
Between Pine Junction and Clarke Jct.	20
Between Clarke Junction and State Line	25
On Hegewisch Spur	5
Between State Line and Calumet Park	20
Calumet Park — Crossover Movements	5
Calumet Park — #1 Main Track through interlocker limits	15
Dolton Connection to MOPAC & through crossover	10
Between Dolton and Harvey Junction	20
Riverdale ConRail Crossing	10
Riverdale — Movements to and from both Main Tracks and ICG connection	5
Eastbound No. 2 Track between Ashland Avenue and Signal 134E 739 feet east of Ashland Avenue	10
Between Harvey Jct. and Blue Island Jct.	30
Blue Island Jct.	20

## IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
Between Pine Jct. and Barr Yard	Cars with gross weight exceeding 315,000 lbs.	Must not operate on
Bridge 357-D at East Chicago	Cars with gross weight exceeding 263,000 lbs.	Must not exceed 10 MPH
Metro Glass Warehouse Track	Multiple Units	Must not operate on

## MAIN LINE SUBDIVISION (Continued)

### EQUIPMENT RESTRICTIONS (Continued)

2. Between the locations specified below, trains handling 95-ton or greater capacity hi-cube 3800 to 4800 cubic foot covered hoppers will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH.

State Line River Bridge MP 6.1 to MP 6.2  
State Line River Bridge MP 6.2 to MP 6.3  
Calumet Park Interlocking MP 7.1 to MP 7.2  
Calumet Expressway MP 9.1 to MP 9.2  
Brick Yard (curve) MP 9.7 to MP 9.8  
Dolton Interlocking MP 10.7 to MP 10.8  
Blue Island Junction MP 15.2 to MP 15.3

Crews will be furnished a message notifying them when their train contains any of these cars.

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
Barr Yard	Dispatcher's Office
	Caller's Office
	Yard Office Ashland Ave.

### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Barr Yard	Dispatcher's Office
	Caller's Office
	Yard Office Ashland Ave.
Soo-Milw/Bensonville	C Tower

**NOTE:** Bulletin books will not be placed at foreign line locations. Foreign line employees operating on CSX Chicago Terminal district trackage must secure copies of the latest superintendent's bulletins before entering CSX trackage.

### 36. SPRING SWITCHES

Locations	Normal Position for Movement On	Designated Speed in Normal Position	
		Facing Movement	When Springing Switch
Roll Avenue	Yard Lead to No. 1	15	15
Barr Yard: Eastbound Classification Yard (See Notes 1 and 2)	Yard Lead to No. 2	15	15

## MAIN LINE SUBDIVISION (Continued)

### SPRING SWITCHES (Continued)

**NOTE 1:** Before trains foul Main Track at spring switches Barr Yard, conductor or engineer must secure permission of the CSX train dispatcher regardless of signal aspect displayed.

**NOTE 2:** When a "STOP" aspect is displayed on absolute signals governing movements over spring switches, after stopping, a crew member must examine switch points to ensure proper fit and;

(a) Westward movements on No. 1 Track determine there is not conflicting movement on yard lead and proceed.

(b) Eastward movements on No. 2 Track — Depress pushbutton located on relay case for 3 seconds, signal should display aspect to proceed;

— If signal does not display aspect to proceed, determine there is no conflicting movement on yard lead and proceed.

(c) Movements from yard tracks. When Absolute Dwarf Signal governing movement over spring switch displays "STOP" aspect, after obtaining dispatcher's permission and occupying track within 400 feet of the signal;

— Pass signal 12 feet but not fouling Main Track;

— Wait five minutes; and

— Proceed.

**NOTE:** Time-out feature has been provided for eastward approach circuit to absolute signal at spring switch. Eastward trains using more than eight minutes between Ashland Avenue and absolute signal can expect signal to display "STOP" aspect, Rule C-292.

## 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

### RAILROAD CROSSINGS AT GRADE REPUBLIC AND HAMMOND

Location	Railroad	Protection
Republic	IHB	See Note 1
Hammond	CSS&SB	See Note 2

**NOTE: (1) Republic** — IHB Crossing. Time-out and reclearing circuits are provided for eastward and westward trains. Westward trains using more than seven minutes and thirty seconds between WAS Calumet Tower and WAS Republic; and eastward trains using more than six minutes between Signal CT43E and WAS Republic; can expect absolute signal to display "STOP" aspect. Absolute signal should display aspect to proceed after train moves within 300 feet of signal on No. 1 Main and 350 feet of signal on No. 2 Main. When "STOP" aspect is displayed by absolute signal governing movement over IHB Crossing train crew will:

— Determine IHB train or engine is not fouling or approaching crossing;

— Depress pushbutton located box at crossing for three seconds;

— Signal should clear; if signal does not display aspect to proceed within 3 minutes and no trains are approaching on IHB track;

— Proceed.

**(2) Hammond** — CSS&SB Crossing. Time-out and reclearing circuits are provided for eastward and westward trains. Westward trains using more than six minutes between Signal CT47W and Westward Absolute Signal CSS&SB Crossing; and eastward trains using more than six minutes between eastward and Absolute Signal State Line and Eastward Absolute Signal CSS&SB Crossing; can expect absolute signal to display "STOP" aspect. Absolute signal should display aspect to proceed after train passes CS sign and Columbia Avenue gates are lowered.

## MAIN LINE SUBDIVISION (Continued)

### RAILROAD CROSSINGS AT GRADE (Continued)

When "STOP" aspect is displayed by absolute signal governing movement over CSS&SB Crossing, train crew will:

- Determine CSS&SB train or engine is not fouling or approaching crossing;
- Depress CSX pushbutton located on box on relay house at crossing for three seconds;
- Signal should clear, if signal does not display aspect to proceed within 1 minute and no trains are approaching on CSS&SB tracks, movement may;
- Proceed.
- For reverse movement, depress pushbutton located on CSX signal.

#### CLARKE JCT. — CONRAIL CROSSING

Time-out feature is provided for eastward and westward approach circuits. Eastward trains using more than 9 minutes and 30 seconds between EAS Republic and EAS Clarke Jct.; and westward trains using more than 9 minutes between WAS East Curtis and Clarke Jct. can expect the absolute signals to display STOP aspect Rule C-292. When STOP aspect is displayed on absolute signal, after contacting train dispatcher, crew will:

- Determine Conrail train or engine is not fouling or approaching crossing;
- Observe indicator lights located on bungalow in northwest quadrant of crossing;
- If yellow indicator light is illuminated, push corresponding blue button;
- If signal clears, proceed;
- If white indicator light illuminates without signal clearing, proceed at restricted speed to next signal;
- If red indicator light is not illuminated, wait 8 minutes or until red indicator light illuminates and push control button;
- Wait 9 minutes, signal should clear;
- If signal does not clear or white indicator light does not illuminate, pass signal at least 30 feet, but not foul crossing;
- Wait 5 minutes and proceed at restricted speed to next signal.

Push buttons for reverse route are located at signals.

### 100. ROAD CROSSINGS AT GRADE

#### PROVIDING CROSSING PROTECTION

Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Location	Crossing
Whiting	121st St.
East Chicago	Railroad Ave., At Wyes
Burnham (Hegewisch Spur)	Burnham Ave. Chippewa Ave. Green Bay Ave.

#### D-151-A. MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

## MAIN LINE SUBDIVISION (Continued)

### 400. RADIO INSTRUCTIONS

#### RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Barr Yard	Continuous	1	Trainmaster	Terminal
		1	Chief Train Dispatcher (See Note)	Terminal
		2	Train Dispatcher	Wayside
		5	Halsted St. Yardmaster	Terminal
		7	Ashland Ave. Yardmaster	Terminal
		9	Police Dept.	Terminal
Pine Jct.		1	Operator	Wayside

**NOTE:** To contact train dispatcher use #1 on touch tone pad or push transmit button 5 times within 2 second period.

- (b). HANDLING AND SAFEGUARDING RADIOS  
Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Barr Yard	Crew Caller's Office	Crew Caller

### VI MISCELLANEOUS INSTRUCTIONS

- (a). MAXIMUM HEIGHT TABLE

Location	Maximum Height
Pine Jct., EJE Overhead (Main Tracks)	20'0"
Sinclair Viaduct — Whiting, Indiana	20'9"
Hammond, CSS&SB, high tension line	22'0"
Burnham Avenue Viaduct	21'3"
Stony Island Avenue (I-94 Espressway)	21'6"
Riverdale, IC Overhead	19'6"
Barr Yard, Halsted St. Viaduct	21'6"
Blue Island Jct., NIRC Overhead	19'6"

- (b). MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Shipments measuring within the dimensions shown below loaded on cars having 44 feet or less of truck centers may be handled without restrictions.

Height Above Rail	Width
17'0"	11'0"
9'6"	11'0"
4'6"	10'8"
3'6"	10'6"
2'0"	10'4"

Any shipments exceeding above dimensions must be cleared with the Clearance Bureau.

## MAIN LINE SUBDIVISION (Continued)

### MISCELLANEOUS INSTRUCTIONS (Continued)

**1. Dolton** — Westward Trains — Westward trains with more than ten cars will not pass Dolton unless absolute signal displays clear aspect (Rule C-281) or by permission of train dispatcher.

**2. Riverdale** — Eastward Trains — Eastward trains with more than ten cars will not pass Riverdale unless absolute signal displays clear aspect (Rule C-281) or by permission of train dispatcher.

**3. Riverdale** — Wentworth Avenue — Eastward trains on No. 2 Main Track between Spring Switch and Riverdale will not block Car Shop Access Road, Wentworth Avenue. When necessary to stop, trains must remain west of Wentworth Avenue unless otherwise instructed.

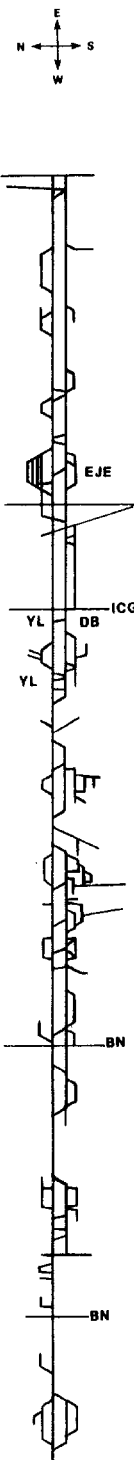
**4. Chatham Avenue** — Westward Trains — Trains with more than twenty (20) cars will not pass Signal 143, located east of Chatham Avenue unless Signal 143 displays clear aspect (Rule C-281) or Approach Slow (Rule C-284) or by permission of train dispatcher.  
**Exception:** Does not apply to yard moves or doubling tracks.

Signal 143, located east of Chatham Avenue displaying clear aspect (Rule C-281) indicates Blue Island Junction is routed toward Blue Island Subdivision. Signal 143 displaying Approach Slow aspect (Rule C-284) indicates Blue Island Junction is routed toward IHB McCook Branch.

## I NEW ROCK SUBDIVISION

### 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	17.2	Robbins 1.2	
	18.4	Midlothian 2.0	
	20.4	Oak Forest 3.1	
	23.5	Tinley Park 1.6	
	25.1	80th Avenue 4.5	
	29.6	Mokena 4.4	
	34.0	New Lennox 4.5	
	38.5	Joliet Yard 0.4	
	38.9	EJ&E Crossing 0.3	
	39.2	MC Tower 1.0	
	40.2	Joliet — UD Tower T 0.5	
	40.7	Bridge 407 2.8	
	43.5	Rockdale 7.6	
	51.1	Minooka 9.4	
	60.5	Morris 2.9	
	63.4	Stockdale 8.8	
	72.2	Seneca 3.7	
	75.9	East Marseilles 2.1	
	78.0	West Marseilles 5.1	
	83.1	Brickton 1.4	
	84.5	Ottawa T 0.4	
	84.9	BN Crossing 1.1	
	86.0	East Ottawa Yard 1.2	
	87.2	West Ottawa Yard 7.1	
	94.3	Utica 4.9	
	99.2	LaSalle 0.6	
	99.8	Peru 1.2	
	101.0	BN Crossing 2.0	
	103.0	Spring Valley 5.9	
	108.9	East DePue 1.4	
	110.3	West DePue	



## NEW ROCK SUBD. (Continued)

### STATIONS LISTING AND DIAGRAM (Continued)

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	112.9	East Bureau 1.1	
	114.0	Bureau 8.0	
	122.0	Putnam 3.9	
	125.9	Goodrich 1.0	
	126.9	Henry	
86.2 Miles Bridge 407 to Henry			



## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
MP 17.2 and MP 40.7	Rock Island Rules	Two
YL MP 40.7 and YL MP 46.3	93 (See Note)	Single
MP 46.3 and MP 84.5	120-132	
YL MP 84.5 and YL MP 95.0	93 (See Note)	
MP 95.0 and MP 113.5	120-132 (See Note)	
YL MP 113.5 and YL MP 115.0	93	
MP 115.0 and MP 125.9	120-132	
YL MP 125.9 and YL MP 126.9	93	

**NOTE:** Rules 243-247 are in effect at the following locations:

Bridge 407  
BN Crossings at MP 84.9 and MP 101

## 2. DTC BLOCK LIMITS

### BETWEEN MP 46.3 AND GOODRICH

Between	Block Designation
MP 46.3 and MP 61.9	Mino
MP 61.9 and MP 72.2	Seneca
MP 72.2 and MP 84.5	Ottawa
MP 84.5 and MP 95.0	Utica
MP 95.0 and MP 110.3	DePue
MP 110.3 and MP 113.5	DePue
MP 113.5 and MP 115.0	Henry

## III SPEEDS

### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
Bridge 407 and MP 126.9	40

## NEW ROCK SUBDIVISION (Continued)

### 6. SPEED RESTRICTIONS

Location	MPH
Robbins to Blue Island Jct. — No. 9 Track	10
Bridge 407 (over bridge)	10
YL Bridge 407 and YL MP 46.3	20
Wye Tracks — Seneca	5
Between YL MP 84.5 and YL MP 95	20
Between MP 98.9 and MP 99.3	30
Between YL MP 113.5 and YL MP 115	20
Between YL MP 125.9 and YL MP 126.9	10

## IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restrictions
Entire SD	Equipment exceeding 19 feet high or 11 feet wide or 89 feet long	Must not operate on
	Equipment exceeding 19 feet high or 11 feet 0 inches wide or 55 feet long	
	Six-Axle units	
National Biscuit Company Lead	Equipment exceeding 10 feet 10 inches wide or 17 feet high or 60 feet long	

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
Morris	Yard Office
Ottawa	Depot

### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Morris	Yard Office
Ottawa	Depot Yard Office

**NOTE:** Bulletin books will not be placed at foreign line locations. Foreign line employees operating on CSX Chicago Terminal district trackage must secure copies of the latest superintendent's bulletins before entering CSX trackage.

## NEW ROCK SUBDIVISION (Continued)

### 51. THRU-TRUSS BRIDGES

Bridge No.	Location	Milepost
407	Joliet	40.7
108	Seneca	Illinois River

### 83-A. CLEARANCE FORM A

Trains must receive Clearance Form A before leaving stations listed below:

- Joliet-UD Tower.....Westward trains that will operate west of MP 46.3.
- Ottawa (when operator on duty).....Eastward trains and westward trains that will operate on Main Track west of MP 95.

### 93. YARD LIMITS

Before entering CSX trackage at Bureau and Henry, foreign line trains and engines must obtain authority from CSX train dispatcher.

### 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### (a). DRAWBRIDGES

##### Bridge 407, Joliet

When absolute signal governing movement over Bridge 407 displays "STOP" aspect;

- Operator will ascertain that bridge is properly seated and locked.
- Operator will visually inspect track on both ends of bridge, for proper alignment.
- Operator will permit train movements past absolute signal by using yellow flag by day and yellow light by night.
- After receiving yellow hand signal or verbal permission train may proceed.

#### (b). RAILROAD CROSSINGS AT GRADE OTTAWA AND MP 101

Location	Railroad	Protection
Ottawa and MP 101	BN	See Note 1

**NOTE 1:** Ottawa and MP 101, BN Crossings. When absolute signal governing movement over BN Crossing displays "STOP" aspect, conductor or engineer will;

- Determine BN train or engine is NOT FOULING or approaching crossing;
- Operate and hold release device for ten seconds;
- Wait one minute and thirty seconds;
- Signal should clear, if signal does not display aspect to proceed; Wait one minute and thirty seconds;
- Observe indicator lamp;
- If indicator lamp is illuminated, proceed.
- If indicator lamp is not illuminated, pass signal at least 30 feet but not fouling crossing;
- Wait three minutes and proceed in accordance with Rule 233.

## NEW ROCK SUBDIVISION (Continued)

### 100. ROAD CROSSINGS AT GRADE

#### PROVIDING CROSSING PROTECTION

Location or Street	Instructions
Between: MP 40.7 and MP 126.9	Trains using other than Main Tracks must approach railroad-highway grade crossings provided with automatic railroad-highway traffic control devices prepared to stop and protect against vehicular traffic in the event flashers and/or gates fail to operate.

### 104. SWITCHES

The normal position for crossovers and single track at MP 114 is for main track movement to Henry.

### 105. USE OF SPECIFIED TRACKS

- (1) Midlothian — Eastward trains with more than 125 cars operating onto the IHB at Blue Island must secure permission of CSX train dispatcher to enter Track No. 9 before passing Crawford Avenue.
- (2) Movements on Industrial Tracks will be made in accordance with Rule 105 at a speed not exceeding 10 MPH.
- (3) Movements on No. 9 Track between Blue Island Jct. and Robbins (MP 17) will be made in accordance with Rule 105 after obtaining CSX dispatcher's permission.

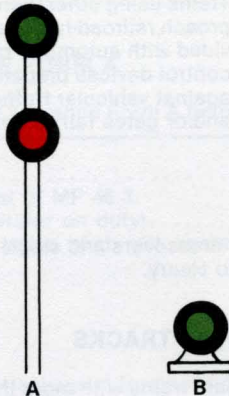
### 221. TRAIN ORDER OFFICES

Station	Hours Office Open	Days Office Closed
Joliet (UD)	Continuous	.....
Ottawa	2100 to 1500 Daily	1500 Fridays until 2300 Sundays

## NEW ROCK SUBDIVISION (Continued)

### 280. SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH RULES C-281-C-292

R-281.



NAME — CLEAR  
INDICATION — PROCEED

R-285.

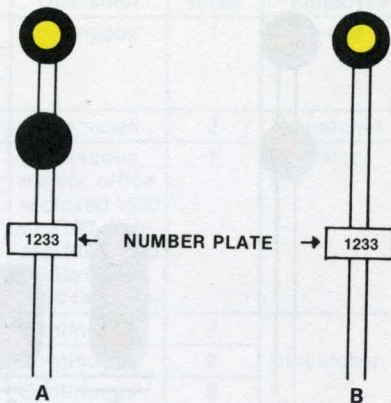


NAME — APPROACH  
INDICATION — PROCEED  
PREPARED TO STOP AT NEXT SIGNAL

# NEW ROCK SUBDIVISION (Continued)

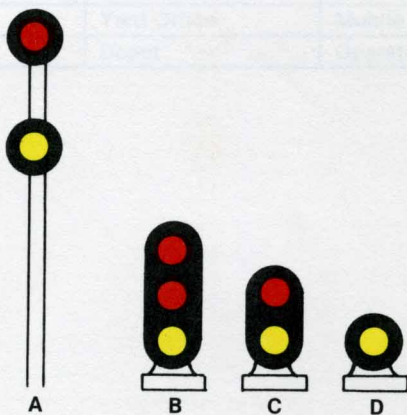
## SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH RULES C-281-C-292 (Continued)

R-285-A.



NAME — DISTANT SIGNAL  
INDICATION — APPROACH NEXT SIGNAL  
PREPARED TO STOP

R-290.



NAME — RESTRICTING  
INDICATION — PROCEED AT RESTRICTED SPEED



# NEW ROCK SUBDIVISION (Continued)

## SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH RULES C-281-C-292 (Continued)

R-292.



A



B



C



D



E

NAME — STOP  
INDICATION — STOP

## NEW ROCK SUBDIVISION (Continued)

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Vermont St.	Continuous	1	Operator	Wayside
MC Tower				
UD Tower				
Morris	Continuous	2	Dispatcher	
Ottawa	Continuous except office is closed 1500 to 2100 daily and from 1500 Fridays until 2300 Sundays.	1	Operator	
LaSalle	Continuous	2	Dispatcher	
Bureau	Continuous	2		
Putnam	Continuous	2		

**NOTE:** To contact train dispatcher use #1 on touch tone pad or push transmit button 5 times within 2 second period.

#### (b). HANDLING AND SAFEGUARDING RADIOS

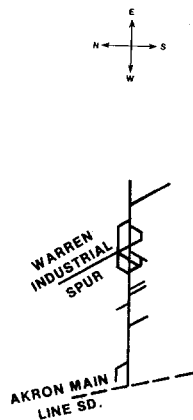
##### Location of Portable Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Morris	Yard Office	Mobile Agent
Ottawa	Depot	Operator

# I NEWTON FALLS SUBDIVISION

## 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	86.1	End of Track 2.1	
	88.2	Deforest Jct. 2.6	
	90.8	Warren 3.2	
	94.0	Leavittsburg 6.0	
	100.0	Newton Falls T	
13.9 Miles Newton Falls to End of Track			



## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
MP 86.1 End of Track and YL MP 91.9	93	Single
MP 91.9 and MP 99.1	120-132	
YL MP 99.1 and YL MP 100.0	93	
Newton Falls	255-259	

## 2. DTC BLOCK LIMITS

### BETWEEN WARREN AND NEWTON FALLS

Between	Block Designation
MP 91.9 (YL Warren) and MP 99.1 (YL Newton Falls)	Falls

## III SPEEDS

### 1. MAXIMUM AUTHORIZED SPEED

Between	MPH
MP 86.1 and Newton Falls	20

## IV EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restriction
Newton Falls: Yard Lead to Industrial Crossing	Six-Axle units	Must not operate on

# NEWTON FALLS SUBDIVISION (Continued)

## V INSTRUCTIONS RELATING TO OPERATING RULES

### 1. STANDARD CLOCKS

Station	Location
Deforest Jct.	Yard Office

### 5. BULLETIN BOOKS AND NOTICES

Station	Location
Warren	LTV Steel Co. Yard Office
Deforest Jct.	Yard Office

### 83-A. CLEARANCE FORM A

Trains must receive Clearance Form A before leaving stations listed below:

Deforest Jct. — during hours clerk operator is on duty only.

### 93. YARD LIMITS

(a) Unless otherwise instructed, eastward trains will contact yardmaster at Deforest Junction (when on duty) from Nevada Street, Warren for instructions.

(b) Unless otherwise instructed, westward trains and engines starting at Warren will contact yardmaster at Deforest Junction (when on duty) to obtain information and instructions.

## 98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

### RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
North Warren	Conrail	See Note

**NOTE:** When absolute signal governing movement over ConRail Crossing displays "STOP" aspect, conductor or engineer will:

- Determine ConRail train or engine is not fouling or approaching crossing;
- Pass signal at least 30 feet, but NOT FOUL crossing;
- Wait five minutes and
- Proceed in accordance with Rule 233.

### 100. ROAD CROSSINGS AT GRADE

#### PROVIDING CROSSING PROTECTION

Trains will provide protection against vehicular traffic before moving over the highway or street crossings designated below:

Location	Crossing
Warren	Pine St. LTV lead

### 221. TRAIN ORDER OFFICES

Station	Hours Office Open	Days Office Closed
Newton Falls	Continuous	.....

## NEWTON FALLS SUBDIVISION (Continued)

### 400. RADIO INSTRUCTIONS

#### (a). RADIO STATIONS

Location	Hours of Operation	Channel Monitored	Control Employee	Type Station
Deforest Jct.	0600-2200	4	Yardmaster & Clerk	Terminal
Newton Falls	Continuous	1	Operator	Wayside

**NOTE:** To contact train dispatcher use #2 on touch tone pad or push transmit button 5 times within 2 second period on Channel 2.

#### (b). HANDLING AND SAFEGUARDING RADIOS

Location of Portable Radio Check-Out and Check-In Points

Location	Control Point	Control Point Employee
Deforest Jct.	Yard Office	Clerk

### 704. ON-TRACK EQUIPMENT INSTRUCTIONS

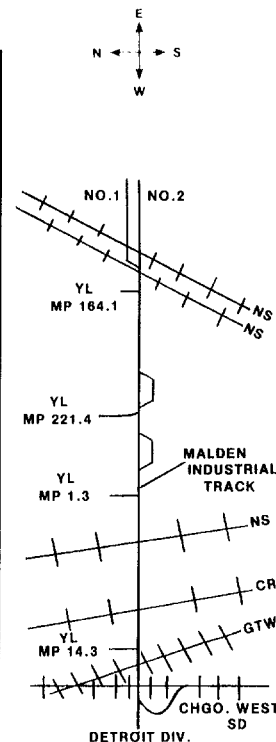
1. Movement of on-track equipment may be made on Main Track between Austin Ave. Warren and Deforest Jct. on verbal permission of yardmaster Deforest Jct. when on duty.

2. OTE operator or employee in charge of engineering equipment will secure permission of Conrail train dispatcher who controls the signals at the railroad crossing North Warren before fouling North Warren railroad crossing.

## WABASH SUBDIVISION

### 1. STATIONS LISTING AND DIAGRAM

STATION NO.	MILEPOST	STATIONS	SIDING CAPACITY (FEET)
	161.0	Peru 0.6	
	161.6	Second St. 1.5	
	163.1	CW WEDT 0.5	
	163.6	Snevets 6.5	
	170.1	Hoover 10.4	
	180.5	Fulton 9.4	6649
	189.9	Kewanna 12.9	5766
	202.8	Beardstown 10.6	
	213.4	North Judson 9.2	
	222.6	LaCrosse 0.5	
	6.4	Thomaston 2.7	
	9.1	Hanna 6.2	
	15.3	Wellsboro	
61.6 Miles Peru to LaCrosse 14.8 Miles LaCrosse to Wellsboro			



## II METHOD OF OPERATION

1. Track Section Between	Authority for Movement Rules	Track/s
MP 161.0 and Second Street	93	Single
Second Street and WEDT CW	265-272 (93)	Two
WEDT CW and MP 164.1	265-272 (93)	Single
MP 164.1 and MP 221.4	265-272	
MP 221.4 and MP 222.6	93 (501-515)	
MP 222.6 and MP 1.3	93	
MP 1.3 and MP 14.3	120-132	
MP 14.3 and Wellsboro	93	

**NOTE 1:** Rules 243-247 are in effect between opposing absolute signals at:

1. Thomaston — NS Crossing
2. Hanna — CR Crossing
3. Peru — NS Crossing
4. CW — NS Crossing
5. Wellsboro — CSX, GTW Crossing

**NOTE 2:** Rule 274 is in effect between westward absolute signals at 2nd St. and westward absolute signals at CW WEDT.

**NOTE 3:** Conductors, engineers or other authorized to direct movements must secure permission from the CSX train dispatcher at Peru before entering the main track.

### 2. DTC BLOCK LIMITS

Between	Block Designation
MP 1.3 and MP 14.3	Wells

**WABASH SUBDIVISION (Continued)****III****SPEEDS****1. MAXIMUM AUTHORIZED SPEED**

Between	MPH
Peru and LaCrosse	40
LaCrosse and Wellsboro	35

**6. SPEED RESTRICTIONS**

Location	MPH
Between MP 161.0 and Second St.	20
Second St. and MP 163.0	25
CW — Through turnout at end of double track	25
Between MP 221.4 and MP 222.6	20
Between MP 222.6 and MP 1.0 (LaCrosse)	10
Thomaston — Over NS Crossing (MP 6.4)	20
Hanna — Over Conrail Crossing (MP 9.1)	20
Wellsboro — Through interlocking (MP 15.3)	20

**IV****EQUIPMENT RESTRICTIONS**

1. Unless otherwise authorized by the superintendent-operations, equipment is restricted in the use of tracks, bridges, trestles as designated below:

Station, Track, Bridge	Engine or Equipment	Restriction
Between: LaCrosse and Wellsboro	250-ton or greater capacity wreck cranes except B&O 940503	Must not operate on
Bridge 1.5 Bridge 4.5	Wreck Crane 940503	Must not exceed 10 MPH

**V INSTRUCTIONS RELATING TO OPERATING RULES****98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE****RAILROAD CROSSINGS AT GRADE  
PERU, THOMASTON, HANNA AND WELLSBORO**

Location	Railroad	Protection
Peru	NS	See Note 1
Peru	CW-NS	See Note 2
Thomaston	NS	See Note 3
Hanna	CR	See Note 4
Wellsboro	CSX-GTW	See Note 5

**NOTE 1: Peru** — NS Crossing — After contacting CSX train dispatcher, crew will proceed in accordance with Rule 233.

**NOTE 2: CW** — NS Crossing — After contacting CSX train dispatcher, crew will:

**WABASH SUBDIVISION (Continued)****RAILROAD CROSSINGS AT GRADE (Continued)**

- Determine NS train or engine is not fouling or approaching crossing;
- Depress for 3 seconds pushbutton located near telephone in northwest quadrant of track.
- Signal should display aspect to proceed after 7 minutes for CSX trains. If signal does not display aspect to proceed, conductor or engineer will secure permission of train dispatcher; and
- Pass signal at least 30 feet but not foul crossing;
- Wait 7 minutes;
- Proceed in accordance with Rule 233.

**NOTE 3: Thomaston** — NS Crossing — After contacting train dispatcher or if communication is not available, conductor or engineer will:

- Determine NS train or engine is not fouling or approaching crossing;
- Operate release device; turn clockwise to STOP and hold for one (1) second;
- Wait until pointer on release returns to normal position;
- Signal should display aspect to proceed.
- If signal does not display aspect to proceed;
- Pass signal at least 30 feet but not foul crossing;
- Wait five (5) minutes and
- Proceed in accordance with Rule 233.

**NOTE 4: Hanna** — Conrail Crossing — After contacting train dispatcher or if communication is not available, conductor or engineer will:

- Determine Conrail train or engine is not fouling or approaching crossing;
- Depress pushbutton located on signal mast.
- Signal should display aspect to proceed after 4 minutes 30 seconds for CSX trains.
- If signal does not display aspect to proceed;
- Pass signal at least 30 feet but not foul crossing;
- Wait five (5) minutes and
- Proceed in accordance with Rule 233.

**NOTE 5: Wellsboro** — CSX and GTW Crossing — After contacting CSX train dispatcher conductor or engineer will:

- Determine CSX or GTW train or engine is not fouling or approaching crossing;
- Operate release device, located on CSX instrument house;
- Wait five (5) minutes;
- Signal should display aspect to proceed.
- If signal does not display aspect to proceed;
- Secure permission of CSX train dispatcher (train dispatcher will not authorize movement without first having knowledge of possible conflicting movement on GTW); and if no conflicting movement is apparent;
- Pass signal at least 30 feet but not foul crossing;
- Proceed in accordance with Rule 233.

**100. ROAD CROSSINGS AT GRADE**

Trains must approach railroad-highway grade crossings provided with automatic railroad-highway traffic control devices at all locations, prepared to stop unless the warning devices are operating, and will proceed over such crossings only when safe to do so, account rusty rail.

**105. USE OF SPECIFIED TRACKS**

Movement will be made on Malden Industrial Track and Lacrosse Thoroughfare Track in accordance with Rule 105 at a speed not to exceed 20 MPH.

## DIVISION SPECIAL INSTRUCTIONS

### 1000.00. TRAIN SPEEDS

1000.01. Condition	MPH
<b>WHEN MOVING OVER INDUSTRIAL BRIDGES AND TRESTLES</b>	10
<b>THROUGH TURNOUTS, CROSSOVERS AND SIDINGS</b> except where signal indications or special instructions permits higher speed	10

**1000.02. A PIGGYBACK TRAIN** is a train handling only piggyback cars (empty piggyback flat cars, trailers or containers on properly designated piggyback flat cars, or multi-level automobile rack cars). Certain trains handling only piggyback equipment and loaded box cars may operate at Piggyback Train speed when authorized by the train dispatcher.

**1000.05. SLOW SPEED**—A speed not exceeding 15 MPH.

**1000.06. RESTRICTED SPEED**—A speed not exceeding 15 MPH.

### 1001.00. ENGINE SPEEDS

#### MAXIMUM SPEED

1001.01. Units	MPH
<b>EMD — FREIGHT</b>	70
<b>GE — FREIGHT</b>	75
<b>NW-2, SW-7, SW-9, SW-12, SW-900, SW-1200, TR-3, TR-4</b>	50
<b>SW-1, AMTK SDP-40F</b>	45
<b>AMTK-SDP-40F</b> when entering, operating through, or exiting curves	40
<b>CR 6654-6666, NS 1625-1652, NS 6073-6188, SOU 3201-3328</b>	40

**AMTRAK ENGINES** may operate at Maximum Authorized Speed.

### 1002.00. EQUIPMENT SPEEDS

1002.01. Equipment	MPH	
DITCHER SPREADER CARS	30	
AIR DUMP CARS	30	
LOADED WOOD RACKS CARS AND GONDOLAS LOADED WITH STUMP WOOD	50	
FOREIGN LINE SHORT ORE CARS	On Tangents	30
	On Curves	20
TRAINS HANDLING WRECK CRANES:		
Pulling crane.....	35	
Pushing crane.....	20	
PIVOTED OR ROTATING EQUIPMENT		
moving on its own wheels, unless	On Tangents	20
specifically cleared for movement	On Curves	15
at a higher speed.		
SHIPMENTS OF CASKS containing Irradiated spent fuel cores must move in special trains contain- ing no other freight.....		35
When a train handling these shipments meets, passes, or is passed by another train, one train must be stopped while the other moves past not exceeding .....		35
ENGINEERING WORK EQUIPMENT CARS		50

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### EQUIPMENT SPEEDS (Continued)

Equipment	MPH
<b>FLAT CARS</b> — Loaded with logs or poles	50
<b>FLAT CARS</b> — Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing.	50
<b>TANK CARS</b> — Loaded with clay slurry, kaolin, mineral clay or flammable compressed gas.	50

**1002.02. HIGH-CUBE COVERED HOPPER CARS** — Crews of trains handling loaded 95 ton or greater capacity (3800-4800 cubic feet) covered hoppers must observe if there is any excessive rocking motion of those cars. If excessive rocking motion is observed, immediate action must be taken to reduce speed to control rocking motion.

### 1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

**1003.01. BLOCKS OF EMPTY CARS**—Blocks of 30 or more empty cars must be handled on rear of trains whenever practicable.

**1003.02. BLOCKS OF HEAVY CARS**—Blocks of 30 or more cars of coal, grain, phosphate, limerock, sand or aggregates must be handled on head of trains next behind engines, whenever practicable.

**1003.03. CENTER BEAM BULKHEAD FLAT CARS**—Flat cars in series SCL 109000-109029 must not be moved except under authority of written special instructions and only by route authorized.

**1003.04. DUMP CARS**—When loaded, must be handled in local freight or work train service, when practicable.

**1003.05. LONG CARS ON HEAD END OF TRAIN**—Empty TOFC/COFC or pedestal flat over 80 feet in length will not be placed in the first 5 cars of any train longer than 50 cars. These instructions do not apply to solid piggyback trains. The definition of an empty car or flat, including TOFC/COFC or pedestal flat, is one without any lading, trailers or containers, either loaded or empty on them. When adding cars on line of road, the inside length stenciled on the side of the car, plus 5 feet, will be used to govern the length of the car.

**1003.06. LIGHTWEIGHT CARS**—If necessary to move empty 80-foot or longer cars, other than box cars, in solid coal, ore or grain trains, they must be placed on the rear of such trains. The following 80-foot or longer cars must be regarded as empty cars:

- (1) Cars weighing less than 50 tons gross weight
- (2) Flat cars with one loaded trailer
- (3) Flat cars with empty trailers/containers
- (4) Empty Rack Cars

Intermodal cars with reporting marks TTFX and TTUX, equipped with single-axle trucks (one axle under each end of car or under each multiple platform) must be placed in trains as follows:

—When empty (void of any trailers or containers) must be placed on rear of train.

—When loaded with empty trailer or containers, trailing tonnage behind such car in mixed trains must not exceed 4,000 tons.

—When loaded with loaded trailer or container, trailing tonnage behind such car in mixed trains must not exceed 6,000 tons.

Trains containing TTFX and TTUX single-axle intermodal equipment must not be assisted with helper engines attached to rear of train.

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### EQUIPMENT PLACEMENT RESTRICTIONS (Continued)

**1003.07. ENGINEERING WORK EQUIPMENT**—Must be handled on rear of train, except **PILE DRIVERS** and **LOCOMOTIVE CRANES** must be handled near head end of train, counterbalance end must be forward. Pile drivers and cranes must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

**1003.08. PASSENGER AND SPECIAL TYPE EQUIPMENT** — Designated below must be:

(a). Positioned in a train to ensure that they are not followed by more than 7,000 trailing tons.

(b). Handled separately when being switched, handled, and spotted in yards.

TGC-2 (C&O 951510)	C&O 951506
TGU-4 (C&O 951511)	C&O 914100
PV-7 (C&O 951512)	C&O 914101
Car-15 (C&O 951513)	B&O 951550
Car-25 (C&O 951514)	B&O 951551
CSC-1 (C&O 951505)	IN 604 (B&O 951555)
CSC-10 (C&O 951507)	IN 101 (WM 951530)
CSC-19 (B&O 951552)	WM 951535
SBD 995004	
SBD 995003	
SBD 995002	

**1003.09. WOOD RACK CARS** — Partly loaded wood rack cars will be handled only in work trains or as authorized by superintendent operations.

**1003.10. DIESEL UNITS** — A maximum of six units may be used in a locomotive consist in multiple unit operation.

**EXCEPTION:** A maximum of eight (8) units may be used on the following subdivisions:

Akron Mainline  
Chicago East  
Chicago West  
Main Line  
Blue Island  
Altenheim  
New Rock

Tonnage for multiple unit locomotive consist must not exceed the tonnage rating of five 4-axle units.

**Light Diesel Units** — When making extended movement with light diesel units, movement will be controlled from cab of leading unit in direction of movement when possible.

**Six-Axle Units** — Unless otherwise instructed, six-axle units will not operate on any industrial track.

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### EQUIPMENT PLACEMENT RESTRICTIONS (Continued)

**1003.11. LOADED AUTO RACKS AND PEDESTAL FLATS** — In other than solid piggyback trains, must not be placed closer than 5 car lengths behind working locomotives and must not be placed in the train behind open top hoppers or gondolas loaded with stone, gravel, sand, lime or other commodities that would subject automobiles to damage, when practicable.

### 1004.00. EQUIPMENT HANDLING RESTRICTIONS

**1004.01. CABOOSES** — Chessie cabooses Nos. 901802-901905, inclusive, must not be shoved with more than 2 units or 6,000 horsepower. When window screens are provided on caboose cars, they must be kept closed on all trains except when necessary to be opened temporarily in performance of duty.

Cushion underframe caboose cars must not be used in road switcher or local freight service. They are restricted to through-freight service.

**1004.02. LOADED COVERED HOPPER CARS** — All loaded covered hoppers CNJ series 501-750 and 12101-12665 must be handled on rear of freight trains at a speed not exceeding 30 MPH.

**1004.03. SCALE TRACKS** — Engines must not be operated over live rail of scale tracks.

**EXCEPTION:** These restrictions do not apply to the following scales:

- (a) Over Weigh in Motion system west of Warwick at MP 146.1.
- (b) Over Industrial Scales, when approved by industry's management.

**1004.04. TIE UNLOADERS** — XTU-500, XTU-700 AND XTU-701 — When being moved on a gondola other than C&O 914000, 914002 or 914003, must have holding clamps engaged and boom secured in car. Speed must not exceed 20 MPH.

**1004.05. HEAVY CARS** — Cars with gross weight exceeding 270,000 lbs. must not be operated without authority of superintendent operations, except as designated in special instructions on specific subdivisions.

**1004.06. SNOWPLOWS** — Will be operated as follows:

- (a) When hauled in trains, must:
  - Be handled on rear of train (ahead of caboose when provided);
  - Have wings secured and equipment headed in forward position;
  - Not exceed 30 MPH.
- (b) When plowing, must not:
  - Have short hood of locomotive against snow plow;
  - Be shoved by a locomotive consist exceeding two units;
  - Handle more than 5 cars, including snowplow and caboose;
  - Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed reductions.

**NOTE:** Item (b) applies to ditcher-spreader cars being used to plow snow.

**1004.07. LOCOMOTIVE CRANE C&O 960405** — Must not be handled in a train, other than work train service, unless boom is removed and secured on idler car.

This crane may be moved in work train service with boom attached provided:

- (a) Speed does not exceed 10 MPH; and
- (b) Crane is handled next to engine or caboose.

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### EQUIPMENT HANDLING RESTRICTIONS (Continued)

**1004.08. LOADED TRAINS** — Trains having 50% or more of their cars loaded will be considered as loaded trains; those having less than 50% will be considered empty trains.

**1004.09. END OF TRAIN DEVICE RESTRICTION** — The End-of-Train Device must be removed before coupling to rear of train when:

(a). Equipment to be attached has F type couplers, such as SD-50 class locomotives.

(b). ETD is mounted on equipment having walkways over drawhead housings and end of car or sliding center sill type cushioning devices.

(c). During helper operations, engineers on the head end of trains operating with end-of-train devices, that have stopped by making an automatic brake application to couple or uncouple the helper consist, will maintain the brake application while the designated employee attaches or removes the ETD. The head end engineer will be required to maintain the brake application until the employee attaching or removing the ETD reports clear of the rear car.

**1004.10. TRACK GEOMETRY CARS** — Track geometry cars will be handled as follows:

(a). Must not exceed 55 MPH when testing;

(b). Must not exceed 60 MPH when not testing;

(c). Must be handled as a special train.

**EXCEPTION:** to (b) and (c):

May be operated at Maximum Authorized Speed when moved in a passenger train.

### 1005.00. FLAG PROTECTION

**1005.01.** Flagging distances shown below will apply when flag protection is required, unless a different distance is designated by special instructions on specific subdivisions:

Rule No.	Protection to Be Provided		Distance
	Track	Direction	
99	Same	Rear	One mile where Maximum Authorized Speed is 35 MPH or less.
99-A	Adjacent	Head and Rear	
102	Adjacent	Head and Rear	
235	Same	Head	Two miles where Maximum Authorized Speed is more than 35 MPH.
237	Same	Rear	
237-A	Same	Head and Rear	
129	Same	Rear	1500 feet

When necessary for engineering forces to provide flag protection, minimum flagging distances will be:

One mile where Maximum Authorized Speed is 35 MPH or less;

Two miles where Maximum Authorized Speed is more than 35 MPH.

### 1006.00. RADIOS

**1006.01. USE OF RADIO CHANNELS**—Employees are required to monitor Radio Channel as assigned below. If necessary to use another channel temporarily, they must immediately return to assigned monitor channel after transmission is completed.

Radios are equipped with channels listed as "available" which are to be used to communicate with employees of other types of service.

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### RADIOS (Continued)

#### RADIO CHANNELS

Type of Service	Channel No.										
	1	2	3	4	5	6	7	8	9	C	
Road Locomotives	M	A	A	A	O		O				
Road Cabooses	M	A	A	A							
Yard Locomotives (Note 1)	A	A	A	A	A	A	A				
Road Portables	M	A									
Yard Portables (Note 1)	A	A	A	A	A	A	A				
Train Dispatcher	A	M									
Train Order Offices	M	A									
Car Department	A									M	
*Mobile Units	M	A									
Police Department	A	A							M		
Engineering	A	A						M			
Yardmasters (Note 1)	A	A	A	A	A	A	A				
Employee in charge of Production Units	M							A			

A — Available M — Monitor O — Optional

\*Mobile units will monitor local channels if available, except Hi-Rail vehicle will monitor Channel 1 whenever they are on rail.

(Note 1) — Will monitor channel assigned by special instructions for yard in which engaged.

### PROCEDURE FOR INITIATING A RADIO "CALL-IN" TO THE TRAIN DISPATCHER

Where these instructions refer to "designated number", such designation will be found in special instructions on specific Subdivisions.

1. Select Channel 2 and monitor to determine there is no conversation in progress and when using:

(a). TRACKSTAR III radio, set "DTMF-TONE" switch in "DTMF" position. Press the "SELECT" button until the designated number is displayed. Press the "SEND" button for two seconds and release.

(b). TRACKSTAR II radio, press the "SELECT" button until the designated number is displayed. Press the "SEND" button for two seconds and release.

(c). TRACKSTAR radio, rotate the "CALL TONE" switch to the designated number. Press the "SEND" button for two seconds and release.

(d). SYNTOR radio, rotate the selector switch located in upper left-hand corner of the radio to the designated number. Press the "DISP 1" button for two seconds and release.

(e). Radios with tone call-in modification, rotate the "TONE" switch to the designated number. Press the "DISP CALL" button for two seconds and release.

(f). Hand-held portable radios with built-in "TOUCH-TONE" pads, press and hold push-to-talk switch and simultaneously press and hold the designated number pushbutton for two seconds, then release both.



## **DIVISION SPECIAL INSTRUCTIONS (Continued)**

### **PROCEDURE FOR INITIATING A RADIO "CALL-IN" TO THE TRAIN DISPATCHER (Continued)**

(g). Mobile radios equipped with "TOUCH-TONE" microphones, press and hold the designated number pushbutton for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.

(h). Radio equipment that is not equipped for tone call-in, "click" the transmitter the designated number of times within the designated number of seconds.

2. Within ten seconds after a call-in has been performed, an "answer-back" tone should be heard, wait on Channel 2 for the train dispatcher to answer the call. If the "answer-back" tone is not heard, the caller should wait for one minute and reinitiate the call-in.

### **1006.02. HANDLING AND SAFEGUARDING RADIOS**

#### **(a). CARE OF EQUIPMENT**

Portable radios are equipped with rechargeable batteries which must not be removed except by authorized employees.

Locomotive Radios—Engineers will note on Inspection Report any malfunction or unusual condition of locomotive radio.

Caboose Radios—Conductors will submit a message to the appropriate personnel reporting any malfunction or unusual condition of caboose radio.

#### **(b). CHECK-OUT, CHECK-IN PROCEDURE**

All road conductors, road head trainmen, yard foremen and yard brakemen will secure a portable radio, belt and holster at the beginning of each trip or tour of duty from a control point employee at the initial terminal. Portable radios, belts and holsters will be checked in at the end of each trip or tour of duty to control point employee at the final terminal.

Each authorized employee must sign or stamp the designated form for the radio, belt and holster and is responsible to check that the equipment is in proper condition before signing such form. At the end of each trip or tour of duty, the radio, belt and holster must be checked in and the designated form properly signed or stamped.

When radios, belts and holsters are not available for an authorized employee, that employee must secure a No-Radio Receipt Form from the control point employee at the initial terminal and submit it to the control point employee at the final terminal.

**EXCEPTION**—All employees who have been assigned a belt and holster are not required to secure an additional belt and/or holster at the beginning of each trip or tour of duty and are not required to check their assigned belt and holster in at the final terminal. When changing assignment, such as yard to road, road to yard, freight to passenger, etc., employees with assigned belts and holsters must return them to their immediate supervisor.

#### **(c). CONTROL POINT EMPLOYEE (OR CPE)**

Each control point employee is required to check all radios, belts and holsters when checked in and if not in proper condition, will prepare a Radio-Defect Report and forward to trainmaster.

All conductors, head trainmen, yard foremen, and yard brakemen are required to check in a radio, belt and holster or a No-Radio Form after the completion of each trip or tour of duty. Failure to comply with this requirement must be reported to the trainmaster.

## **DIVISION SPECIAL INSTRUCTIONS (Continued)**

### **1007.00. HARD HAT REQUIREMENTS**

#### **1007.01. TRAINMEN** — Will use hard hats as follows:

At derailments, when actively engaged in a rerailing operation involving the use of wreck train and/or off-track equipment. Hats with necessary liners will be furnished by the general car foreman and/or wreckmaster at the scene.

Handling a welded rail train where welded rail is being unloaded, not when in transit or when rail is being picked up. Hats with necessary liners will be furnished by the Engineering Department.

When assigned to work with Burro Cranes or any other pivoted crane equipment. Hats with necessary liners will be furnished by the Mechanical Department or the Engineering Department.

These hats must be returned at the end of the work assignment to the employee from whom received.

### **1008.00. USE OF TEMPERATURE TESTING STICK ON SINGLE-AXLE TRUCKS**

When testing for suspected hot roller bearings on cars equipped with single-axle trucks, the marking with the temperature testing stick will be on the face of the adapter either to the right or left of the bearing.

### **1009.00. SURVEILLANCE SERVICE**

#### **1009.01. RAIL SURVEILLANCE, TANK SURVEILLANCE SERVICE**

Rail Surveillance Service (RSS) is the observation and/or inspection of a car(s), trailer(s) (TOFC) or container(s) (COFC) containing sensitive commodities which are the property of the Department of Defense.

An RSS inspection is external only and is to ensure that the conveyance has not been broken into and that seals and locks are intact.

Tank Surveillance Service (TSS) is the observation and/or inspection from ground level of an M-1 Army Tractor Tank(s) on a flatcar, and includes:

- (a). Tanks to ensure that the armor plate has not been penetrated, and that tie downs, hatches, and other parts are intact;
- (b). Skirts to ensure that skirts and steel rods securing skirts have not been tampered with; and
- (c). Equipment boxes to ensure banding, exterior integrity, and tie downs are intact.

RSS & TSS inspections will be made by the following classes of employees:

- (a). Road crews, when notified by message or train order that a RSS/TSS shipment(s) is in their train, and train is delayed for one hour or more at any point;
- (b). Yard crews instructed to make such inspection while actually handling RSS/TSS shipment(s);
- (c). Yard clerks instructed to make such inspections in yards where RSS/TSS shipment(s) is held or delayed;
- (d). Railroad Security Forces where available; or
- (e). Car department employees.

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### SURVEILLANCE SERVICE (Continued)

If the inspection reveals that a TSS shipment has been tampered with or a conveyance containing an RSS shipment has been broken into or seals or locks are not intact; or if due to a defect the RSS/TSS shipment must be set-off on line of road where surveillance service is not available, employees will be governed as follows:

(a). Member of road crew must notify train dispatcher by first practical means of communication, furnishing set-off location and car initial and number.

(b). Member of yard crew, yard clerk or car department employee must immediately notify yardmaster or supervising officer, furnishing location of RSS/TSS shipment and car initial and number.

Employee thus informed must immediately inform railroad security forces of the occurrence and the CSX Operations Center in Jacksonville (Baltimore extension 2876 or Jacksonville extension 1592). In the event local railroad security forces cannot be contacted, the Operations Center in Jacksonville must be informed.

Employees making an inspection of RSS/TSS shipments that reveals the security of the cars to be intact, must furnish the following information to the supervising officer at end of their tour of duty:

- (a). Car initial and number and trailer or container number if applicable;
- (b). Location of each inspection;
- (c). How many inspections were made at each location;
- (d). Time required to make inspection(s); and
- (e). Class of employee who made the inspection(s).

The supervising officer will forward such information to division-level manager.

### 1020.00. INSTRUCTIONS RELATING TO OPERATING RULES

**1020.01. PIGGYBACK TRAINS** — Crews of trains consisting of only piggyback flat cars will not perform the inspections of train, track and structures required by the third paragraph of Rule 102 if the brake pipe pressure at the rear of the train is being restored. However, if it is necessary to inspect any part of the train, all provisions of the rule will apply.

**1020.02. TIME** — Clock time will be in accordance with the 24-hour clock system. All train orders, Clearance Form A, authorities, schedules and special instructions pertaining to time will be given in 24-hour time.

### 1040.00. MISCELLANEOUS

#### 1040.01. TELEPHONE NUMBERS

Location	Telephone Number
Akron—Dispatcher	1-216-379-3214
	1-216-379-3215
Chicago—Dispatcher	1-312-471-7186
	1-312-471-7187
Trainmaster—Chicago	1-312-471-7232
	Garrett
	1-219-357-3480
	Willard
Cleveland	1-419-933-2111
	1-216-379-2200
Yard Office—New Castle	1-412-652-6871
	Goodman
	1-216-824-2593

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### 1040.02. STATE LAWS

#### (1). BLOCKING RAILROAD/HIGHWAY GRADE CROSSINGS

(a). Illinois and Indiana State Laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for a period in excess of 10 minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the Railroad has no control.

(b). Indiana State Laws make it unlawful to permit successive train movements to obstruct vehicular traffic at a public crossing at grade until all vehicular traffic previously delayed by such train movements has been cleared, and a period of five (5) minutes has elapsed between train movements.

(c). Ohio State Laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for a period in excess of 5 minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the Railroad has no control.

#### (2). NON-INTERLOCKED RAILROAD CROSSINGS AND DRAWBRIDGES

State Law requires that at railroad crossings and drawbridges not equipped with approved interlocking, trains or engines must stop within the distance designated below and not proceed until the route is clear.

- (a). Illinois — within 800 feet
- (b). Indiana — not less than 400 feet nor more than 500 feet
- (c). Ohio — not less than 200 feet nor more than 800 feet

#### (3). HELPER ENGINES IN THE STATE OF PENNSYLVANIA

When helper engine behind caboose exceeds 3500 horsepower, occupants of caboose must, before movement is started, vacate caboose and occupy unit of helper engine. Train must be brought to a stop before helper engine is detached.

#### (4). USE OF WHISTLE AND BELL AT PUBLIC CROSSINGS

Indiana State Law requires the engine whistle to be sounded 4 times (as required by Rule 14(1) approaching public crossings at grade and the engine bell to be rung continuously from the time of the sounding of the whistle until the engine has fully passed the crossing. When such whistle and bell are not in good working order, the engine 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.

The sounding of the engine whistle and bell is required regardless of local ordinances in cities or incorporated towns that may otherwise regulate the sounding of whistle and bell at public crossings at grade.

**1040.03. WAYBILLS** — Before leaving initial station and intermediate stations where cars are picked up, all crew members must know that cars in their trains have been inspected, brakes in proper condition and the waybills are on their train. Engineers, after completion of air test, will contact yardmaster or train dispatcher for instructions if waybills are not on engine. Trains must not leave terminal nor move cars on Line of Road without proper documentation, waybills or permission of train dispatcher.

All trailer trains will carry bills on the lead unit, and this to include cars moved from intermediate point.

Conductors or engineers will be responsible for transferring waybills to relieving crew or delivery to other locations as instructed.

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### WAYBILLS — Continued

Cars set off at outlying points will be accompanied by waybills or waybills will be left at designated locations as instructed.

#### EXCEPTIONS:

- (a). 136 will operate without waybills.

#### EXCEPTIONS:

1. Cars with trailers carrying hazardous material shipments, crew will receive waybills.
2. Car destined to points short of Baltimore or Philadelphia, crew will receive waybills.

- (b). Crew of train 136 receiving a message that hazard graph is not available will also be notified by message;

1. How many loads and empties in train.
2. Whether train contains any hazardous material shipments.
3. Location in train of any hazardous material shipments.

(c). Certain unit trains will move on a switch list or multi-list showing shipper, origin, consignee and destination. Switch or multi-list will carry a single Waybill Number indicating date and total number of cars in shipment. Car initials and numbers will be listed on the switch or multi-list and four copies of this list will accompany each unit shipment. Any cars set off due to mechanical failures or derailments will be accompanied by a copy of the switch or multi-list circling the car or cars set off and date set off.

**1040.04. BRAKE PIPE PRESSURE** — Engineers receiving through trains with the brake pipe pressure setting greater than 80 pounds will operate through to final terminal with brake pipe pressure setting received.

**1040.05. HOPPER CARS EQUIPPED WITH STRAIGHT AIR** — APAX 100-206 are open-top hoppers and APAX 501-606 are flat bottom gondolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline hose. The straight air is not to be used in normal operation.

Cars are stencilled on the end sill just above the trainline and straight air line. The straight air line is stencilled "STRAIGHT AIR" and the trainline is stencilled "TRAIN/LINE." The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled.

APAX cars are equipped with ABD brakes.

**1040.06. GRAIN ELEVATORS** — Smoking or the use of fusees is prohibited on the premises of all grain elevators.

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### 1040.07. BULLETIN AND SUPERINTENDENT NOTICE DISTRICTS

#### Akron District:

##### Subdivisions

Akron Mainline  
Cleveland  
CL&W  
CT&V  
Newton Falls

#### Garrett District:

##### Subdivisions

Chicago East (includes Willard Terminal)  
Chicago West  
Wabash

#### Chicago Terminal District:

##### Subdivisions

Altenheim  
Blue Island  
Chicago Heights  
Lake  
Mainline  
New Rock

For Superintendent Notices, Series 1 to 299 is assigned to the Akron District. Series 300 to 599 is assigned to the Chicago and Garrett Districts.

### 1040.08. CABOOSES

(a). Detached caboose cars must not be permitted to stand on any track unless properly secured.

(b). Caboose cars must not be cut off while in motion unless accompanied by a rider.

(c). General switching with caboose cars is prohibited.

(d). Conductors on road trains with cabooses having defects will report defects before terminating tour of duty by notifying yardmaster and train dispatcher's office via telephone or radio describing defect or malfunction and giving caboose number.

## **DIVISION SPECIAL INSTRUCTIONS (Continued)**

### **MISCELLANEOUS (Continued)**

#### **1041.00. ACCIDENTS**

##### **EMPLOYEE REQUIREMENTS**

(a). Whenever employees are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by the officer or employee in charge to ascertain condition.

(b). In case of injuries to employees in train or engine service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of the equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at the point of accident, same should be made at the next available point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.

(c). If any employee furnished to a person, other than an official of the Railway Company, a written statement concerning an accident or injury, such employee will promptly furnish an exact copy of the statement to his immediate supervisor.

(d). In all highway crossing accidents, the conductor of the train involved will make a report to the superintendent-operations. He should include the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at the time of the accident.

(e). In the event a passenger train is involved in an accident and the accident is of such a nature that the passengers might possibly have been subjected to injury, the conductor in charge of train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99.

(f). When physically able to do so, an employee sustaining injury will report it to the supervisor before leaving Company premises. The supervisor must arrange prompt first aid and when necessary, place the employee under medical care as soon as possible. Injuries must be reported promptly on the prescribed forms.

## **DIVISION SPECIAL INSTRUCTIONS (Continued)**

### **MISCELLANEOUS (Continued)**

#### **EMPLOYEE REQUIREMENTS (Continued)**

(g). A Form CJ-24 RRM will be issued each employee injured on duty and given to the attending physician. This is the physician's authority to treat the employee. The employee's supervisor will complete his portion and give it to the employee. If the employee's supervisor is not available, another supervisor, including yardmasters and chief clerks, may issue the CJ-24 RRM. If the injury is serious, the CJ-24 RRM may be completed after treatment. Only one CJ-24 RRM is needed. Narrative follow-up reports will be forwarded directly to the chief medical officer by the physician.

(h). In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay. A member of crew or other agent of the Company will be left at scene to notify the police and make sure that the body is placed in the hands of the proper authority.

#### **1042.00. INSTRUCTIONS COVERING MEDICAL SERVICES**

(a). Employees taken ill or injured on duty or passengers whose illnesses or injuries require medical or surgical aid should be promptly taken to the nearest medical emergency and on-duty injury treatment facility listed below. These facilities have been listed for convenience in locating suitable medical services. However, in extreme emergency, ill or injured employees or passengers should be transported to the closest medical facility.

(b). Depending on the severity of the illness or injury, the officer in charge will use discretion as to proper conveyance for transportation of ill or injured employees. Municipal or private ambulances, taxicabs, personal or Company vehicles may be used for this purpose, and the Company may be billed for the service.

(c). Company sponsored examinations (e.g., periodic, return-to-duty, fitness for service, special, etc.) should be performed only by the Company Appointed Physicians listed below.

(d). Questions concerning medical services may be directed to the Medical Department, Jacksonville, FL, at (904) 359-1500/1513.

# DIVISION SPECIAL INSTRUCTIONS (Continued)

## CHICAGO DIVISION

### 1042.01. MEDICAL EMERGENCY AND ON-DUTY INJURY TREATMENT FACILITIES

#### AKRON MAINLINE SUBDIVISION

Akron <sup>1</sup> , OH	Akron City Hospital 525 E. Market Street 216-375-3000 Akron General Medical Center 400 Wabash Avenue 216-384-6000 Edwin Shaw Hospital 1621 Flickinger Road 216-784-1271 St. Thomas Hospital Medical Center 444 N. Main Street 216-379-1111
Ashland <sup>2</sup> , OH	Samaritan Hospital 1025 Center Street 419-289-0491
Barberton <sup>1</sup> , OH	Barberton Citizen's Hospital Tuscora Park 216-745-1611
Cuyahoga Falls <sup>1</sup> , OH	Cuyahoga Falls General Hospital 1900 23rd Street 216-929-2911
Lodi <sup>1</sup> , OH	Lodi Community Hospital 225 Elyria Street 216-948-1222
New Castle <sup>1</sup> , PA	Jameson Memorial Hospital W. Leasure Avenue 412-658-9001 St. Francis Hospital of New Castle S. Mercer at Phillips Street 412-658-3511
Orrville <sup>2</sup> , OH	Dunlap Memorial Hospital 832 S. Main Street 216-682-3010
Ravenna <sup>1</sup> , OH	Robinson Memorial Hospital 6847 N. Chestnut Street 216-297-0811
Warren <sup>1</sup> , OH	See Newton Falls Subdivision
Willard <sup>1</sup> , OH	Willard Area Hospital 110 E. Howard Street 419-933-2931
Youngstown <sup>1</sup> , OH	St. Elizabeth's Hospital Medical Center 1044 Belmont Avenue 216-746-7211 Western Reserve-Northside Medical Center 500 Gypsy Lane 216-747-1444 Youngstown Osteopathic Hospital 1319 Florencedale Avenue 216-744-9200

#### ALTENHEIM SUBDIVISION

Chicago <sup>1</sup> , IL	Henrotin Hospital 111 W. Oak Street 312-440-7700 Holy Cross Hospital 2701 W. 68th Street 312-471-5501 Northwestern Memorial Hospital Superior Street & Fairbanks Ct. 312-908-3005 Roseland Community Hospital 45 W. 111th Street 312-995-3000
---------------------------	--

Key: <sup>1</sup>—On or near line of track  
<sup>2</sup>—Off line of track

# DIVISION SPECIAL INSTRUCTIONS (Continued)

## MEDICAL FACILITIES (Continued)

Chicago <sup>1</sup> , IL (concluded)	+ Presbyterian-St. Luke's Medical Center 1753 W. Congress Parkway 312-942-5492
<b>BLUE ISLAND SUBDIVISION</b>	
Blue Island <sup>1</sup> , IL	See Chicago West Subdivision
Evergreen Park <sup>1</sup> , IL	Little Company of Mary Hospital 2800 W. 95th Street 372-442-6200
<b>CHICAGO EAST SUBDIVISION</b>	
Auburn <sup>1</sup> , IN	Dekalb Memorial Hospital E. Seventh Street 219-925-4600 S. L. Cole, M.D. M. S. Souder, M.D. Dekalb Medical Arts Center E. Seventh Street 219-925-0305 M-F 0900-1700 Wood County Hospital 950 W. Wooster Street 419-352-6571
Bowling Green <sup>2</sup> , OH	Defiance Hospital 1206 E. Second Street 419-782-6955
Defiance <sup>1</sup> , OH	R. Blough, M.D. 141 N. Keyser Avenue 419-278-2065 M-TH 0830-1630 Sat. 0830-1200
Deshler <sup>1</sup> , OH	Blanchard Valley Hospital 145 W. Wallace Street 419-423-4500
Findlay <sup>2</sup> , OH	Lutheran Hospital of Fort Wayne 3024 Fairfield Avenue 219-458-2001
Fort Wayne <sup>2</sup> , IN	Parkview Memorial Hospital 2200 Randallia Drive 219-484-6636 St. Joseph's Hospital 700 Broadway 219-425-3000
Fostoria <sup>1</sup> , OH	Fostoria City Hospital 501 Van Buren Street 419-435-7734 G. J. Padanilam, M.D. 504 Van Buren Street 419-435-6636 M, T, TH, F 1300-1700
Tiffin <sup>1</sup> , OH	Mercy Hospital 485 W. Market Street 419-447-3130
Willard <sup>1</sup> , OH	See Akron Mainline Subdivision
<b>CHICAGO HEIGHTS SUBDIVISION</b>	
Chicago Heights <sup>1</sup> , IL	St. James Hospital Medical Center 1423 Chicago Road 312-756-1000 See Chicago West Subdivision
Harvey <sup>1</sup> , IL	See Chicago East Subdivision
<b>CHICAGO WEST SUBDIVISION</b>	
Auburn <sup>1</sup> , IN	Blue Island Medical Center 13000 Maple Avenue 312-385-6100 M 0800-1900; T-TH 0800-2130; W 0800-2000; Sat. 0800-1300
Blue Island <sup>1</sup> , IL	

Key: <sup>1</sup>—On or near line of track  
<sup>2</sup>—Off line of track

# DIVISION SPECIAL INSTRUCTIONS (Continued)

## MEDICAL FACILITIES (Continued)

Blue Island <sup>1</sup> , IL (concluded)	St. Francis Hospital 12935 S. Gregory Street 312-597-2000
East Chicago <sup>1</sup> , IN	St. Catherine Hospital of E. Chicago 4321 Fir Street 219-392-1700
Elkhart <sup>2</sup> , IN	Elkhart General Hospital 600 East Boulevard 219-294-2621
Fort Wayne <sup>2</sup> , IN Gary <sup>1</sup> , IN	See Chicago East Subdivision Methodist Hospital of Northwest Indiana 600 Grant Street 219-886-4000
	St. Mary Medical Center 540 Tyler Street 219-882-9411
Goshen <sup>2</sup> , IN	Goshen General Hospital 200 High Park Avenue 219-533-2141
Hammond <sup>1</sup> , IN	St. Margaret Hospital 5454 Hohman Avenue 219-932-2300
Harvey <sup>1</sup> , IL	Ingalls Memorial Hospital 1 Ingalls Drive 312-333-2300
Hobart <sup>2</sup> , IN	St. Mary Medical Center 1500 S. Lake Park Avenue 219-942-0551
LaGrange <sup>2</sup> , IN	LaGrange Hospital Route 5 219-463-2143
LaPorte <sup>2</sup> , IN	LaPorte Hospital State and Madison Streets 219-326-1234
Mishawaka <sup>2</sup> , IN	St. Joseph Hospital 215 W. Fourth Street 219-259-2431
Plymouth <sup>2</sup> , IN	Holy Cross Parkview Hospital 1401 N. Michigan Street 219-936-3181
South Bend <sup>2</sup> , IN	Memorial Hospital of South Bend 615 N. Michigan Street 219-234-9041
	Michiana Community Hospital 2515 E. Jefferson Boulevard 219-288-8311
	St. Joseph's Medical Center 811 E. Madison Street 219-237-2111
Valparaiso <sup>2</sup> , IN	Porter Memorial Hospital 814 LaPorte Avenue 219-464-8611
Warsaw <sup>2</sup> , IN	Kosciuski Community Hospital 2101 E. Dubois Drive 219-267-3200
CL&W SUBDIVISION Barberton <sup>2</sup> , OH Bellaire <sup>2</sup> , OH	See Akron Mainline Subdivision City Hospital 4697 Harrison Street 614-671-1200
Cadiz <sup>2</sup> , OH	Harrison Community Hospital 951 E. Market St. 614-942-4631
Dennison <sup>1</sup> , OH	Twin City Hospital N. First and Fuhr Streets 614-922-2800

Key: <sup>1</sup>—On or near line of track  
<sup>2</sup>—Off line of track

# DIVISION SPECIAL INSTRUCTIONS (Continued)

## MEDICAL FACILITIES (Continued)

Dover <sup>1</sup> , OH	Union Hospital 659 Boulevard 614-343-3311
Elyria <sup>1</sup> , OH	Elyria Memorial Hospital 630 E. River Street 216-323-3221
Lodi <sup>2</sup> , OH Lorain <sup>1</sup> , OH	See Akron Mainline Subdivision Lorain Community Hospital 3700 Kolbe Road 216-282-9121
	St. Joseph Hospital 205 West 20th Street 216-245-6851
Martin's Ferry <sup>2</sup> , OH	East Ohio Regional Hospital 90 N. Fourth Street 614-633-1100
Massillon <sup>1</sup> , OH	Doctors Hospital of Stark County 400 Austin Avenue, N.W. 216-837-7200
	Massillon Community Hospital 875 Eighth St., N.E. 216-832-8761
Medina <sup>2</sup> , OH	Medina Community Hospital 990 E. Washington St. 216-723-3231
Orrville <sup>2</sup> , OH CLEVELAND SUBDIVISION Cleveland <sup>1</sup> , OH	See Akron Mainline Subdivision Grace Hospital 2307 W. 14th Street 216-687-1500
	Lutheran Medical Center 2609 Franklin Boulevard 216-696-4300
	St. Alexis Hospital 5163 Broadway 216-641-3300
	St. Vincent Charity Hospital and Health Center 2351 E. 22nd Street 216-861-6200
Medina <sup>2</sup> , OH Middleburg Heights <sup>1</sup> , OH	See CL&W Subdivision Southwest Community Health System and Hospital 18697 E. Bagley Road 216-826-4000
Parma <sup>1</sup> , OH	Kaiser Foundation Hospital 12301 Snow Road 216-362-2000
	Parma Community General Hospital 7007 Powers Boulevard 216-888-1800
CT&V SUBDIVISION Akron <sup>1</sup> , OH Bedford <sup>2</sup> , OH	See Akron Mainline Subdivision Community Hospital of Bedford 44 Blaine Street 216-439-2000
Canton <sup>1</sup> , OH	Aultman Hospital 2600 Sixth Street, S.W. 216-452-9911
	Timken Mercy Medical Center 1320 Timken Mercy Drive, N.W. 216-489-1000
Cleveland <sup>1</sup> , OH	See Cleveland Subdivision

Key: <sup>1</sup>—On or near line of track  
<sup>2</sup>—Off line of track

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### MEDICAL FACILITIES (Continued)

Dover <sup>2</sup> , OH	See CL&W Subdivision
Garfield Heights <sup>2</sup> , OH	Marymount Hospital 12300 McCracken Road 216-581-0500
Parma <sup>2</sup> , OH	See Cleveland Subdivision
LAKE SUBDIVISION	
Chicago <sup>1</sup> , IL	See Altenheim Subdivision
East Chicago <sup>1</sup> , IN	See Chicago West Subdivision
Gary <sup>1</sup> , IN	See Chicago West Subdivision
MAIN LINE SUBDIVISION	
Blue Island <sup>1</sup> , IL	See Chicago West Subdivision
Chicago <sup>1</sup> , IL	See Altenheim Subdivision
Gary <sup>1</sup> , IN	See Chicago West Subdivision
Hammond <sup>1</sup> , IN	See Chicago West Subdivision
Harvey <sup>1</sup> , IL	See Chicago West Subdivision
NEW ROCK SUBDIVISION	
Blue Island <sup>1</sup> , IL	See Chicago West Subdivision
Joliet <sup>1</sup> , IL	Silver Cross Hospital 1200 Maple Road 815-740-1100
	St. Joseph Medical Center 333 N. Maidson Street 815-725-7133
Morris <sup>1</sup> , IL	Morris Hospital 150 W. High Street 815-942-2932
Oak Forest <sup>1</sup> , IL	Oak Forest Hospital of Cook County 15900 S. Cicero Avenue 312-928-4200
Ottawa <sup>1</sup> , IL	Community Hospital of Ottawa 1100 E. Norris Drive 815-433-3700
Peru <sup>1</sup> , IL	Illinois Valley Community Hospital 925 West Street 815-223-3300
Princeton <sup>2</sup> , IL	Perry Memorial Hospital 530 Park Avenue E. 815-875-2811
Spring Valley <sup>1</sup> , IL	St. Margaret's Hospital 600 E. First Street 815-664-5311
NEWTON FALLS SUBDIVISION	
Warren <sup>1</sup> , OH	St. Joseph Riverside Hospital 1400 Tod Avenue, N.W. 216-841-4000
	Trumbull Memorial Hospital 1350 E. Market Street 216-841-9011
	Warren General Hospital 667 Eastland Avenue 216-373-9000
Youngstown <sup>1</sup> , OH	See Akron Mainline Subdivision
WHITING SUBDIVISION	
East Chicago <sup>1</sup> , IN	See Chicago West Subdivision
Hammond <sup>1</sup> , IN	See Chicago West Subdivision
WOOSTER INDUSTRIAL TRACK	
Wooster <sup>1</sup> , OH	Wooster Community Hospital 1761 Beall Avenue 216-264-4112

Key: <sup>1</sup>—On or near line of track  
<sup>2</sup>—Off line of track

## DIVISION SPECIAL INSTRUCTIONS (Continued)

### 1042.02. COMPANY APPOINTED PHYSICIANS

Akron, OH	N. N. KARAPASHEV, M.D. 2708 Crawfis Boulevard 216-864-1500 * M, T, TH, F 1100-1700
Auburn, IN	S. L. COLE, M.D. M. S. SOUDER, M.D. Dekalb Medical Arts Center E. Seventh Street 219-925-0305 * M-F 0900-1700
Blue Island, IL	T. JAMES, M.D. Blue Island Medical Center 13000 Maple Avenue 312-385-6100 * T, F 0900-1100, 1300-1500 TH 0800-1100, 1300-1600, 1800-2030 SAT 0800-1000
Chicago, IL	R. BOYD, M.D. The Clearing Clinic 5548 W. 65th Street 312-767-6600 ** M-F 0700-1800 SAT 0730-1200
	V. R. SILINS, M.D. 1725 W. Harrison 312-738-1230 * M-F 0815-1530
Cleveland, OH	G. S. NORRIS, M.D. Cleveland Metropolitan General Cuyahoga County Hospitals 2295 Scranton Road 216-398-6000 * M-F 0830-1530
Defiance, OH	F. LENHART, M.D. 1075 E. Second Street 419-784-5990 * M, TH 1030-1600 T 1300-1600 F 1030-1400
Deshler, OH	R. BLOUGH, M.D. 141 N. Keyser Avenue 419-278-2065 * M-TH 0830-1630 SAT 0830-1200
East Chicago, IN	F. BENCHICK, M.D. 4712 Magoun 219-397-8965 * M, T, F 1130-1300, 1400-1700 W 1130-1300; TH 1330-1700
Ellwood City, PA	J. BROOKS, M.D. 26 Pittsburgh Circle 412-752-1515 * M, F 1330-1730 T, TH 0830-1100
Flushing, OH	N. Z. DAIRIO, JR., M.D. High Street 614-968-3112 * M, W 1400-1700 T, F, SAT 1000-1200
Fostoria, OH	G. J. PANDANILAM, M.D. 504 Van Buren Street 419-435-6636 * M, T, TH, F 1300-1700

Key: \*—All examinations by appointment only  
 \*\*—No appointment required for examinations

# DIVISION SPECIAL INSTRUCTIONS (Continued)

## COMPANY APPOINTED PHYSICIANS (Continued)

Girard, OH	<b>S. E. TOCHTENHAGEN, M.D.</b> 512 N. State Street 216-545-9713 * M 1000-1230, 1400-1730; T 1000-1230; W, TH 1000-1230, 1400-1630
Joliet, IL	<b>GLENWOOD MEDICAL CENTER</b> 2000 Glenwood Avenue 815-729-2900 * M-F 0800-2000 SAT 0800-1300 SUN 1300-1700
Lorain, OH	<b>V. BOGOEVSKI, M.D.</b> 2125 Reid Avenue 216-244-5508 * M, T, W, F 1200-1630
Mentor, OH	<b>J. BASHIAN, M.D.</b> 7925 Munson Road 216-257-7040 * M, T, TH, F 1300-1530 SAT 1000-1200
Munster, IN	<b>J. J. CLARO, M.D.</b> <b>R. P. SMITLEY, M.D.</b> Jones Clinic 110 Ridge Road 219-836-1000 M-F 0830-1130, 1330-1630 SAT 0830-1130 <b>R. Y. ESTACIO, M.D.</b> Hammond Clinic 7905 Calumet Avenue 219-836-5800 ** M-F 0830-1400
New Castle, PA	<b>C. D. CHUNG, M.D.</b> 2603 Wilmington Road 412-658-9573 * M, T, TH, F 0830-1100
Ottawa, IL	<b>R. O. LEWIS, M.D.</b> 1703 Polaris Drive 815-434-7140 * M, T, TH, F 1300-1600
Willard, OH	<b>S. L. BOLLIG, M.D.</b> <b>J. E. ROSSO, M.D.</b> 218 Myrtle Avenue 419-933-2811 * M-F 1000-1100, 1230-1600 SAT 0830-1130

Key: \*—All examinations by appointment only  
 \*\*—No appointment required for examinations

1043.00

## TONNAGE RATING CHART CHICAGO DIVISION

	MP-15-T GP-15-T GP-16	GP-9 U-18-B	U-23-B B-23-7 GP-30 GP-35 U-25-B	GP-30-M/GP-38 GP-39/GP-40 B-30-7/U-30-B U-33-B/U-36-B SD-20/SD-38	B-36-7	U-28-C SD-35	C-30-7 SD-40 U-30-C SD-45 U-36-C	SD-50
<b>AKRON MAIN LINE SUBDIVISION</b>								
Willard to Sterling	3800	4200	4500	5200	5800	6500	7800	9300
Willard to New Castle	2400	2600	2800	3200	3550	4500	4800	5700
New Castle to Willard	3050	3300	3500	4050	4500	5050	6100	7300
<b>CHICAGO EAST SUBDIVISION</b>								
Willard and Garrett	4500	4900	5300	6000	6700	7500	9000	10800
<b>CHICAGO WEST SUBDIVISION</b>								
Chicago and Garrett	4500	4900	5300	6000	6700	7500	9000	10800
<b>CLEVELAND SUBDIVISION</b>								
Cleveland to Sterling	2600	2800	2950	3450	3850	4300	5200	6200
Sterling to Cleveland	4500	4900	5300	6000	6700	7500	9000	10800



**CHICAGO DIVISION**

**CL&W SUBDIVISION**  
Hollaway to Lorain  
Hollaway to Willard  
Sterling to Holloway  
Lorain to Holloway

NEW ROCK SUBDIVISION

Chicago to Ottawa  
Ottawa to Chicago

**NOTES:** When SD-50 locomotives are mixed with other locomotives, except SD-35 and U-28-C classes, the SD-50 rating should be reduced by 5%. When SD-35 and U-28-C classes, the SD-35 and U-28-C ratings should be reduced by 10%.

After receiving and attaching a sticker change in the Timetable, record the Change Number, Date of Change, and page number(s) below.

[illegible]

97 Channel (Radio)

Bto 1 - 08

Bto 2 - 14

Bto 3 - 28

Bto 4 70
































































































































































































































CR-AMT 1 - 46

CR-AMT 2 - 64





Issue Jan. 1987

			<div><div>CHLORINE</div></div> <div><div>FLAMMABLE GAS</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td></td></td></td></td></td></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td></td></td></td></td></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td></td></td></td></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td></td></td></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td></td></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div><td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div> <td><div><div>NON-FLAMMABLE GAS</div></div><div><div>FLAMMABLE</div></div><div><div>FLAMMABLE SOLID</div></div><div><div>POISON</div></div></td>	<div><div>NON-FLAMMABLE GAS</div></div> <div><div>FLAMMABLE</div></div> <div><div>FLAMMABLE SOLID</div></div> <div><div>POISON</div></div>
↑ Cars placarded:	↑ Cars placarded:	↑ Cars placarded:	— LOADED PLACARDED CARS —				TOFC/COFC	Other than TOFC/COFC or Tank	↑ RESIDUE Placarded Tank Cars			↑ Cars placarded
			Tank	POSITION IN TRAIN RESTRICTIONS								
X	X		X	Must not be nearer than the sixth car from the engine, occupied caboose or passenger car								NO R E S T R I C T I O N S
X	X		X	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car								
X	X	X	X	Engine, occupied caboose or passenger car					X			
X (1)	X (1)		X (1)	Car occupied by guard or escort								
X	X		X	Loaded plain flat car								
X (2)	X (2)		X (2)	Loaded bulkhead flat car								
X (3)	X		X (4)	Loaded TOFC/COFC flat car								
X	X		X (5)	Car loaded with vehicles								
X (2)	X (2)		X (2)	Open-top car with shiftable load								
X	X		X	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern.								
	X	X	X	Car placarded EXPLOSIVES A			X	X				
X		X	X	Car placarded POISON GAS			X	X				
X	X	(6)	X	Car placarded RADIOACTIVE			X	X				
X	X	X		Any loaded placarded car (other than COMBUSTIBLE or same placard)								
				SWITCHING RESTRICTIONS								
X	X			Must not be cut off in motion or be impacted by cars rolling under their own momentum			X					
X				Must be separated from engine by at least one non-placarded car								
			X	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow.								

Hazardous materials are assigned a "UN" or "NA" 4-digit number to identify a specific commodity or group of commodities. These 4-digit numbers are for emergency response and must be displayed on orange panels along with a standard placard or on an alternate placard with the identification number in the center of each placard as follows:



0



In addition, hazardous material commodities are grouped into hazard classes using a hazard class number which is displayed in the lower triangle of each placard. The Hazard Classes are as follows:

- |                                  |  |
|----------------------------------|--|
| 1. Explosives                    | 5.2 Organic Peroxides                              |
| 2. Compressed Gases              | 6. Poisons   |
| 3. Flammable/Combustible Liquids | 7. Radioactive materials                           |
| 4. Flammable Solids              | 8. Corrosives                                      |
| 5.1 Oxidizers                    | 9. Miscellaneous (ORM) Other Regulated Commodities |

**Note:** Missing placards must be replaced. Locations where cars are inspected shall have a supply of alternate placards for this purpose. Identification numbers shall be added to placards with a black marking pen. Correct numbers shall be obtained from existing placards on car or shipping papers.

## POSITION IN TRAIN RESTRICTION/EXCEPTION: NOTES IN PLACEMENT CHART

(1) A rail car placarded EXPLOSIVES A or POISON GAS in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying the car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or open-top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designated for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

(6) Cars placarded RADIOACTIVE must not be placed next to carloads of undeveloped film.

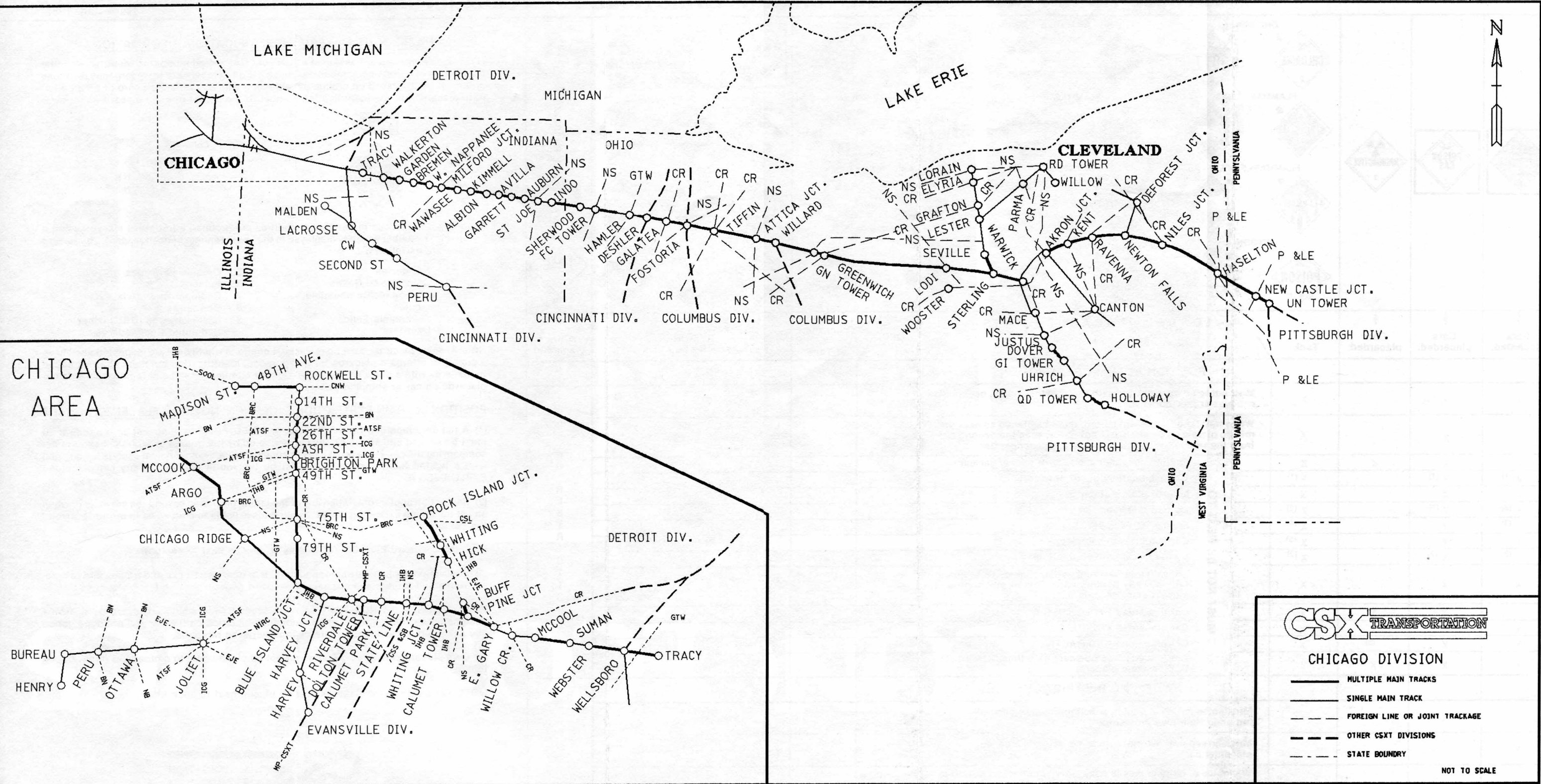
**NOTE:** Cars with same placards may be placed next to each other.



**CSX** TRANSPORTATION



01-29-87 DBS



1047.00.		SPEED TABLE			
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 45	80.00	1 32	39.13	2 19	25.90
0 46	78.26	1 33	38.71	2 20	25.71
0 47	76.59	1 34	38.29	2 21	25.53
0 48	75.00	1 35	37.89	2 22	25.35
0 49	73.47	1 36	37.50	2 23	25.17
0 50	72.00	1 37	37.11	2 24	25.00
0 51	70.59	1 38	36.73	2 25	24.83
0 52	69.23	1 39	36.36	2 26	24.66
0 53	67.92	1 40	36.00	2 27	24.49
0 54	66.66	1 41	35.64	2 28	24.32
0 55	65.45	1 42	35.29	2 29	24.16
0 56	64.28	1 43	34.95	2 30	24.00
0 57	63.16	1 44	34.61	2 31	23.84
0 58	62.07	1 45	34.29	2 32	23.68
0 59	61.02	1 46	33.96	2 33	23.53
1 00	60.00	1 47	33.64	2 34	23.38
1 01	59.02	1 48	33.33	2 35	23.23
1 02	58.06	1 49	33.03	2 36	23.08
1 03	57.14	1 50	32.73	2 37	22.93
1 04	56.25	1 51	32.43	2 38	22.78
1 05	55.38	1 52	32.14	2 39	22.64
1 06	54.54	1 53	31.86	2 40	22.50
1 07	53.73	1 54	31.58	2 41	22.36
1 08	52.94	1 55	31.30	2 42	22.22
1 09	52.18	1 56	31.03	2 43	22.08
1 10	51.43	1 57	30.77	2 44	21.95
1 11	50.70	1 58	30.51	2 45	21.82
1 12	50.00	1 59	30.25	2 46	21.69
1 13	49.31	2 00	30.00	2 47	21.56
1 14	48.65	2 01	29.75	2 48	21.43
1 15	48.00	2 02	29.51	2 49	21.30
1 16	47.37	2 03	29.27	2 50	21.18
1 17	46.75	2 04	29.03	2 51	21.05
1 18	46.15	2 05	28.80	2 52	20.93
1 19	45.45	2 06	28.57	2 53	20.81
1 20	45.00	2 07	28.34	2 54	20.70
1 21	44.44	2 08	28.12	2 55	20.58
1 22	43.90	2 09	27.91	2 56	20.45
1 23	43.37	2 10	27.69	2 57	20.34
1 24	42.86	2 11	27.48	2 58	20.22
1 25	42.35	2 12	27.27	2 59	20.11
1 26	41.86	2 13	27.07	3 00	20.00
1 27	41.38	2 14	26.87	4 00	15.00
1 28	40.91	2 15	26.66	6 00	10.00
1 29	40.45	2 16	26.47	12 00	5.00
1 30	40.00	2 17	26.28		
1 31	39.56	2 18	26.09		

**Compliance with**

**OPERATING RULES**

AND

**SAFETY RULES**

INSURES

**SAFE and EFFICIENT**

**Operation**

●

In Case of DOUBT or UNCERTAINTY  
the SAFE COURSE MUST BE TAKEN

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100