



**CENTRAL DIVISION TIME TABLE
OPERATING PRACTICES**

EFFECTIVE: 0001 June 1, 2025

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Southern Region (US)**



CENTRAL DIVISION TIME TABLE

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DIVISIONAL INSTRUCTIONS

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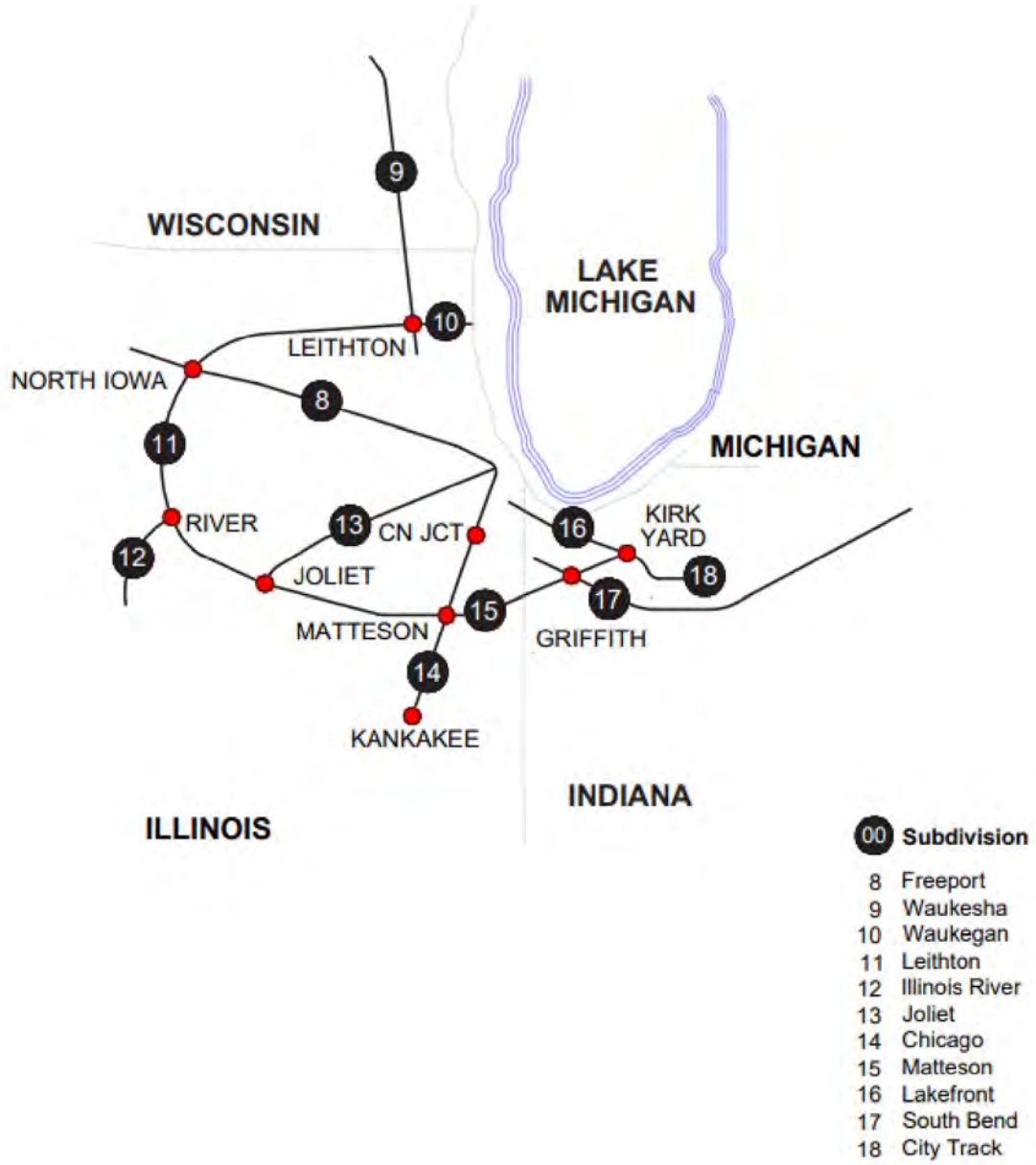
MAPS



- 00 Subdivision**
- 1 Omaha
 - 2 Ida Grove
 - 3 Cherokee
 - 4 Waterloo
 - 5 Osage
 - 6 Cedar Rapids
 - 7 Dubuque
 - 8 Freeport



CENTRAL DIVISION TIME TABLE





CENTRAL DIVISION TIME TABLE



ZONE TERMINAL YARD CHANNELS

Channels not listed are NOT AUTHORIZED and must NOT be used for communication from base radios.

CENTRAL DIVISION TIME TABLE

TERMINAL/YARD	FUNCTION/OPERATION	AAR CHANNEL/RADIO PRE-DIAL
Battle Creek	Switching Operations	(026 026)
	East Yard	(038 038)
	Switching Operations	(042 042)
	Yard Coordinator	(049 049) Tone *5888#
	Engineering Department	(056 056)
	West Yard	(088 088)
	Mechanical Department	(092 092)
Bryant	Yard	(036 036) Tone *5848#
Butler (Iowa)	Yard	(036 036) Tone *5850#
Butler	Engineering Department	(060 060)
	Switching Operations	(080 080)
Cedar Rapids	Road Channel to Switch	(072 072)
	Used by Local If More Than One Train at Cedar Rapids	(054 054)
Conneaut	Engineering Department	(060 060)
	Mechanical Department	(074 074)
	Switching Operations	(080 080)
Council Bluffs	UP Yard Coordinator Tower	(038 038)
	UP Road Channel	(042 042)
	Road Channel to Switch	(072 072)
	Used by Local If More Than One Train at Council Bluffs	(054 054)
Detroit/East Yard	Switching - Cargo, Turkey Trail	(032 032)
	Switching - East/West Track	(049 049)
	Flint Yard Coordinator	(049 049) Tone *5892#
	Engineering Department	(056 056)
Detroit/Moterm	Switching Operations	(032 032)
	Moterm Yard Supervisor	(062 062)
Dubuque	Switching Assignments	(054 054)
	BNSF Dispatcher	(066 066)
	Road Channel to Switch	(072 072)
Durand	Switching Operations	(032 032)
	Engineering Department	(056 056)
Flat Rock	GTW 3, System Yard channel	(049 049) Tone *5887#
	GTW 4, Track Department	(056 056)



CENTRAL DIVISION TIME TABLE

Flat Rock	Mechanical Department	(062 062)
	DT&I 2, Outlying yards, Flat Rock & Dearborn Subs	(074 074)
	DT&I 1, Yard Coordinator	(088 088) Tone *5887#
	DT&I 3, Bowl	(096 096) Tone *5887#
Fort Dodge	Road Channel to Switch	(072 072)
	Used by Local If More Than One Train at Ft. Dodge	(054 054)
Freeport	Road Channel to Switch	(072 072)
	Used by Local If More Than One Train at Freeport	(054 054) Tone *5876#
Glenn	Yard Coordinator	(043 043) Tone *5890#
	R92491	(049 049)
	R92391	(056 056)
	R90891	(078 078)
	Oil	(090 090)
	Switching Operations	(093 093)
Greenville	Mechanical Department	(025 025)
	Hostler	(029 029)
	Engineering Department	(060 060)
	Switching Operations	(080 080)
Hawthorne	Glenn Yard Coordinator	(043 043) Tone *5811#
	Switching Operations	(043 043)
Joliet	Yard Coordinator	(053 053) Tone *5813#
	Switching Operations	(049 049)
	L509/L519	(090 090)
	L529	(093 093)
Kalamazoo/Kilgore	On Pavilion Spur	(032 032)
	Switching Operations	(049 049)
Kankakee	Switching Operations	(090 090)
Kirk	Yard Channel	(056 056) Tone *5899#
	Hump Channel	(091 091)
	Mechanical Department	(047 047)
	Switching Operations	(043 043)
	Roundhouse	(049 049)
	Switching Operations	(053 053)
	Car Shop	(087 087)

CENTRAL DIVISION TIME TABLE

Lansing	Main Track Switching Operations	(032 032)
	Yard Switching Operations	(049 049) Tone *5885#
	Engineering Department	(056 056)
Manly	Yard	(036 036) Tone *5846#
Markham	Markham General/GT #2	(028 028)
	CSX Interchange	(014 014)
	Industry Job/Switching Operations	(032 032)
	R96891/R96691	(043 043)
	Diesel Shop/Woodcrest Mechanical	(047 047)
	Intermodal (Gateway)	(049 049)
	Industry Job/Switching	(053 053)
	Mechanical Department	(054 054)
	Engineering Department	(056 056)
	IHB Interchange	(058 058)
	Crew Cabs, R96491/R96591	(078 078)
	R96991/R97291	(090 090)
	ITS/Intermodal	(093 093)
Pontiac	Switching Operations	(042 042)
	Flint Yard Coordinator	(049 049) Tone *5889#
	Engineering Department	(056 056)
Port Huron	Sarnia Yard	(017 017)
	Switching Operations	(049 049) Tone *5897#
	Engineering Department	(056 056)
	To Contact DI (CN-148)	(063 009)
	Through Sarnia Tunnel (CN-6)	(079 025)
	Switching Operations	(088 088)
Rouge Yard	Switching Operations	(074 074)
Schiller Park	Switching Operations	(079 079)
Sioux City	Road Channel to Switch	(072 072)
	Used by Local If More Than One Train at Sioux City	(054 054)
South Bend	Switching Operations	(032 032)
Spaulding	Switching Operations	(091 091)
Toledo/Lang Yard	Yard Coordinator	(028 028)
	Switching Operations	(049 049) Tone *5895#

CENTRAL DIVISION TIME TABLE

Toledo/Lang Yard	Switching Operations	(088 088)
Waterloo	Yard Channel #4 to Switch	(043 043)
	Yard Coordinator	(054 054) Tone *5854#
	Road Channel to Switch	(072 072)
	Mechanical/Roundhouse (Locomotive Engineers contact Mechanical on this channel to receive authority to enter Mechanical Area)	(078 078)
	Yard Channel #3 to Switch	(090 090)
Woodhaven	Switching Operations	(074 074)

LIFE CRITICAL RULES

<p>10 Life Critical Rules that account for most Transportation Accidents</p>
<ol style="list-style-type: none"> 1. Getting On/Off Equipment 2. Going Between Equipment 3. Shoving Cars 4. Leaving Equipment in Clear/Close Clearance 5. Riding Equipment - 3 Point contact 6. Separation (50ft) Between (25ft) Around 7. Securement of Unattended Equipment 8. Switches/Derails (Position and Operation) 9. Main Track Authorities 10. Locations Where Trains Must Stop

APPLICABLE ON ALL SUBDIVISIONS

PTC Interoperability

Foreign crews operating trains destined to CN lines, contact CN NOC Support Desk via radio or telephone (877-406-3150) option 4 for CN initialization or TGBO issues. If unable to contact CN NOC Support Desk, contact the Help Desk of the crew's employing railroad and be governed by their instructions. Train must successfully initialize PTC with CN before entering CN PTC territory.

Kicking Cars

Kicking cars is prohibited unless within the confines of a classification yard where normal switching operations occur. All other switch moves must be performed by shoving the equipment to a stop, specified spot location or coupling. When shoving movement is complete and prior to uncoupling from the equipment confirm the following:

- Coupling is made when coupling to other equipment;
- Required number of handbrakes are applied;
- Handbrake test performed; and
- Clear of adjacent tracks



CENTRAL DIVISION TIME TABLE

BESSEMER SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
	Erie Sub			138.5	CONNEAUT	YL		
				125.4	CE	TA		
				124.4	ALBION			
				123.7	RX		117.3	
				113.0	CONNEAUTVILLE		107.52	
		9,634	104.8 102.6	104.8	MD		97.1	
				91.5	SANDY			
	Greenville Sub			82.6	KELSEY			
	Greenville Sub	11,776	80.2	80.2	KREMIS		78.1	(048 048) RTC '1# or '5310#
		9,335	64.4	66.2	FILER		62.6	Diesel Doc '3#
				62.5	GROVE CITY			
	MAIN 1			57.8	CARTER	CTC		
				53.5	BRANCHTON			
				52.1	KEISTERS		49.3	MS Rep '8# PTC '5# TSC '9# Emergency '0#
	MAIN 2 Running Track			37.5	ONEIDA			
	MAIN			35.4	BUTLER			
				32.4	STANDARD JCT.		30.1	
				25.7	McBRIDE			
		10,482	19.3 17.2	19.3	SX		12.9	
				4.3	RIVER VALLEY			
			4.0	BRIDGE				
			0.0	XB				
URR				N.BESSEMER	Rule 520			

1 MAXIMUM SPEED

35 MPH



CENTRAL DIVISION TIME TABLE

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
Conneaut - north of swing bridge (except southward moves on East and West Load Out Tracks)	5
MP 138.3 to end of track on Upper Runner	15
MP 137.5 to MP 136.7	20
MP 126 to MP 123.7	20
CE - north leg of wye	10
Conneaut Yard - Track 73	5
MP 123.7 to MP 123.2 - Southward (HER)	15
MP 123.2 to MP 123.7 - Northward (HER)	25
MP 109.1 to MP 108.9	30
MP 89.4 to MP 89.1 - Osgood Viaduct	20
Butler - Runner	15
Butler - South of Route 422 overhead on Tri-County and Back Tracks	5
MP 30.4 to MP 30.3 - bridge	25
MP 29.4 to MP 29.1 - curve	30

4 SIDING SPEEDS

All sidings and turnouts to the sidings on the Bessemer Subdivision are 15 MPH.

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

- (a) **DOB LIMITS** NIL
- (b) **YARD LIMITS - in effect between**
 - MP 138.3 and MP 137.6
- (c) **SIGNAL RULES - in effect between**
 - Rules 833-844
- (d) **CTC - in effect between**

Location	Controlled by
RX and XB	Homewood RTC



CENTRAL DIVISION TIME TABLE

- (e) **ABS** NIL
- (f) **TRACK AUTHORITY - in effect between**
 - MP 137.6 and MP 123.7
- (g) **RULE 520** Trackage north of MP 138.3 is designated as Non-Main Track.
- (h) **RULE 901** Switches where trains must not clear the main track:
 - Ohio Rubber.MP 112.2
 - Osterling West.MP 36.9
 - McBride Storage Track.MP 26.0

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

- MP 137 and MP 136
- MP 95 and MP 94
- MP 78 and MP 77
- MP 3 and MP 2

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.

Location	Track ID
Conneaut Yard	CL39 and CL40
North Bessemer Yard	NE11- NE12, NE15-NE20, NE33-NE36 and NW01-NW03
Butler	CN01 and CN06, CN12-CN14 and CN30 and CN37
Montgomery Lumber	RG10
Bennett Supply	RV07/AID

- (c) **HANDBRAKE REQUIREMENTS - NIL**
- (d) **ENGINE RESTRICTIONS**
- (e) **HTUA** High Threat Urban Area is in effect on all trackage south of MP 10.6.

Rule 527 - Automatic Warning Devices activated by a Controlled Signal:

- MP 93.7Baird Road
- MP 57.9 Carter-Harmony Road

Rule 715 - Instructions for the operation of electrically locked switches:

- Enter Main Track:
 - Press button on small box on lock stand.
 - If light on top of box illuminates, request permission from the RTC.

CENTRAL DIVISION TIME TABLE

- If permission received, remove padlock. Indicator will display "Locked."
- When indicator changes to "Unlocked," operate switch.

To crossover from one main track to another, the instructions are the same. Movement must occupy the track within 120 feet in front of the switch points.

- Leave Main Track:
 - Movement must occupy track within 120 feet in front of switch points.
 - Remove padlock. Indicator will change to "Unlocked," then operate switch

When completed with work, restore switch and electric lock to normal position, and report to the RTC.

Group unlock is available at Butler, at Zenith Road Crossing. If either switch 99A or 99B is unlocked, inside crossover switches CN-1 and CN-2 will also be unlocked.

Movements on Adjacent Track where Blue Signal Protection is Present - When train movements will be made on an adjacent track where blue signal protection is present the following procedure is required prior to any movement being made.

The Conductor or Yardmaster must contact the employee in charge of the blue flag and make them aware of the movement(s) to be made on the adjacent track or near the planned work area. Radio Channel (074 074) is designated for the Mechanical Department, if you are unable to establish communication using these channels please contact the Yardmaster or Trainmaster for further instruction.

*Please observe the below air brake requirements per tonnage at a grade by terminal. These requirements are in place whenever any movement is pulling towards the mainline where there is a risk to affect the mainline.

Conneaut Yard - #1 Bridge light system to warn vehicular traffic must be activated before occupying the bridge. The controller is 180 feet north of the Pit Track switch on the west side of the track. The system must remain activated until the move is complete and all equipment is south of the controller.

Creek Switch - Creek Switch is DTMF controlled on B&LE Channel 1 or 2. #138 will line the switch, #139 can be used to check the position of the switch. To operate the switch, train or engine must be between Main Street, "A" Switch in the Lower Yard, and South of the bridge in the Upper Yard. It cannot be operated if equipment is within 60 feet on the south or 200 feet on the north. In the event the switch does not operate via DTMF:

- Remove switch lock, pull out bar, and open box.
- Move alignment lever to desired position.
- Use bar to manually pump switch points, (about 20 pumps). Switch will announce failure when pumping.
- Restore equipment and locks.
- Verify switch position via radio

If switch failure announcement is made while moving over it, stop movement, and check switch points for proper alignment.

Albion Scale - Weighing speed on weigh-in-motion scale is 3 MPH. The scale must be activated to weigh.

Activation Procedure:

- No more than three minutes before reaching scale turn-on-point, place radio on Channel 2 and dial 0852.
- Within five seconds, scale will announce "Scale is Ready," and will announce the same message when movement passes turn-on-point.
- Scale will announce speed of movement, and any car that is overweight. Notify Transportation Supervisor for instructions when overweight cars are announced

Deactivation Procedure:



CENTRAL DIVISION TIME TABLE

- After cars being weighed have passed the opposite turn-on-point, dial 2580 on radio.
- Scale will announce "Scale is Clear," and will deactivate
- Return radio to Channel 1.

Do not stop, start, or brake locomotives on the scale, and while weighing, do not allow slack to adjust over scale.

Albion - Normal position for switches on Track No. 35, Scale, and 13B Tracks is for through movement. This is the Alternate Route.

McCurdy's Crossing - McCurdy's Crossing at MP 93.1 must not be blocked. Ground air outlet is located approximately 75 feet south of the crossing on the east side of Main 1.

Branchton - The Runaway Track at Mercer Lime and Stone must be left lined and locked for movement on the Runaway Track when not in use.

Butler - ARMCO employees working on or near tracks will place 36-inch fluorescent cones to mark the limits of their work. At night, a lighted signal will also be used. At times, portable derails will be used, and will be placed in between the cone and the work area. Do not enter tracks until cones have been removed.

Butler AK Steel - All CN employees originating at Butler and entering AK Steel property must wear hard hat, long sleeve shirt, and safety glasses. Hard hats are available at Butler Yard Office. Hard hats are not required inside locomotive.

North Bessemer - Contact Union Railroad TMD on Channel (010 010) for yarding instructions at North Bessemer Yard.

North Bessemer - At the south end of North Bessemer Yard, Signal A 12 is located just north of the tunnel. Crews making movements beyond the "Begin Circuit Sign" north of Signal A 12 must obtain permission from Union Railroad Train Movement Director. Trains must receive a permissive signal at A 12. A 12 Aspects and Indications:

- Green - Clear
- Yellow - Approach
- Red - Stop
- Dark - Stop

10 HPTA EXCEPTIONS HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 137 to MP 129- Southbound
- MP 111 to MP 106- Southbound
- MP 90 to MP 86- Southbound
- MP 62 to MP 61- Southbound
- MP 49 to MP 46- Southbound
- MP 24 to MP 20- Southbound
- MP 7 to MP 18- Northbound
- MP 37 to MP 45- Northbound
- MP 54 to MP 57- Northbound

11 LOCATIONS NOT SHOWN AS STATIONS

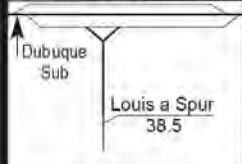
Name	Location	Length	Connection
Ohio Rubber	112.2	565	South
Claytonia	47.2	218	South
Red Hot	14.8	470	North



CENTRAL DIVISION TIME TABLE

CEDAR RAPIDS SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	↓ C O S T H STATIONS ↑ I R O N	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLING
			0.0	MANCHESTER — 21.9 —	Rule 520		(172, 173) RTC 14 or 110M
			21.9	CENTRAL CITY — 19.7 —	TA		Class Doc '38 MS Reg '88
			41.6	CEDAR RAPIDS	Rule 520		PTC 15H TSC 15H Emergency 14

1 MAX SPEED

40 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

Location	MPH
MP 9.4 to MP 9.6 - curve	25
MP 11 to MP 22.1	25
MP 26.2 to MP 29.5	25
MP 34.6 to MP 38	25
MP 38 to MP 40 (former main track)	25

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Cedar Rapids DOB Cedar Rapids Sub between MP 38 and 41.6

(b) **YARD LIMITS** - NIL

(c) **SIGNAL RULES** - NIL

(d) **CTC** - NIL

(e) **ABS** - NIL

(f) **TRACK AUTHORITY LIMITS**

MP 1 and MP 38

(g) **RULE 520**

Trackage south of MP 38 and north of MP 1 is designated as Non-Main Track.

(h) **RULE 901** - NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

- MP 3 and MP 4
- MP 35 and MP 36

9 SPECIAL CONDITIONS

(a) **RULE 411 - Locomotive Whistle Quiet Zone - in effect**

From Cedar Valley Trail (MP 37.45) to and including Blairs Ferry Road NE. (MP 38.04). In effect 24/7

(b) **CLOSE CLEARANCE** - Do not ride on the side of equipment when cars are on the adjacent track(s) account close clearance at the following locations:

Location	Track ID
Cedar Rapids Yard	Tracks B1 and B2

(c) **HANDBRAKE REQUIREMENTS** - NIL

(d) **ENGINE RESTRICTIONS** - NIL

(e) **HTUA** - NIL

Cedar Rapids - Notify Waterloo Trainmaster if any of the following crossings will be blocked for more than 10 minutes:

- H Avenue
- J Avenue
- 42nd Street

Cedar Rapids Yarding Instructions and Job Briefings - All crews operating in the Cedar Rapids yard will contact the Supervisor of Yard Operations (SYO), located in the CN Waterloo Yard, for yarding instructions and job briefings. The SYO may be reached at phone 319-236-9216, fax 319-236-9221 and email: Trans_Wateia@cn.ca

10 HPTA EXCEPTIONS

HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 4.2 and MP 6.5 – Southward
- MP 13.5 and MP 6.8 – Northward
- MP 22.2 and MP 24.5 – Southward
- MP 39.7 and MP 36.8 - Northward

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Ryan	9.6	840	South
Louisa Spur	38.5	1.0 mile	South



CENTRAL DIVISION TIME TABLE

CHEROKEE SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	PROXIMITIES CALLING
Omaha Sub			381.28	TARA	YL		
				1.6			
			382.8	NORTH WYE		389.7	
				10.6			
			393.4	MANSON			
				7.8			
			401.2	POMEROY		403.0	
				8.5			
	8,484	407.8 409.5	409.7	FONDA		416.5	
				8.2			
			417.9	NEWELL		425.2	
				10.5			
			428.4	STORM LAKE			
				5.7			
			434.1	ALTA		437.77	
				7.3			
	3,650	440.8 441.4	441.4	AURELIA	TA	445.8	
				7.6			
	3,400	448.9 449.6	449.0	CARNEY			
				1.8			
		450.8	CHEROKEE		461.5		
			10.2				
		461.0	CLEGHORN				
			5.1				
8,239	465.8 467.3	466.1	MARCUS		478.8		
			8.4				
		474.5	REMSEN				
			4.4				
		478.9	OYENS				
			6.0				
		CN 484.9 LP 243.7	LeMARS				
			6.7				
		491.8	MERRILL				
			5.5				
		497.1	WREN				
			1.4				
		498.5	HINTON	UP			
			6.7				
		505.2	LEEDS				
			2.2				
		LP 78.8 CN 507.4	28TH STREET				
			1.6				
		509.0	SIoux CITY	ABS 520			

1 MAXIMUM SPEED

Tara to LeMars 40 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 382.3 to MP 383.4	25
MP 447 to MP 455	30
Sioux City - Balloon Track.	5



CENTRAL DIVISION TIME TABLE

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Sioux City DOB	Cherokee Sub between MP 507.4 and MP 509.5
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(b) **YARD LIMITS - in effect between**

- MP 381.28 and MP 381.5

(c) **SIGNAL RULES**

- Rules 803-816

(d) **CTC** NIL

(e) **ABS 520 - in effect between**

- 28th St. and Sioux City

(f) **TRACK AUTHORITY - in effect between**

- MP 381.5 and LeMars

(g) **RULE 520** Trackage west of MP 509.0 is designated as Non-Main Track.

(h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

MP	Name	Controlled By
MP 509.5	UP, BNSF, D&I Crossings	Controlled by Rule 513

On Track Safety	MP 509.5
Train Approach Warning	X
Lone Worker	X
Inaccessible Track	X

8 MEASURED MILE

- MP 385 and MP 386

9 SPECIAL CONDITIONS

(a) **RULE 411** NIL

(b) **CLOSE CLEARANCE** NIL

(c) **HANDBRAKE REQUIREMENTS** NIL

(d) **ENGINE RESTRICTIONS** NIL

(e) **HTUA** NIL

CENTRAL DIVISION TIME TABLE

JOINT OPERATION OF MAIN TRACK

LeMars and 28th St. - Main track between LeMars and 28th St. is owned by CN, but dispatched and maintained by Union Pacific Railroad. UP timetable and General Code of Operating Rules are in effect.

Sioux City Yard - Kicking cars into SC98 and SC99 (Team Tracks) in the Sioux City Yard is prohibited.

MP 441 - MP 457 - All trains regardless of type or trailing tonnage, must be equipped with an armed two-way end-of-train device or operating Distributed Power Locomotive at the rear of the train when operating between MP 441 and MP 457.

Trains descending grade between MP 441 and MP 457 must be immediately brought to a stop, if necessary by an emergency brake application, when speed exceeds the maximum authorized speed for that train by more than 5 MPH.

Cherokee and Lemars - Westbound trains are required to notify the RTC of their expected arrival time at Lemars when departing Cherokee. In addition, westbound trains are required to notify Customer Service of their arrival and departure times at LeMARS.

10 HPTA EXCEPTIONS

HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 423.0 and MP 434.0- Westward
- MP 441.5 and MP 450.0- Eastward
- MP 451.3 and MP 456.2- Westward
- MP 461.0 and MP 463.2- Eastward
- MP 464.0 and MP 465.5 - Westward
- MP 471.3 and MP 475.4- Eastward

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Barnum	384.7	250	West
Newell – House Track	418.1	RMM Only	West
Alta – FS Coop Track	434.4	RMM Only	West
Cherokee Industry Lead	448.2	Lead	East



CENTRAL DIVISION TIME TABLE

CHICAGO SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
	Metra			1.5	16TH STREET	CTC	9.6	(072 072) RTC *2# or *5190# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#	
				2.19	0.69 KELLEY 2.41				
				4.6	39TH STREET 3.5				
	MAIN 1	MAIN 2		8.1	67TH STREET 3.9				
				12.0	95TH STREET 2.5				
		CSSSB		14.5	KENSINGTON 1.0				
		IHB		15.5	WILDWOOD 2.4				
	Main 1 Main 2 Thoroughfare 3 Thoroughfare 4	Track 7		17.9	HIGHLAWN 2.0				
				19.9	NORTH JCT. 0.2				
	CSX	8 Lead 7 Lead		20.1	SOUTH JCT. 3.4				
	MAIN 2	MAIN 4		23.5	HOMWOOD 2.5				
	MAIN 1	MAIN 3		26.0	VOLLMER 2.4				
		NE Connection		28.4	SWEDE 0.5				
	MATTESON SUB	SE Connection Stuenkel Connecting Track		28.9	HARRIS 2.7				
		MAIN 3		31.6	STUENKEL 8.9				
			10,519	41.10 43.2	40.5				PEOTONE 9.0
					49.5				NORTH KANKAKEE 1.7
			29,528		51.8				POWERS 3.5
	55.2 NS			49.5 55.4	55.3				KANKAKEE 2.2
		KBSR		57.65	57.5				GAR CREEK 2.8
Herscher Spur		13,224		60.4	OTTO 1.3				
				61.6	RANE				

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions.



CENTRAL DIVISION TIME TABLE

1 MAXIMUM SPEED

MAXIMUM SPEED	Passenger MPH	Freight MPH
16th Street to Homewood	79	50
Homewood to Rane	79	60

2 PTC LIMITS

16th St. And Rane

CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
MP 1.5 to MP 27.3 - Key Trains	-	35
16th Street to Kelley	10	10
Kelley to MP 3- (Mains 1&2)	30	25
MP 3 to MP 4.1- (Mains 1 & 2)	70	50
Kensington – (Mains 1&2) – RR Crossings at Grade	30	25
Kensington – (Mains 1&2) – through all turnouts	30	25
Kensington - (Thoroughfares 3 & 4) - through all turnouts	25	20
Wildwood - through DCS turnouts	25	25
North Jct. - North Wye	10	10
South Jct. - Southeast Wye	20	20
South Jct. - Southwest Wye	10	10
Thoroughfare 3 between Homewood and Kensington (MP 14.8)	20	20
Thoroughfare 4 between Homewood and 95th Street (MP 12.5)	20	20
Track 7 between Harvey and Highlawn (MP 17.9)	20	20
Engine Thoroughfare between Harvey and Woodcrest	20	20
Homewood- through turnouts DCS	30	30
Vollmer – through turnout DCS	30	30
NE Connection between Swede and Matteson Sub	15	15
Loop Track between Swede and Matteson Sub	15	15
Swede- Main 1 to Main 3 crossover	30	30
Swede – crossover between NE Connection and Loop Track	15	15
Swede –through turnout- Main 3 to the Loop and NE connection track	15	15
SE Connection between Matteson Sub and Harris	25	25

CENTRAL DIVISION TIME TABLE

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
Harris – through turnout Main 3 to SE Connection	25	25
Harris- crossover between Main 3 and connection track	25	25
Harris - through turnouts SE Connection to Stuenkel Connecting	25	25
Harris- crossover between Main 3 and Stuenkel Connecting Track	25	25
Stuenkel Connecting Track between Harris and MP 31.3	25	25
Stuenkel- through turnout Main/Main 3	45	45
Stuenkel- through turnout Main 3 to Stunkel Con Trk	25	25
MP 55.2 to MP 56.3 – NS Crossing	50	40
Powers- crossover between Main and Siding	40	40
Otto to Lehigh Jct. – (Herscher Spur)	-	20

4 SIDING SPEEDS

SIDING SPEEDS	Turnouts MPH	Freight MPH
Peotone	40	40
Kankakee	40	40
Gar Creek-Otto	40	40

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rule 803-816 and 847

(d) **CTC- in effect between/at**

Location	Controlled by
MP 1.5 and Kensington- Mains 1 & 2	Homewood RTC
95th St. - interlocking (Thoroughfare 4 only)	Homewood RTC
Kensington and Wildwood - Mains 1 & 2 and Yard Thoroughfare 3 & 4	Homewood RTC
North Junction (Track 7)	Homewood RTC
South Junction (Track 7 & Thoroughfare 3&4)	Homewood RTC
Wildwood and Homewood - Mains 1 & 2	Homewood RTC
Homewood and Vollmer - Mains 1, 3 & 4	Homewood RTC
Vollmer and Stuenkel - Mains 1 & 3	Homewood RTC
Harris and Stuenkel - (Stuenkel connecting track)	Homewood RTC
Stuenkel and Rane	Homewood RTC

(e) **ABS** NIL

(f) **TRACK AUTHORITY LIMITS** NIL



CENTRAL DIVISION TIME TABLE

- (g) **RULE 520** Trackage from northern limits of Kensington Interlocking northward to end of track on both Thoroughfares 3 & 4 is designated Non-Main Track.
- (h) **RULE 901** Switches where trains must not clear the Main Track:

Manteno - Farmers Grain	MP 46.2
Kankakee - Nucor Steel	MP 51.32
Kankakee - Belson Steel	MP 51.98
Kankakee-Lambert Grain	MP 51.30
Kankakee - North Bunge	MP 52.95
Kankakee – South Bunge	MP 53.21
Kankakee – Greif Bros. Industry	MP 54.02
Kankakee-Security Lumber	MP 54.20
Henkel - On Siding	MP 57.81

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
16th Street	Metra Crossing	Metra Rock Island Dispatcher (082 082) (312) 322-2854
Kensington	CSSSB Crossing	Metra Dispatcher Monday through Saturday 0600 to 2200 (312) 322-2860 All other times (312) 322-2868
Kankakee	NS Crossing	Desk 2 RTC

On-Track Safety	Kankakee**
Verbal Protection	X
Track Authority	X
Train Approach	X

** Instructions for use of the Interlocking Trainman’s Emergency Release Pushbuttons

Note: CN employees must contact the RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Pushbutton.

A stuck trap circuit will be indicated on the Dispatch System screen by the presence of the word “CN TRAP” for the specified location. A track circuit within the interlocking will indicate occupied.

In the event of a stuck trap circuit at the Interlocking, proceed as follows:

- 1) The CN employee shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.
- 2) Upon receipt of the report from the CN employee that the tracks are clear, the RTC should click on the “CN TRAP” indication at Tuscola Interlocking to initiate the trap release.
- 3) With authorization from the RTC, the CN employee can unlock the box and activate the pushbutton for the appropriate track. The lamp should extinguish indicating that the trap has been released. The train crew will relock the Trainman’s Emergency Release Pushbutton box

CENTRAL DIVISION TIME TABLE

- 4) The RTC will observe that the "CN TRAP" indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC is to contact the S&C Help Desk.

8 MEASURED MILE

- MP 36 to MP 37

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.

LOCATION	Track ID
Between 16th St. and 39th St.	All Tracks

- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA** High Threat Urban Area is in effect on all trackage north of MP 27.3.

Amtrak Trains - Crew member of Amtrak Trains must report the time train passes 16th Street to the Homewood RTC.

St. Charles Air Line - St. Charles Air Line is a connection between Metra 16th St. Interlocking and BNSF Union Ave. BNSF and UP jointly own the line between Union Ave. and a point 70 feet west of the Bascule Bridge over the South Branch of the Chicago River. CN owns the line from that point to 16th St. Maximum Speed 10 MPH. Both tracks are designated Non-Main Track, CN Rule 520 applies, and is also designated East-West. The north track is Track 1, and the south track is Track 2. In case of emergency, contact 16th St. Operator on Channel (072 072). The bridge is controlled by CSX Bridge Tender, and signals at the bridge will display either Restricting or Stop. If Stop is displayed, contact:

- Bridge Tender (312) 421-6024, or if not on duty;
- CSX RB Dispatcher (708) 832-2074 or Radio Channel (014 014) Tone 3

If bridge is in safe condition for the movement, Bridge Tender will signal with a Green Flag by day or Yellow Light by night, or will give verbal permission. If no Bridge Tender is on duty, crew member will inspect the bridge to make sure it is safe for movement, and then contact RB Dispatcher for verbal permission to pass the signal.

Roadway Workers must contact CSX Train Dispatcher before fouling or occupying the bridge.

Metra Electric Line - Between MP 2.8 and MP 31.5, in the event of an emergency application of the brakes, broadcast emergency message on Channel (072 072) as prescribed by Rule 208. Then immediately make the same broadcast on Metra Channel (061 061).

Kensington - 95th St. - Trains and engines must have permission from Desk 1 RTC to occupy Thoroughfares 3 and 4. Receiving signal indication at either 95th St. or Kensington meets requirement of permission from Desk 2 RTC. Any Trains or equipment that will be left unattended must be reported to the Markham General Yardmaster.

To establish working limits on either Thoroughfare 3 or Thoroughfare 4 between 95th St. and Kensington, Roadway Workers and On-track equipment must govern themselves as prescribed by On-Track Safety Rules Section 5.

High-Load Detector - A High-Load Detection System for Northbound train movements on Main 1 and Main 2 is as follows:

The High-Load Detection System is located on Bridge at MP 20.57 for both Main 1 and Main 2. The system will detect any car with a height in excess of 17 feet. Upon detecting this High-Load condition, the below message and inspection must be made and the following applies:

Radio Message. Unless otherwise specified, High-Load Detectors will transmit information via radio

CENTRAL DIVISION TIME TABLE

emergency, when approaching train is within 150 feet of the detector, DO NOT make a radio transmission until the entire train has passed, and message is received. A 3-second warning tone will be transmitted immediately for each High-Load detected. When this tone is received, immediately stop, utilizing train handling methods that minimize in-train forces. Once stopped, notify the RTC and inspect for High-Loads, unless train was inspected before leaving Markham.

Markham Yardmaster - Markham General Yardmaster will monitor Channel (028 028). Foreign Railroad trains coming to Markham must contact the Markham General Yardmaster before passing Wildwood for permission to enter Thoroughfare 3 and 4, and IHB trains call before entering the connecting wye at Highlawn.

Contact Markham General Yardmaster before operating on Thoroughfare 3 and 4 and Track 7 between MP 15.5 and MP 19.1.

North/South Jct - On-Track equipment must obtain blocking protection from CSX RA Dispatcher prior to occupying any of the wye track connecting to CSX Elsdon Subdivision. CSX RA Dispatcher can be contacted on AAR (014-014 or 008-008).

Chicago Intermodal - Derails on all tracks to include MIT/Gateway are to be placed in the derailing position only when cars are left unattended. Trains and engines must approach these derails prepared to find derail in the derailing position.

Markham Yard - When moving cuts of cars between A Yard and F Yard, the air must be lined through the entire cut.

Homewood - Do not leave locomotives unattended on the Quarry Lead or Roundhouse Lead.

When turning in locomotives from Homewood, follow the procedure:

- 1) Contact "F" Building Supervisor before passing the derails on either Quarry Lead or Roundhouse Lead.
- 2) "F" Building Supervisor will instruct location where locomotives are to be left.
- 3) If "F" Building Supervisor cannot handle the request, contact Markham General Yardmaster for instructions.
- 4) Handbrakes must be applied on 100% of the locomotives in the consist when left unattended unless otherwise instructed by the Woodcresc Supervisor, Trainmaster, or Markham General Yardmaster.

Swede - When Track Authority is required on the NE Connection or Loop Track between Swede and Lowe (Matteson Subdivision), it will be issued by Homewood RTC.

Harris - When Track Authority is required on the SE Connection between Harris and Lowe (Matteson Subdivision), it will be issued by Homewood RTC.

Stuenkel - When southward trains are delayed at Stuenkel, stop train at least 200 feet north of the absolute signal to avoid operating crossing protection unnecessarily.

Stuenkel – Northbound Diverging Signal Aspects:

Diverging Main to Main 3: RED over GREEN over RED (R/G/R)

Diverging Main to Stunkel Connecting Track: RED over RED over GREEN (R/R/G)

Kankakee - Trains and engines may not enter the siding at Kankakee without a controlled signal indicating proceed or verbal permission of the RTC. Roadway Workers may not enter the siding at Kankakee without obtaining Track Authority or Planned Work from the RTC.

Kankakee West Yard - Track No. 2 must remain clear at all times, and all through train movements between CN and NS must be made exclusively via Track No. 2.

Engine Restrictions Prohibited 6 Axle Locomotive Locations:

- Markham Yard - Fuchs Industry lead track
- Kankakee - Chappel Steel Lead and Bunge Oil Lead.
- University Park

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA, between

CENTRAL DIVISION TIME TABLE

Highland and Stunkel. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Rhodia	32.1	250	North
Bx	33.2	1000	South
Diversatach	47.9	6162	South



CENTRAL DIVISION TIME TABLE

CITY TRACK SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			0.0	STOCKTON	CTC		(016 016) RTC - 1# or 5240# Diesel Doc 3# MS Rep 3# PTC 3# TSC 3# Emergency 3# End to End (034 034)
			0.30	DUNE			
					Rule 520		

1 MAXIMUM SPEED

10 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

NIL

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

NIL

6 OPERATING CHARACTERISTICS

(a) DOB LIMITS

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.0 and MP 0.3 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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CENTRAL DIVISION TIME TABLE

(b) **YARD LIMITS** NIL(c) **SIGNAL RULES**

Rules 805, 814 and 816

(d) **CTC - in effect between**

Location	Controlled by
Stockton and Dune	Homewood RTC

(e) **ABS** NIL(f) **TRACK AUTHORITY LIMITS** NIL(g) **RULE 520** Trackage west of Dune, MP 0.3 is designated Non-Main Track.(h) **RULE 901** NIL**7 RAILROAD CROSSINGS AT GRADE**

NIL

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS(a) **RULE 411** NIL(b) **CLOSE CLEARANCE** NIL(c) **HANDBRAKE REQUIREMENTS** NIL(d) **ENGINE RESTRICTIONS** NIL(e) **HTUA** High Threat Urban Area is in effect on the entire subdivision

NS Connection - Trains enroute to Kirk Yard must stop at the STOP/ DO NOT PROCEED sign located East of Clark Road and obtain routing information from CN West End Yardmaster, AAR channel (056 056), or telephone no. 219-883-4328, before proceeding. Do not proceed past Clark Road until given the ok from the CN West End Yardmaster to do so.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL

DEARBORN SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			13.6	ROUGE YARD 0.1	Rule 520		(074 074) RTC *1# or *5270#
			13.5	SCHAEFER TOWER 3.2			
			10.3	OAKWOOD JCT. 1.1			Diesel Doc *3#
			9.2	PARK 3.2			MS Rep *8#
	7400	6.0	6.0	PENFORD 1.6			PTC *5#
		4.4	4.4	PENN 2.1			TSC *9#
			2.3	FORDHAVEN 2.2			Emergency *6#
			0.1	D&I JCT.			

1 MAXIMUM SPEED

10 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

NIL

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

NIL

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Greater Detroit Area DOB	Flint Sub between MP 332.39 and MP 250.6 Mount Clemens Sub between MP 55.6 and MP 4.6 Holly Sub between MP 4.1 and MP 67 Shore Line Sub between MP 54.8 and MP 0.0 Flat Rock Sub between MP 2.8 and MP 39.8 Dearborn Sub between MP 13.6 and MP 0.1
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES** NIL

(d) **CTC** NIL

(e) **ABS** NIL



CENTRAL DIVISION TIME TABLE

- (f) **TRACK AUTHORITY LIMITS** NIL
- (g) **RULE 520** Entire subdivision is designated as Non-Main Track.
- (h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Schaefer Tower	CR Crossing	Automatic*
Oakwood Jct.	NS Crossing	NS Detroit District Dispatcher Channel (027 027) DTMF 6-9-3
Penford	CR Crossing	Automatic***

* To receive a signal at Schaefer Tower: Movement must occupy approach track circuit (rail marked with yellow paint). Transmit request for signal using radio (074 074). Key in DTMF code "#3081" to request and "#3082" to cancel using keypad on locomotive or portable radio.

There will be a radio response indicating that the request was accepted.

- (a) If Conrail approach circuits are clear, Conrail signals will display Stop Signal and CN signal will display Restricting Signal
- (b) If either Conrail approach circuit is occupied, a Conrail train approaching Schaefer has six (6) minutes to arrive at Schaefer or the Conrail signals will display Stop Signal. Two (2) minutes after a Conrail Signal displays Stop Signal, the appropriate CN signal will display a Restricting Signal.

If no response is heard, crewmember will push the "Signal Request Button" mounted in a box on the side of the enclosure which when pushed will function the same as the radio request.

Two white lights located on the outside of the signal enclosure are normally lighted indicating circuit integrity. When the lights are dark, the circuit needs to be reset. Crewman will push the "Circuit Reset" button in the box on the side of the enclosure. After lights are displayed, request signal using "Signal Request Button".

After following above procedures if the Restricting Signal is still not displayed, movement through Schaefer Interlocking may be made as follows:

Examine track within interlocking limits.

If no conflicting movements are apparent, proceed until leading truck of engine or car has passed Stop Signal at least twenty (20) feet, stop and occupy track section between signal and crossing but not foul of crossing.

Wait eight (8) minutes, then place lighted fuses on each side of crossing and proceed at Restricted Speed.

In the event the radio request or emergency button does not function properly, contact the Conrail C&S Trouble Desk (1-800-937-5063).

After a CN train obtains a signal for Schaefer, as long as it remains on the approach circuit it will keep the signal.

When a CN train leaves the circuit without taking the signal, the system will revert to normally clear for Conrail/NS movements.

***Southward trains taking more than 6 minutes from MP 6.8 to Penford, and Northward trains taking more than 6 minutes from MP 5.2 to Penford will encounter a Stop Indication at Penford.

On-Track Safety	Schaefer Tower	Penford
Train Approach Warning	x	x
Lone Worker	x	x
Signal Maintainer	x	x



CENTRAL DIVISION TIME TABLE

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** NIL
- (c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location.**

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Woodhaven/Buckeye	FW01-FW36	1	1
	FW70-FW80		
	North/South at King		
Penford	ST10		
NS OJ Interchange	FJ01-FJ02		
	North/Southbound	2 or more	2
Rouge Yard	BY01-BY12	1	1
	BS01-BS06		
	RA01		
	DP01-DP03		
	QA01-QA05		
Fordson Yard	FY01-FY06		
Dearborn Truck Docks	DT01-DT08		

- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA** High Threat Urban Area is in effect on the entire subdivision.

Movements on Adjacent Track where Blue Signal Protection is Present - When train movements will be made on an adjacent track where blue signal protection is present the following procedure is required prior to any movement being made.

The Conductor or Yardmaster must contact the employee in charge of the blue flag and make them aware of the movement(s) to be made on the adjacent track or near the planned work area. Radio Channel (062-062) is designated for the Mechanical Department, if you are unable to establish communication using these channels please contact the Yardmaster or Trainmaster for further instruction.

*Please observe the below air brake requirements per tonnage at a grade by terminal. These requirements are in place whenever any movement is pulling towards the mainline where there is a risk to affect the mainline.

Switching Operation - During switching operations, it is prohibited from kicking or letting more than 5 loaded cars go in motion.

Fordson - Equipment exceeding 18 feet 11 inches in height is prohibited from operating beneath Miller Road bridge, MP 14.6.

Schaefer Tower to Park - Trains and engines must contact Flat Rock Yardmaster before occupying all tracks between Schaefer Tower and Park.

CENTRAL DIVISION TIME TABLE

Ford Motor Woodhaven and Rouge - Employees are prohibited from riding the side of equipment through doorways or inside any structure on Ford Motor property.

Rouge Yard – Ford Motor Complex Close Clearance – Due to close clearance, employees are prohibited from riding the side of equipment over the crossover switches on the perimeter tracks, and caution must be used when handling these switches.

Rouge Yard Operation - Before entering tracks north of Miller Rd or west of Gate 9 all movements must contact Flat Rock Yardmaster for routing instructions. Prior to providing routing instructions, Flat Rock Yardmaster must contact AK Steel at 313-303-9451 and relay instructions to the train crew. Once all movements have cleared Miller Rd. and/or Gate 9 you must contact the Flat Rock Yardmaster and report clear. Flat Rock Yardmaster will notify AK Steel the movement has cleared the limits.

Park to D & I Jct. - Trains and engines must contact Flat Rock Yardmaster (074 074) Tone *5887#, before occupying all tracks between Park and D & I Jct.

D&I Jct.- Trains operating through D&I Jct. control point on the Northward Track are required to initialize PTC locomotive onboard system.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



CENTRAL DIVISION TIME TABLE

DUBUQUE SUBDIVISION
STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST ↓ STATIONS ↑ EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN				
	8,260	115.1	115.1	EAST JCT —0.5—	CTC	122.3 135.1 146.8 160.9	(072 072) RTC *1# or *5110# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#				
			115.6	FREEPORT —1.2—							
		116.8	116.8	WEST JCT —10.3—							
	7,216	127.0 128.5	127.1	LENA —12.7—							
			139.8	WARREN —12.9—							
	7,249	151.3 152.8	152.7	SCALES MOUND —11.6—							
		5,463	163.8 164.9	164.3				GRANT —4.5—			
				CN 168.8 BNSF 172.2				PORTAGE —5.0—	BNSF CTC	182.3	(066 066) Disp 5-6-0 or 4-2-0
				BNSF 177.2				MENOMINEE —3.1—			
				BNSF 180.3				BUDD —2.9—			
				BNSF 183.2				MURPHY —1.4—			
				BNSF 184.6				EAST CABIN —0.8—			
				CN 182.0 BNSF 185.4				E. DUBUQUE —0.8—			
				182.8				DUBUQUE JCT —0.4—			
			183.2	DUBUQUE —1.2—	CTC	201.8 216.9 236.1 248.27 257.2 266.2	(072 072) RTC *1# or *5110# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#				
			184.4	WOOD —13.3—							
	8,168	197.6 199.2	197.7	PEOSTA —8.3—							
			206.0	FARLEY —6.2—							
	7,227	210.8 212.3	212.2	DYERSVILLE —8.0—							
			220.2	EARLVILLE —9.9—							
	6,610 S 8,292 N	229.9 229.8 N S 231.6 231.2	230.1	MANCHESTER —10.8—							
			240.9	BETH —10.9—							
			251.8	INDEPENDENCE —9.3—							
	7,185	259.6 261.1	261.1	JESUP —10.9—							
		271.97	HILLTOP								

1 MAXIMUM SPEED

50 MPH

2 PTC LIMITS

East Jct. And Hilltop

CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
East Jct. to 115.83	40
MP 152.6 to MP 165.47 - curves	25
MP 165.47 to MP 166 - curves	10
MP 166 to Portage – curves	25
Portage - From BNSF Main 1 to CN Main Track	25
East Cabin to Dubuque Jct.- curves- Mississippi River Bridge	10
Dubuque Jct. - through DCS turnouts	25
Dubuque Jct. to Peosta – curves	25
Wood - through DCS turnouts	25
MP 209.8 to MP 210.2 – curves	40
MP 245.0 to MP 245.6 - curve	40

4 SIDING SPEEDS

SIDING SPEEDS	Turnouts MPH	Siding MPH
Freeport	25	25

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

DOB LIMITS	
Dubuque DOB	Dubuque Sub between MP 168 and MP 210.94
Waterloo DOB	Dubuque Sub between MP 271 and MP 271.97 Waterloo Sub between MP 271.97 and MP 284 Osage Sub between MP 0 and MP 2 Hawkeye Sub MP 145.66 and MP 150.3

(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC - in effect between**

East Jct and Portage	Homewood RTC
East Dubuque and Hilltop	Homewood RTC



CENTRAL DIVISION TIME TABLE

- (e) **ABS** NIL
- (f) **TRACK AUTHORITY LIMITS** NIL
- (g) **RULE 520** NIL
- (h) **RULE 901** Switches where trains must not clear the Main Track:

Apple River	MP 144.4
Peavey	MP 182.6
Center Grove	MP 189.5
Farley FS	MP 206.6
Farley - Western Dubuque Biodiesel – East Switch	MP 206.8
Farley - Western Dubuque Biodiesel – West Switch	MP 207.1
Dyersville - North Storage	MP 212.6
Big River United Energy – East Switch	MP 213.7
Big River United Energy – West Switch	MP 215.1
Delaware	MP 224.1
Winthrop	MP 244.2
Independence - Dock Track	MP 252.3

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

- MP 124 and MP 125
- MP 268 and MP 269

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.

Location	Track ID
Dubuque	DU04 through DU06

- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA** NIL

Rentec Lead - One 4 axle locomotive can be used to spot empties. When handling loads between Rentec and BNSF Main Track 1 the following restrictions apply:

- Must operate with no fewer than 2, 4 axle locomotives to bring loads down the hill.
- Must operate with at least one idler car
- Maximum of 20 loads handled at one time

CENTRAL DIVISION TIME TABLE

- Must be equipped with an armed two-way telemetry device

Perform Class I Brake Test Initial Terminal Inspection, as prescribed by Rule 104 of the Air Brake & Train Handling Rules. After completing the test, and allowing the system to recharge, follow these instructions:

- Make a 20 psi automatic brake pipe reduction.
- When handling more than 5 cars, position the retaining valves on 5 cars to HIGH PRESSURE (HP) position as described in ABTH Rule 513.
- Release the automatic brake application, this will retain approximately 20 psi pressure in the brake cylinders of the 5 cars.
- Proceed down the hill, making additional automatic brake pipe reductions as necessary.

Retaining valves must be returned to the DIRECT EXHAUST (EX) position before entering BNSF Main 1.

In addition to the above instructions, when the temperature falls to 32F or below, or when freezing/thawing conditions exist, the following additional instructions apply when handling loads between Rentec and BNSF Main 1:

- Must operate with 5 empty idler cars, instead of 1.
- Maximum of 7 loaded cars handled at one time, instead of 20.
- Cars with snow and/or ice build up on the wheels or brake shoes must not be moved.

When snow and ice are present, do not operate railcars from the Rentec facility to BNSF Main Track #1 unless the snow and ice has been cleared to a minimum of 3 inches below the ball of the rail both inside and outside the rail.

Portage to East Dubuque - All trains and engines operating between Portage and East Dubuque are required to fill out separate delay report form entitled, "Delay Report - East Cabin to Portage" whenever operating between these locations. Delays must be separated between work performed, (i.e. set outs and pick ups), and delays attributable to BNSF operations. Delays at Wood, Dubuque, and Portage waiting for signals must be documented. Delay Reports are to be completed regardless of whether movement was delayed, if none, show "**NO DELAYS**", and are to be faxed to Dubuque Trainmaster upon tie up.

Mississippi River Bridge - Before an eastward or westward train or engine movement enters the west end of the Mississippi River bridge, the swing span of the bridge must be lined for train movement. If the movement will enter the swing span, locking devices must also be in place.

Manual operation of locomotive sanders on the swing span of the bridge is prohibited.

Track Authority East Dubuque and Dubuque Jct. - Before issuing Track Authority between East Dubuque and Dubuque Jct., RTC must request block to be placed at East Dubuque by BNSF Dispatcher.

For eastbound movements at E. Dubuque, CN limits are indicated by a sign located at MP 182.0, 2E signal that reads: "CN E. Dubuque End of CN Limits"

Dubuque Jct. - Trackage between CTC Dubuque Jct. and End CCP sign is designated Non-Main Track, maximum speed 25 MPH. Southward DM&E trains must not pass Begin CCP sign unless proceed indication is displayed at the absolute signal, unless verbally authorized by the RTC. Roadway workers between End CCP sign and CTC absolute signal who are not using Train Approach Warning or Individual Train Detection, must place red sign for southward trains at Begin CCP sign and obtain Track Authority in CTC at Dubuque Jct.

East Peosta - When RTC is unable to line signal at East Peosta for an eastward movement because of illuminated track light, the movement must be held until track inspection has been completed. Issuance of Joint Track Authority as prescribed by Rule 1004 involving eastward trains between East Peosta and Wood is prohibited.

Manchester - South Wye Switch at MP 0.2 Cedar Rapids Subdivision is controlled by DTMF radio signals. The switch will be lined by using DTMF Code #01. Voice annunciator will indicate as follows:

- "South Wye Switch is lined for the East Leg"
- "South Wye Switch is lined for the West Leg"

CENTRAL DIVISION TIME TABLE

If the switch fails to lock in either position it will broadcast. "South Wye Switch is in a fault condition," and an amber strobe light will illuminate. In this situation, stop before passing over the switch, and be governed by posted instructions. The switch may be left in the position last used.

Wye Track Switches connecting the South Siding with the Cedar Rapids Subdivision may be left lined and padlocked in the position last used.

WYE at Manchester - When a train that exceeds 4,000 trailing tons is required to shove the Wye at Manchester, cars with long draw bars will not be positioned within the first 20 cars. This restriction applies to center beams, flats, bulkhead flats and box cars.

Additionally these trains will limit the number of powered axles to the minimum HPT required to shove the train.

JOINT OPERATION OF MAIN TRACK

Portage and East Dubuque - Between Portage and East Dubuque, main tracks are dispatched by BNSF train dispatcher in Fort Worth. CN crews must have current BNSF Chicago Division Timetable, General Code of Operating Rules and General Train Bulletin (GTB) for their train in their possession before entering the BNSF Trackage.

Westward Trains passing Grant and Eastward Trains approaching Jones Street Dubuque must attempt to contact the BNSF dispatcher on channel (066 066) to verify their GTB and receive any new restrictions before entering. The BNSF Galena radio can be activated by depressing 5-6-0 on the touch pad. Fax all markups to the BNSF Lacrosse Dispatcher (DS60) at 817-352-6057.

10 HPTA EXCEPTIONS

HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 117.8 and MP 123.5- Westward
- MP 186.6 and MP 197.5- Westward
- MP 214.1 and MP 216.1- Westward
- MP 239.4 and MP 240.6- Westward
- MP 147.9 and MP 161.0- Eastward
- MP 208.6 and MP 210.6- Eastward
- MP 224.1 and MP 226.1- Eastward
- MP 227.4 and MP 229.4- Eastward
- MP 245.0 and MP 252.5- Eastward
- MP 270.0 and MP 272.0- Eastward

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Adkins Energy	125.2 & 125.9	Industry	Both
Gavilon Grain	136.38 & 136.65	Industry	Both
Apple River	144.4	RMM Only	East
Center Grove	189.5	RMM Only	West
Winthrop	244.2	1400	West

ERIE SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
			9.2	WALLACE JCT.	YL		(048 048) RTC *1# or *5300# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *9#
			8.2	1.0 GIRARD	TA		
			0.5	7.7 CE			

1 MAXIMUM SPEED

30 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 7.8 - US 20 Crossing (HER)	10
CE - North leg of wye	10

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

- (a) **DOB LIMITS** NIL
- (b) **YARD LIMITS - in effect between** Wallace Jct. - MP 9.1 and MP 8.5
- (c) **SIGNAL RULES** NIL
- (d) **CTC** NIL
- (e) **ABS** NIL
- (f) **TRACK AUTHORITY - in effect between** MP 8.5 and CE
- (g) **RULE 520** NIL
- (h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

NIL

CENTRAL DIVISION TIME TABLE

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** NIL
- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA** NIL

Wallace Jct. - When leaving cars on Norfolk Southern's Girard Siding, they must be left no closer than 250 feet on each side of Mechanic and Haggerty Street crossings. Fluorescent orange paint marks the limits on each side of the crossings.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL

FLAT ROCK SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS	
			2.8	SOUTH YARD	Rule 520		(074 074) RTC *1# or *5280# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *6#	
				2.0				
			4.8	MILL				
				6.4	MA-2			ABS 520
				2.1				
				8.5	FORD YARD			CTC
				0.7				
				9.2	RIVERVIEW			
				11.1	RODNEY			Rule 520
				3.3				
				14.4	ALICE			CTC
				0.6				
			15.02	D&I JCT.	Rule 520			
			2.0					
			17.2	FLAT ROCK	CTC			
			1.1					
			18.3	HURON				
			24.1	CARLETON	CTC			
			5.8					
			31.17	JIM	36.4			
			8.63					
			39.8	DIANN				

1 MAXIMUM SPEED

55 MPH

2 PTC LIMITS

Diann and Rodney



CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 4.5 to Rodney	20
Rodney - Connection to Shore Line Sub	30
Rodney to Alice	30
Alice to D&I Jct.	20
D&I Jct. - Though Turnout to Flat Rock Sub	15
Flat Rock to Huron - Southward Track	20
Huron - through turnout	20
Huron to MP 19.2	20
MP 23.4 to MP 24.7	35
Diann - AA Wye	10
Diann - Ann Arbor Crossing	10

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Greater Detroit Area DOB	Flint Sub between MP 332.39 and MP 250.6 Mount Clemens Sub between MP 55.6 and MP 4.1 Holly Sub between MP 4.1 and MP 67 Shore Line Sub between MP 54.8 and MP 0.0 Flat Rock Sub between MP 2.8 and MP 39.8 Dearborn Sub between MP 13.6 and MP 0.1
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 817-832

(d) **CTC - in effect between**

Location	Controlled by
MP 10.99 and D&I Jct.	Homewood RTC
Huron and Diann	Homewood RTC

(e) **ABS - in effect** Riverview and MP 10.99

(f) **TRACK AUTHORITY LIMITS** NIL



CENTRAL DIVISION TIME TABLE

- (g) **RULE 520** Trackage from South Yard to Rodney and D&I JCT. to Huron is designated as Non-Main Track.
- (h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
MA-2	CR Crossing	Automatic*
Rodney	CR & Shoreline Sub Crossing	Detroit Terminal Dispatcher (027 027) Tone 6-9-3 or (404) 877-9525
Carleton	CSX Crossing	Automatic*** CSX Dispatcher Channel (084 084) Tone 5 or (888) 369-2511
Diann	AA Crossing	Homewood RTC

*** Contact Homewood RTC if Stop indication is encountered at Carleton.

* Stop and proceed if route is known to be clear.

On-Track Safety	MA-2	Carleton	Diann
Verbal Protection			x
Track Authority			x
Train Approach Warning	x	x	x
Lone Worker	x	x	
Signal Maintainer		x	

8 MEASURED MILE

- MP 21 and MP 22
- MP 37 and MP 38

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.

Location	Track ID
Flat Rock Yard	SR02-SR03

CENTRAL DIVISION TIME TABLE

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location.**

(a)

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required	
Flat Rock	SR01-SR08	1 or more	1	
	CR02-CR06			
	CR07-CR25			
	Note: Two hand brakes must be applied to south end of tracks CR07 – CR25 prior to kicking cars into these tracks.			
	CR37-CR39	1 or more	1	
	TR12-TR13			
	FR04-Mazda Lead			
	NR01-NR11			
	RR02-RR05			
	Fuel Dock			
FR49				
HR01				
TNT/Focus	FR60-FR80			
South Yard	SE01-SE27			
Ford Yard	WW21-WW56			

(d) **ENGINE RESTRICTIONS** NIL

(e) **HTUA** High Threat Urban Area is in effect on all trackage north of MP 15.3.

Short Cut to South Yard - Trains and engines must contact Short Cut Bridge Operator before occupying trackage between Short Cut and South Yard.

South Yard to MP 11.1 - All movements, i.e. Trains, engines, roadway workers must contact Homewood RTC, (074 074), for routing instructions before occupying track. RTC will also contact NS Dearborn Dispatcher for instructions at Mill. If direct communication is necessary, contact Detroit Terminal Dispatcher (027 027).

CP Mill (CONRAIL) - For Roadway Workers to occupy, they must make track inaccessible at each entrance utilizing a method as outlined in OTS Rule 500 (Work on Non-Controlled Track).

Derails must never be placed between signal 43, MP 4.32 and signal 56, MP 5.78. Derails can only be placed in non-signaled track to prevent access.

Riverview to Rodney - For Roadway Workers to occupy, they must make track inaccessible at each entrance utilizing a method as outlined in OTS Rule 500 (Work on Non-Controlled Track).

Derails must never be placed between the absolute signals at Riverview and Control Point Rodney. Derails can only be placed in non-signaled track to prevent access.

Alice to MP 15 - Trains and engines must contact the Yardmaster at Flat Rock prior to occupying track. Southward Trains must not pass Fort St. (MP 13.1), unless instructions have been received.

D&I Jct. - Trains operating through D&I Jct. control point on the Northward Departure are required to initialize PTC locomotive onboard system.

CENTRAL DIVISION TIME TABLE

Movements on Adjacent Track where Blue Signal Protection is Present - When train movements will be made on an adjacent track where blue signal protection is present the following procedure is required prior to any movement being made.

The Conductor or Yardmaster must contact the employee in charge of the blue flag and make them aware of the movement(s) to be made on the adjacent track or near the planned work area. Radio Channel (062-062) is designated for the Mechanical Department, if you are unable to establish communication using these channels please contact the Yardmaster or Trainmaster for further instruction.

* Please observe the below air brake requirements per tonnage at a grade by terminal. These requirements are in place whenever any movement is pulling towards the mainline where there is a risk to affect the mainline.

Flat Rock Switching Operation - During switching operations, it is prohibited from kicking or letting more than 5 loaded cars go in motion.

Flat Rock Remote Control Zone - Remote Control Zone as prescribed by USOR Rule 1202 is located on the north end Hump Lead from the "Lead Divider" switch to a point 480 feet south of Van Horn road, and also to include the escape track that connects from the hump lead to the money lead. The zone is activated/ deactivated by the Flat Rock Yardmaster.

Flat Rock - Northward trains and engines must contact Flat Rock Yardmaster before departing. RTC must be contacted before Southward trains and engines depart.

Flat Rock Fuel Dock Lead - Normal position of North and South Fuel Dock Lead switches is for movement away from the Fuel Dock. These switches must be restored to their normal position when not in use.

Huron - Northward Trains must not pass Will Carleton Drive, MP 19.3, until instructions have been received from the Flat Rock Yardmaster.

JOINT OPERATION OF MAIN TRACK

- Diann to Hallet - CN operates on Ann Arbor Railroad.
- Alexis to Vickers - CN operates on NS

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



FLINT SUBDIVISION



CENTRAL DIVISION TIME TABLE

STATION TABLE



CENTRAL DIVISION TIME TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS	EAST STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLINGS
			334.31	Jct with Strathroy Sub				(063 009) RTC '5# or '5425# Diesel Doctor '3# PTC '5# TSC '5# Emergency '0#
			334.05	PORT HURON	0.66			
			333.39	32nd STREET	1.29			
			332.1	TAPPAN	3.1		**331.2	
			329.0	WEST TAPPAN	11.1		326.0	
	14,250	319.2 316.3	317.9	EMMETT	15.7		315.63 308.3	
	11,780	304.5 302.2	302.2	IMLAY CITY	12.2		297.8	
	10,630	289.2 287.0	290.0	LAPEER	13.3		283.0	(074 074) RTC '1# or '5020#
			276.7	EAST FLINT	2.8			
			273.9	BELSAY	2.1			
			271.8	KEARSLEY	1.8		270.8	Diesel Doc '3#
			270.0	FLINT	6.2			
			263.8	WEST FLINT	8.4		257.1	MS Rep '8#
			255.4	EAST DURAND	2.1			
			253.3	DURAND	0.5			PTC '5#
			252.8	CLARA	2.2			
			250.6	VERNON	1.9			TSC '9#
			248.7	BANCROFT	13.0		244.8	
			235.7	SHAFTSBURG	8.2		232.0	Emergency '0#
			227.5	OKEMOS	4.0			
			223.5	TROWBRIDGE	2.0			
			221.5	CEDAR	3.9		219.5	
			217.6	HOPE	2.6			
			215.0	MILL	2.2			
			212.8	CORY YARD	2.4			
			210.4	MAPLE	2.1			
			208.3	POTTERVILLE	5.9		205.2	
			202.4	CHARLOTTE	5.4			
		197.0	WALTON	5.3		194.38		
		191.7	LACEY	9.2		186.3		
		182.48	HAYDON	1.3				
		180.87	McALLISTER	2.6				
		178.8	EMMETT ST				End to End (032 032)	



CENTRAL DIVISION TIME TABLE

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

1 MAXIMUM SPEED

MAXIMUM SPEED	Passenger 79 MPH	Freight 60 MPH
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2 PTC LIMITS

Tappan to Emmett St.

CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
Tappan- turnout to CSX Interchange	10	10
Tappan- through crossover	15	15
Tappan- through turnout to Mt. Clemens Sub	-	15
Tappan- through turnout to Yard Lead	10	10
Tappan- through turnout to Main 1	40	40
Tappan- through turnout to Main 4	40	40
Tappan to West Tappan (Mains 2 & 3)	60	-
West Tappan- through turnout to Main 2	40	40
West Tappan to MP 326.0	70	-
MP 323.6 to MP 321.4	65	-
MP 314.2 to MP 312.5	65	-
MP 303.1 to MP 300.5	75	-
MP 299.53	65	-
MP 299.53 to MP 295.0	70	-
MP 295.0 to East Flint	65	-
East Flint - equilateral turnout	50	50
East Flint to MP 272.5	65	-
Belsay - through turnout	10	10
MP 273 to MP 264 - Key Trains	-	35
MP 272.5 to Kearsley	55	55
Kearsley – CSX Crossing	50	30
Kearsley to MP 267.0	65	-
Flint - though crossover	40	40
Flint to West Flint - Flint Thoroughfare	20	20
Flint - to Flint Thoroughfare	20	20
MP 267.0 to MP 265.5 - curve	50	45
West Flint- through turnout to Old Main	10	10
West Flint - turnout Flint Thoroughfare	20	20

CENTRAL DIVISION TIME TABLE

West Flint to MP 259.8	65	-
West Flint - equilateral turnout (Main to Main)	50	50
MP 255.7 to East Durand	65	-
East Durand - equilateral turnout	50	50
MP 254.1 to MP 252.92 - Mains 1 & 2	45	45
MP 252.92 to MP 234.1	65	-
Durand- through crossover	40	40
Durand - South Siding	10	10
Durand - High Wye	10	10
Durand- Port Huron Wye	10	10
Durand - Chicago Wye	25	25
Durand – Holly Sub Crossing	45	40
MP 252.92 to MP 234.1	65	-
Clara - through crossover	40	40
Clara - through Chicago Wye	25	25
Vernon - through crossover	40	40
Bancroft - through turnout Main 1	40	40
East Shaftsburg to West Shaftsburg (Main 1)	65	-
East Shaftsburg - through turnout	40	40
West shaftsburg - through turnout	40	40
MP 234.1 to MP 233.8 - curve	55	50
MP 233.8 to MP 233.2	65	-
MP 233.2 to MP 232.7	-	25
MP 232.7 to MP 226.4	65	-
Okemos - through turnout Main 1	40	40
MP 226.4 to MP 225.7 - curve	50	50
MP 225.7 to Trowbridge	65	-
Trowbridge to MP 218.5 - Key/Key Crude Trains	-	35
Trowbridge - CSX Crossing	50	40
Cedar - through crossover	40	40

CENTRAL DIVISION TIME TABLE

Cedar to Mill - Lansing Thoroughfare	20	20
Cedar- turnout Lansing Thoroughfare	20	20
Cedar to MP 218.5 - curve	45	40
MP 218.5 to MP 202.5	65	-
Hope - through crossover	20	20
Mill- east crossover	40	40
Mill- west crossover	20	20
Mill- turnout Lansing Thoroughfare	20	20
Mill- through turnouts onto Delta Lead	10	10
MP 214.8 - Lansing Lead to Erickson Plant	-	5
Maple- through east crossover	25	25
Maple- through west crossover	40	40
Potterville- through turnout to Main 1	40	40
MP 202.5 to MP 201.8 - Charlotte Curve	45	40
MP 201.8 to MP 193.5	65	-
Walton- through turnout to Main 2	40	40
MP 193.5 to MP 190.5	70	-
Lacey- through east crossover	40	40
Lacey- through west crossover	40	40
MP 190.5 to MP 179.2	65	-
McAllister- through east crossover	40	40
McAllister- through west crossover	40	40
McAllister- through turnout to Battle Creek Ext	15	15
McAllister- through turnout to Yard Lead	10	10
MP 179.2 to Emmett St. - (Mains 1 & 2)	40	40
Battle Creek - Extension	15	15
Battle Creek- West Thoroughfare	10	10



CENTRAL DIVISION TIME TABLE

4 SIDING SPEEDS

SIDING SPEEDS	Turnout MPH	Passenger/Freight
Emmett	40	40
Imlay City	25	30
Lapeer	20	20

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Greater Detroit Area DOB	Flint Sub between MP 332.39 and MP 250.6 Mount Clemens Sub between MP 55.6 and MP 4.6 Holly Sub between MP 4.1 and MP 67 Shore Line Sub between MP 54.8 and MP 0.0 Flat Rock Sub between MP 2.8 and MP 39.8 Dearborn Sub between MP 13.6 and MP 0.1
Battle Creek Terminal DOB	Flint Sub between MP 219 and MP 178.8 South Bend Sub between MP 178.8 and MP 156

(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 817-832

(d) **CTC**

CTC - in effect between	Controlled by
Tappan and Emmett St.	Homewood RTC

(e) **ABS** NIL

(f) **TRACK AUTHORITY LIMITS** NIL



CENTRAL DIVISION TIME TABLE

(g) **RULE 520** Flint old Main Track, MP 273.80 to MP 272.55, is designated as Non-Main Track.

(h) **RULE 901** Switches where trains must not clear the Main Track:

Capac	MP 309.2
Imlay City - Lapeer Grain	MP 302.1
Belsay - Stone Dock (Main 2)	MP 275.7
Belsay - Star of the West (Main 2)	MP 275.2
Kearsley - Mid-Michigan Truss Co (Main 2)	MP 272.4
Shaftsburg	MP 235.6
Pottersville - Alro Steel	MP 209.5
Pottersville - Citizens Grain	MP 208.9
Bellevue - Storage Track (Main 2)	MP 190.4

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Kearsley	CSX Crossing	Homewood RTC* CSX Dispatcher Channel (084 084) Tone 4 or (800) 435-2219
Durand	Holly Subdivision Crossing	Homewood RTC
Trowbridge	CSX Crossing	Homewood RTC* CSX Dispatcher Channel (014 014) Tone 6 or (800) 220-4259
Cedar	CSX Crossing	Homewood RTC

*Unless relieved by the RTC, when signal displays STOP indication and no conflicting movement is evident, be governed as follows:

- After stopping, move at least 20 feet past the signal, but not foul of the crossing.
- Wait 5 minutes, then proceed at Restricted Speed.

On-Track Safety	Kearsley* **	Durand*	Trowbridge* **	Cedar **
Verbal Protection		x		x
Track Authority		x		x
Train Approach Warning	x	x	x	x
Signal Maintainer	x		x	
Planned Work		X***		

* When Track Authority is issued through the CSX Crossings at Kearsley and Trowbridge, apply OTS Rule 405B or 406C at the crossing.

**** Instructions for use of the Interlocking Trainman’s Emergency Release Push buttons** - Train Crews must contact the RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Push button.

A stuck trap circuit will be indicated on the Dispatch System screen by the presence of the word “CN TRAP” for the specified location.

CENTRAL DIVISION TIME TABLE

A track circuit within the interlocking will indicate occupied.

In the event of a stuck trap circuit at the Interlocking, proceed as follows:

- 1) The train crew shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.
- 2) Upon receipt of the report from the train crew that the tracks are clear, the RTC should click on the "CN TRAP" indication at Cedar Interlocking to initiate the trap release.
- 3) With authorization from the RTC, the train crew can unlock the Trainman's Emergency Release Pushbutton box. Inside the box is a lamp and two pushbuttons labeled Main 1 and Main 2. The lamp will light when the RTC initiates the trap release. With the lamp lit, the train crew should activate the pushbutton for the appropriate track. The lamp should extinguish indicating that the trap has been released. The train crew will relock the Trainman's Emergency Release Pushbutton box after use.
- 4) The RTC will observe that the "CN TRAP" indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC is to contact the S&C Help Desk.

8 MEASURED MILE

- MP 328 and MP 327
- MP 279 to MP 278
- MP 260 and MP 259
- MP 191 and MP 190

*** Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.

9 SPECIAL CONDITIONS

- (a) **RULE 411 - Locomotive Whistle Quiet Zones - in effect**
 - Durand - from East Main St. (MP 253.6) to and including S. Oak St. (MP 253.0)
- (b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.



CENTRAL DIVISION TIME TABLE

Location	Track ID
Battle Creek Yard	West end of SB03 and SB18 New Lead
Flint Yard	South Yard on tracks SF11 and SF13
Torrey Yard	NF71-NF79
Otter Burn	Otter Burn GM track OF20

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location:**

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
North Yard	1-18	1 or more	1
South Yard	1-34	1 or more	
Torrey Yard	1-9	1-5 cars	
		6-10 cars	2
		11 or more	3
Fisher Yard	1-2	1 or more	1
Bi Lever Docks	1-6		
Flint	Center Track		
	Throughfare		
	P/U Tracks 1-2		
	All other tracks in body of yard		
	East Pad of Tracks- AF11- AF16	2 or more	2
Snow Yard	CO01-CO04 CY01 -CY05 CY07- CY08	1 or more	Refer to ABTH 502 / USOR 602
Cory Yard	SL01-SL20, SL25, SL67-SL68, SL87	1 or more	Refer to ABTH 502 / USOR 602
Battle Creek Yard	RB01-RB18, RB20- RB24, RB30, RB40 SB01-SB18, SB21- SB24 VB05-VB07, VB10- VB13 WB01-WB03	1 or more	1

(d) **ENGINE RESTRICTIONS** NIL

(e) **HTUA** NIL

CSXT Interchange Tracks - Crews must ensure the CSXT Yardmaster is contacted for permission prior

CENTRAL DIVISION TIME TABLE

Port Huron Terminal, (HR Track) - All trains that are required to take head room on the HR Track must not enter LSRC Controlled Track at MP 55.8 (North of Griswold Road) without contacting Lake State Railroad Dispatcher at 1-989-393-9815. This Location is marked with a white sign and orange painted tie.

Port Huron Terminal, (HR Track), Black River Drawbridge - Do not exceed 5 MPH crossing Black River Drawbridge on HR Track. Drawbridge must be operated by crew member when the river is open to navigation.

Port Huron Yard - Trains and Engines working Port Huron Yard must contact the Flint Yardmaster on Channel (049 049) Tone *5892# for routing instructions.

Port Huron Life Live Operation & Procedures - All trains that are required to perform live lift operation in Port Huron where locomotives are attached and occupied are required to comply with procedures outlined in USOR 418. Intermodal Facilities. In addition, the Engineer is required to make a full automatic brake application prior to containers being removed or added to the train to ensure there are no unexpected movements.

Trains bound for Sarnia - Prior to advancing a train into Sarnia, crews are required to confirm with the on duty Trainmaster or the Flint Yardmaster that the train has been cleared through U.S. customs. When marking up with RTC, qualification status into Canada must be included along with if inadmissible.

Port Huron - Eastward Train Inspections - Unless otherwise instructed, eastward trains will be inspected prior to entering Port Huron-Sarnia Tunnel. If it cannot be performed at either Tappan or Port Huron, the incoming CN crew will perform the inspection. Results of the inspection will be conveyed to the outgoing crew by radio communication, Cabooseless Train Inspection Report, or other suitable form which will be filled out by the incoming Michigan Division crew. If none of this can be performed, outgoing train crew will perform the inspection.

Movements on Adjacent Track where Blue Signal Protection is Present - When train movements will be made on an adjacent track where blue signal protection is present the following procedure is required prior to any movement being made.

The Conductor or Yardmaster must contact the employee in charge of the blue flag and make them aware of the movement(s) to be made on the adjacent track or near the planned work area. Radio Channels below are designated for the Mechanical Department, if you are unable to establish communication using these channels please contact the Yardmaster or Trainmaster for further instruction.

- Battle Creek Yard - (092-092)
- Flint Yard - (049-049)
- Lansing Yard - (049-049)

Flint Thoroughfare - MP 270 to MP 263.8 - Contact Flint Yardmaster prior to occupying track.

Flint Thoroughfare Track - For Roadway Workers to occupy, they must make track inaccessible at each entrance utilizing a method as outlined in OTS Rule 500 (Work on Non-Controlled Track).

Derails must never be placed between Control Point West Flint, MP 263.8 and signal 2655, MP 265.54. Derails can only be placed in non-signalized track to prevent access.

Flint Yard - All movements must stop and proceed over all crossings on GM property that are identified with lights or cross bucks. Idler cars must be used to prevent the locomotive from entering the GM Assembly Plant or Otterburn SPO plan.

Flint Yard Switching Operations - It is prohibited from kicking or letting more than 5 loaded cars go in motion.

Torrey 1 to Thoroughfare- Torrey 1 to Thoroughfare, east end, is to remain lined for tangent track.

Belsay - Hand-throw crossover switches at Belsay (MP 273.93) are Electric Lock switches controlled by Homewood RTC.

Durand - All assignments required to perform work at Durand Yard must attempt to contact the HESR railroad using channels (080 080) or (078 078) to announce your presence and inform the HESR that you will be working in the yard. If communication with the HESR is unsuccessful proceed with your work.

Durand Yard - Trains working Durand Yard, contact Flint Yardmaster on Channel (049 049) Tone *5897#, for instructions.

CENTRAL DIVISION TIME TABLE

Lansing Yards - Trains working Lansing Yards, contact Battle Creek Yardmaster on Channel (049 049) Tone *5888#, for instructions.

10 HPTA EXCEPTIONS - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 335.0 and MP 332.0- Eastward

11 LOCATIONS NOT SHOWN AS STATIONS

Name	Location	Length	Connection
Capac	309.2	1,280	West
Bellevue	190.4	1,500	East



CENTRAL DIVISION TIME TABLE

FREPORT SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S	
				↓ To W	↑ EAST				
			2.1	16TH STREET		CTC			
				0.6					
			2.7	21ST STREET					
				0.2					
			2.9	CERMAK					
				1.5					
			4.4	BRIDGEPORT					(043 043) RTC '1# or '5120#
				1.2					
			5.6	ASH STREET					Diesel Doc '3#
				0.5					
			6.1	LADUE				MS Rep '8#	
				1.9					
			8.0	CRAWFORD				PTC '5#	
				0.3					
			8.3	BELT CROSSING				TSC '9#	
				0.6					
			8.9	HAWTHORNE				Emergency '6#	
				2.67					
			11.57	RIVERSIDE					
				3.08					
		14.65	BROADVIEW						
			14.95						
		29.6	CAROL STREAM						
			4.7						
	6,125	34.3	34.3	MUNGER					
		35.5		1.4			End to End (054 054)		
			35.76	EAST JAY					
				17.3					
	6,174	51.8	53.0	BURLINGTON			(072 072) RTC '1# or '5130#		
		53.1		8.5					
			61.5	GENOA			Diesel Doc '3#		
				5.5					
	6,878	65.93	67.0	COLVIN PARK			MS Rep '8#		
		67.41		16.5					
			83.55	BUCKBEE			PTC '5#		
				2.1					
			85.6	EAST ROCKFORD			TSC '9#		
				1.1					
			86.7	WEST ROCKFORD			Emergency '6#		
				7.7					
			94.4	ALWORTH			End to End (043 043)		
				5.7					
	7,616	98.9	100.1	SEWARD			(072 072) RTC '1# or '5130# Diesel Doc '3# MS Rep '8# PTC '5# TSC '9# Emergency '6#		
		100.4		15.0					
			115.1	EAST JCT.					

1 MAXIMUM SPEED

MAXIMUM SPEED	MPH
16th Street to East Jay	40
East Jay to East Jct.	50

CENTRAL DIVISION TIME TABLE
2 PTC LIMITS

Cermack and East Jct.

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
MP 2.1 to MP 30 - Key/Key Crude Trains	--	35
St. Charles Airline (16th St. - CSX Bridge)	10	10
16th Street to Cermak	10	10
Cermak to Bridgeport - (Mains 1 & 2)	25	25
Bridgeport - (east crossover)	25	25
Bridgeport - (bridge crossover)	25	25
Bridgeport - over bridge	25	25
Bridgeport - (turnout Main 1 to Main 3)	25	25
Bridgeport - (turnout Main 1 to Main 4)	25	25
Bridgeport to Broadview- (Mains 3 & 4)	25	25
Broadview - through turnout to Main 3	25	25
East Jay - through turnout DCS	15	15
East Jay - Connecting Track to North Iowa	15	15
MP 35.7 to MP 36	--	40
MP 41 to MP 45.5 - Key/Key Crude Trains	--	35
MP 79 to MP 90 - Key/Key Crude Trains	--	35
MP 83.8 to MP 87.31 - curves and Rock River Bridge	--	25
MP 114.6 to MP 115.1	--	40

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted - 286,000 lbs.
- Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Sub between MP 3.75 and MP 36.7 Chicago Sub between MP 1.5 and MP 31.7 Freeport Sub between MP 2.1 and MP 38 Leithton Sub between MP 60.85 and MP 0.0 Illinois River Sub between MP 9.8 and MP 27.0 Matteson Sub between MP 46.4 and MP 0.0 City Track Sub between MP 0.3 and MP 0.0 Lakefront Sub between MP 9.8 and MP 0.0 South Bend Sub between MP 31.1 and MP 43 Waukegan Sub between MP 60.05 and MP 72.8
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(b) **YARD LIMITS - in effect between** Belt Crossing and Riverside - Contact Homewood RTC between Ash Street and Belt Crossing, and contact Yardmaster between Belt Crossing and MP Riverside for routing instructions before entering.(NOTE: Contacting Homewood RTC is not required if entering the limits with a proceed indication at Ash Street or Belt Crossing.)

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC**

CTC - in effect between/at	Controlled by
16th Street and Belt Crossing	Homewood RTC
Riverside and East Jct	Homewood RTC

(e) **ABS- in effect between** Belt Crossing and Riverside

In multiple main track territory, Main 3 is signaled for westward movement, and Main 4 is signaled for eastward movement.

(f) **TRACK AUTHORITY LIMITS** NIL

(g) **RULE 520** NIL

(h) **RULE 901** Switches where trains must not clear the main track:

Bricks Inc	MP 6.29
Crawford Yard	MP 8.04
Scheck Lumber	MP 13.95
East Prime Plastics	MP 21.40
West Prime Plastics	MP 21.47
Ace Collins	MP 24.93
Coleman	MP 39.56
84 Lumber	MP 61.08
Irene House Track	MP 73.56
West Alworth	MP 94.50
CGB	MP 113.41



CENTRAL DIVISION TIME TABLE

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
16th Street	Metra Crossing	16th Street Tower (072 072) (312) 808 0887
21st Street	Amtrak Crossing	CUS South Train Director (013 013) (312) 655-3755
Ash Street	CSX Crossing	Homewood RTC
Belt Crossing	BRC Crossing	BRC Train Dispatcher (039 039) (708) 496-4104
Belt Crossing Wye Track	CIW Crossing	Rule 513

On-Track Safety	Ash Street*	Belt Crossing Wye Track
Verbal Protection	X	
Track Authority	X	
Train Approach Warning	X	X
Lone Worker		X
Inaccessible Track		X

*Instructions for use of the CN Ash St Interlocking Trainman’s Emergency Release Pushbuttons Train Crews must contact the Homewood RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Pushbuttons.

A stuck trap circuit will be indicated on the RTC screen by the presence of the word “TRAP” above the interlocking diagram. A track circuit within the interlocking will indicate occupied.

In the event of a stuck trap circuit at the Ash St. Interlocking, proceed as follows:

- 1) The train crew shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.
- 2) Upon receipt of the report from the train crew that the tracks are clear, the RTC should click on the “TRAP” indication at Ash St. Interlocking to initiate the trap release.
- 3) With authorization from the RTC, the train crew can unlock the Trainman’s Emergency Release Pushbutton box. Inside the box are a lamp and a pushbutton. The lamp will light when the RTC initiates the trap release. With the lamp lit, the train crew should push the pushbutton for at least 3 seconds. The lamp should extinguish indicating that the trap has been released. The train crew should lock the Trainman’s Emergency Release Pushbutton box.
- 4) The RTC should observe that the “TRAP” indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC shall contact the signal maintainer.

8 MEASURED MILE

- MP 31 and MP 32
- MP 105 and MP 106

CENTRAL DIVISION TIME TABLE

9 SPECIAL CONDITIONS

- (a) **RULE 411 - Locomotive Whistle Quiet Zones - in effect:** From Riverside Parkway (MP 11.70) to and including 1st Avenue (MP 13.45) From York Road (MP 19.3) to and including Jefferson St. (MP 31.3)
- (b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.

Location	Track ID
Between 16th street and Ash street	All Tracks

- (c) **HANDBRAKE REQUIREMENTS** - Minimum requirement for application of handbrakes by location.

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Hawthorne Yard	HA01-HA15	1	1
		2 or more	2

- (d) **ENGINE RESTRICTIONS** Prohibited 6 Axle Locomotive Locations:

Location	Track ID
Crawford	On Lagrou Industry lead track off Wobbly Wye
Hawthorne Yard	On Koppers Industry lead track off West Branch
Carol Stream Industrial Park	American Lithograph, MP 29.7
Rockford	East Belt Industry Lead

- (e) **HTUA** High Threat Urban Area is in effect on all trackage

- East of MP 30
- Between MP 41 and MP 45.5
- Between MP 79 and MP 90

Cermak to Union Station - When Roadway Workers or on-track equipment must occupy CN Northbound or CN Southbound between Cermak and Amtrak 21st St.; obtain Track Authority from Homewood RTC. Before granting Track Authority, Homewood RTC will contact CUS South Train Director for placement of blocks at 21st St.

Pulaski Road, MP 7.6 - Anytime a train is blocking Pulaski Road MP 7.6 for 10 minutes or longer, contact Yardmaster, who will contact Chicago’s Office of Emergency Communication at (312) 746-6417. Yardmaster must provide the name of the railroad, name of the crossing, reason for obstruction, and a call back number. When crossing is cleared, contact the yardmaster who will report the crossing clear to the Office of Emergency Communication.

Hawthorne - Crossovers between Main 3 and Main 4 and switches from Main 4 into Hawthorne Yard may be left lined and locked in the position last used.

10 HPTA EXCEPTIONS

NIL

CENTRAL DIVISION TIME TABLE

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
DuPage Industry Lead	24.4	Lead	East
Ace Hardware	24.9	Lead	East
Coleman	39.5	RMM ONLY	West
84 Lumber	61.1	Industry	West
Irene House Track	73.7	RMM ONLY	East
CGB	113.41	Industry	East



CENTRAL DIVISION TIME TABLE

GARNER SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
				↓ SOUTH	↑ NORTH			
			75.10		FOREST CITY	520		
					4.7			
			70.40		MILLER			RTC (085 085) *5095# or *1#
					5.99			Diesel Doc *3#
			64.41		GARNER		YL	MS Rep *8# PTC *5# TSC *9#
					6.41			Emergency *0#
			58.0		KLEMME			
					5.85			
			52.15		GOODELL			

1 MAX SPEED

10 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
FC01 & FC02	5
GA01	5
GA11 - GA12	5

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.



CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

- (a) **DOB LIMITS**
NIL
- (b) **YARD LIMITS**
Between MP 75.10 and MP 48.08
- (c) **SIGNAL RULES**
NIL
- (d) **CTC**
NIL
- (e) **ABS**
NIL
- (f) **TRACK AUTHORITY LIMITS**
NIL
- (g) **RULE 520**
Between MP 76.02 and MP 75.10
- (h) **RULE 901**
NIL

7 RAILROAD CROSSINGS AT GRADE

MP	Name	Controlled By
MP 64.85	CPKC	CPKC

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

- (a) **RULE 411 - NIL**
- (b) **CLOSE CLEARANCE** - Employees must not ride on the side of equipment under the following conditions.

Location	Track ID
MP 64.2	GA12
MP 64.7	GA11
FC Elevator	FC02

- (c) **HANDBRAKE REQUIREMENTS - NIL**
- (d) **ENGINE RESTRICTIONS - Prohibited 6 Axle Locomotive Locations**

Location	Track ID
MP 75.2	FC02
MP 65.25	GA01

- (e) **HTUA - NIL**

10 HPTA EXCEPTIONS

NIL



CENTRAL DIVISION TIME TABLE

11 LOCATIONS NOT SHOWN AS STATIONS

NIL

GREENVILLE SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			12.1	SANDY	CTC		(048 048) RTC #1# OF #5320# Diesel Doc #3# MS Rep #8# PTC #5# TSC #9# Emergency #6#
			6.2	5.9 GV			
			4.4	1.8 SHANANGO	YL		
			4.2	0.2 XN	CTC		
			0.2	4.0 KELSEY			

1 MAXIMUM SPEED

35 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 10 to MP 8.5	30
MP 6.7 to MP 6.5 - curve	30
MP 6.3 to MP 6.2 - Shenango, Main, and Clinton St Crossings (HER)	10
XN to MP 2.4	25

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

- (a) **DOB LIMITS** NIL
- (b) **YARD LIMITS - in effect between**
 - MP 6.2 and MP 4.2 - Mains 1 & 2
- (c) **SIGNAL RULES**

CENTRAL DIVISION TIME TABLE

- Rules 833-844

(d) **CTC**

CTC - in effect between	Controlled by
Sandy and Greenville	Homewood RTC
XN and Kelsey	Homewood RTC

(e) **ABS NIL**

(f) **TRACK AUTHORITY LIMITS NIL**

(g) **RULE 520 NIL**

(h) **RULE 901 NIL**

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
XN	NS Crossing	Homewood RTC*

* Homewood RTC controls the signals on CN, but it is an automatic interlocking on the NS. NS has priority at the crossing. Southward trains must occupy the crossing within 5 minutes after signal has been lined, and northward trains must occupy the crossing within 22 minutes after passing Signal 86.8. If these times cannot be made, signal will revert to Stop.

On-Track Safety	XN
Train Approach Warning	x
Signal Maintainer	x

When Roadway Workers are working within the limits of XN automatic interlocking, shunts located in emergency box on the west side of the relay case must be placed on the main track to provide protection.

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

(a) **RULE 411 NIL**

(b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.

Location	Track ID
Greenville Yard	Cab Track Extension Shenango- Tracks- SO4-SO9

(c) **HANDBRAKE REQUIREMENTS NIL**

(d) **ENGINE RESTRICTIONS NIL**

(e) **HTUA NIL**

Division Switch - Switch point indicator for the Division Switch is located on the south wall of the relay house, west of the Main Track at XN. Green light indicates lined for Main 2, and red light indicates lined for Main 1. If it is not illuminated, stop and inspect the switch before passing over it.

10 HPTA EXCEPTIONS

NIL



CENTRAL DIVISION TIME TABLE

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



CENTRAL DIVISION TIME TABLE

HAWKEYE SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			148.2	BRYANT YARD		YL		
				4.9				
			143.3	WASHBURN				
				8.1				
			135.2	LAPORTE CITY				RTC (085 085) *105# or *1#
				6.3				Diesel Doc *3#
			128.9	MT AUBURN				MS Rep *8#
				7.8				PTC *5#
			121.1	VINTON JCT		TA		TSC *9#
			0.7				Emergency *0#	
		120.4	VINTON					
			9.1					
		111.3	SHELLSBURG					
			4.2					
		107.1	PALO					
			6.2					
		100.9	LINN JCT.					

1 MAX SPEED

Freight 25 MPH - Passenger 30 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

Location	Freight, Passenger MPH
MP 135.6 to MP 134.3 (LaPorte City)	Freight - 10 MPH, Passenger - 10
MP 122.5 to MP 120.4, Vinton - (HER)	Freight - 10 MPH, Passenger - 10
Locomotive Servicing Track BY06	Freight - 5 MPH, Passenger - NIL
Bryant Yard Track BY21	Freight - 5 MPH, Passenger - 10 MPH
Bryant Yard Track BY22	Freight - 5 MPH, Passenger - NIL
Bryant Yard Tracks BY07 and BY09-BY11	Freight - 5 MPH, Passenger - NIL
Mt Auburn Track MA01	Freight - 5 MPH, Passenger - NIL
Vinton Tracks VT01 and VT02	Freight - 5 MPH, Passenger - NIL
Palo Tracks PO02 and PO03	Freight - 5 MPH, Passenger - NIL

4 SIDING SPEEDS

NIL



CENTRAL DIVISION TIME TABLE

5 FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted – 286,000 lbs.

MP 143.9- 10 MPH for Trains in excess of 263,000 lbs over bridge.

MP 135.6- 10 MPH for Trains in excess of 263,000 lbs over bridge.

MP 103.1- 10 MPH for Trains in excess of 263,000 lbs over bridge.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

<p>DOB LIMITS - Waterloo DOB</p>	<p>Dubuque Sub between MP 271 and MP 271.97 Waterloo Sub between MP 271.97 and MP 284 Osage Sub between MP 0 and MP 2 Hawkeye Sub MP 145.66 and MP 150.3</p>
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(b) **YARD LIMITS**

MP 150.3 - 145.66

(c) **SIGNAL RULES**

NIL

(d) **CTC**

NIL

(e) **ABS**

NIL

(f) **TRACK AUTHORITY LIMITS**

MP 145.66 - MP 100.90

(g) **RULE 901**

NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

NIL

CENTRAL DIVISION TIME TABLE

9 SPECIAL CONDITIONS

(a) **RULE 411 - NIL**

CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.

Location	Track ID
MP 103.10	Bridge
MP 128.9	Track MT01
MP 135.1	Track LP02
	Track LP01
MP 135.6	Bridge
Bryant Yard	Track BY06 (Parts Warehouse Loading Dock)
	Engine House Doors
	Maintenance of Way Shop Doors
	BY08 - BY10, BY12 - BY14

(a) **HANDBRAKE REQUIREMENTS** - Minimum requirement for application of handbrakes by location.

At Bryant Yard, cars consecutively coupled and left on the main track between switches Tracks BY01-BY06 between main track switches, must be secured with a minimum number of handbrakes applied on either end of the track as follows:

1 car - 1 handbrake

2 or more cars - 2 handbrakes on each cut of cars on the same track must be secured.

(b) **ENGINE RESTRICTIONS** - Prohibited 6 Axle Locomotive Locations

Location	Track ID
MP 107.3	FPL Spur Tracks PO02 & PO03
MP 128.9	MT01
MP 148.2 (Bryant Yard)	BY11 - BY13, BY22

(c) **HTUA - NIL**

Bryant Yard Normal Position of Main Track Switches

- Exception: No normal position for yard main track switches at Bryant Yard. BY22 and BY13 normal position is lined and locked for Main Track.

Bryant Yard Mechanical Department - Wheel Chocked Engine(s) being serviced by mechanical department personnel on BY06 Track at Bryant Yard must be secured with a minimum of one hand brake. In addition, mechanical department employees must chock a single wheel for each direction of movement while engine(s) are being serviced. Chocks will be applied to the wheel on the east rail directly adjacent to the fueling hose. After all servicing is complete and blue signal use is to be discontinued, a mechanical department employee will first remove the chocks and then the blue signals. Train crews taking charge of an engine(s) on 6 Track will make an additional inspection prior to making any movement to ensure that the chocks have been removed.

Bryant Yard Mechanical Facility Track BY10 - Excessive width equipment including Jordan spreaders, snowplows, cranes, etc., must not be moved over the drop table on Track BY10 due to close clearances. All movements over the drop table must be authorized by the mechanical department.

CENTRAL DIVISION TIME TABLE

Bryant Yard Reload Track BY13 - Crossing located on the Reload Track shall be left clear for vehicular traffic.

Bryant Yard Tracks BY11 - BY13 Spotting Instructions - All hand brakes on locomotives and cars spotted on BY11 - BY13 must be applied, in addition, all locomotives and cars spotted single or coupled shall have skates applied to the southwest wheel.

Skates shall be applied on the west rail (closer to the service road) in the following manner:

- 1) Pull the wheel of the car slowly onto the skate and apply the hand brake.

To remove a skate do so in the following manner:

- 1) Couple into the car and release the hand brake.
- 2) Slowly push the car off of the skate until it is free of the wheel.
- 3) Allow sufficient time for slack to adjust and then remove the skate from the track.
- 4) Skates should be placed on the cross ties close to the rail when not in use or stored in a bracket provided for that purpose so as to not create a tripping hazard.

Union Pacific Railroad (UP) North Yard - Train and Engine movements on UP trackage in North Yard and on the Cedar Rapids Industrial Lead are governed as follows:

- 1) CN crews must attempt to contact the UP Clinton West Yard Yardmaster before entering UP trackage southbound at Linn. The Yardmaster can be reached by radio using channel 071-071, dialing DTMF tone 141. The secondary method of contact is calling Clinton West Yard by telephone at 563-244-3204. If Clinton West Yard Yardmaster cannot be reached by either method, CN crews may enter UP trackage in the North Yard and the Cedar Rapids Industrial Lead.
- 2) CN trains and engines shall not exceed 10 MPH while operating in North Yard and crew members shall not ride on the side of cars unless riding on the outside of a car next to a clear track.
- 3) While operating in UP North Yard and on the Cedar Rapids Industrial Lead, CN crews must remain on UP's radio channels.

UP Industrial Lead - 4th Street Corridor Joint Operations, UP, CN, and CIC - Train and Engine movements on UP-Cedar Rapids Industrial Lead are governed as follows:

CN trains and engines shall not exceed 10 MPH while operating on the Cedar Rapids Industrial Lead between the CN switch at First Avenue southward to the CIC switch at Seventh Avenue. The normal position for all switches on the Cedar Rapids Industrial lead is lined and locked for movement on the UP Industrial Lead.

CN crews making a northbound movement off CIC trackage onto UP trackage at Seventh Avenue must obtain permission from the UP-Clinton West Yard Yardmaster. The Yardmaster can be reached by radio using channel 071- 071, dialing DTMF tone 141. The secondary method of contact is calling Clinton West Yard by telephone at 563-244- 3204. If Clinton West Yard Yardmaster cannot be reached by either method, IANR crews may enter UP trackage in the North Yard and the Cedar Rapids Industrial Lead governed by USOR Rule 520.

Cedar Rapids and Iowa City Railroad (CIC) - Train and Engine movements on CIC are governed as follows:

- 1) CN trains and engines will use the CIC Main Track between the Seventh Avenue Jct. Switch and the CIC Yard(s) as directed by the CIC Yard Manager.
- 2) CN crews are governed by CIC timetable and operating rules while operating on CIC trackage.
- 3) CN movements on CIC shall not exceed 10 MPH.
- 4) USOR Rule 520 will govern all movements.
- 5) A Track Permit must be obtained from the CIC Yard Manager before occupying CIC trackage.

10 HPTA EXCEPTIONS

NIL



CENTRAL DIVISION TIME TABLE

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



HOLLY SUBDIVISION

CENTRAL DIVISION TIME TABLE

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
			67.0	DURAND	CTC		(074 074) RTC *1# or *6440# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
	6,370	66.8 65.6	65.5	1.5 PITT			
			62.4	3.1 GAINES		56.2	
	6,900	46.3 44.8	46.5	15.6 HOLLY			
			38.5	8.0 ANDERSONVILLE		36.2	(028 028) RTC *1# or *5040#
			35.2	3.3 CLARKSTON			Diesel Doc *3#
			33.3	1.9 WATERFORD			MS Rep *8#
			30.3	3.0 WEST PONTIAC			PTC *5#
			29.2	1.1 AUBURN			TSC *9#
	EXTENSION 5 Main 1		28.7	0.5 WEST BLVD.			Emergency *0#
			26.9	1.8 JOHNSON AVE.			
	Main 2 Amtrak		25.8	1.1 PONTIAC			
			25.3	0.5 M.A.L JCT.			
	Moterm Lead		17.4	7.9 TROY		17.8	
			13.5	3.9 RAVEN			
			13.2	0.3 ROYAL OAK			
			11.1	2.1 MOTERM			
	Main 1 Main 2		9.35	1.75 FERN			
	Main 1 Main 2 Sugar House WYE CR		7.04	2.31 FORD			
	Highline 4 West Track East Track		4.4	2.64 D & M			
		4.1	0.3 MILWAUKEE JCT.		End to End (032 032)		



CENTRAL DIVISION TIME TABLE

1 MAXIMUM SPEED

Passenger 70 MPH / Freight 60 MPH

2 PTC LIMITS

Durand to D&M



CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
Durand to MP 66.7	25	25
Durand - Chicago Wye	25	25
Durand - High Wye	10	10
Durand- over diamond	10	10
MP 66.7 to MP 53.2	60	-
Pitt- through GLC turnout	15	15
MP 53.2 to MP 49.9	55	55
MP 49.9 to MP 47.3	60	-
MP 47.3 to MP 45.9	40	40
MP 45.9 to MP 26.9	60	-
West Pontiac - turnout to Main 1	40	40
Auburn - through turnout	10	10
Johnson Ave.- turnout to Yard Lead	10	10
Johnson Ave.- through crossovers	15	15
Johnson Ave to MP 23.5 (Both Mains)	45	45
M.A.L. Jct.- through turnouts to Amtrak Lead	10	10
M.A.L. Jct.- through crossovers	15	15
MP 23.5 to MP 21.5 (Both Mains)	60	-
MP 21.4 to MP 5.9 - Key Trains	-	35
MP 21.5 to Raven (Main 1)	60	-
MP 21.5 to Raven (Main 2)	40	40
Raven to MP 12.0 (Both Mains)	45	45
MP 12.0 to MP 10.7 (Both Mains)	50	50
Moterm – North crossover	40	40
Moterm- South crossover	40	40
Moterm- North Thoroughfare	10	10
Moterm- South Thoroughfare	10	10
MP 10.7 to MP 8.5 (Both Mains)	60	-
Fern - through turnout	10	10



CENTRAL DIVISION TIME TABLE

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
MP 8.5 to MP 5.9 (Both Mains) (Jointed Rail)	40	40
Ford - through crossover	15	15
MP 5.9 to Milwaukee Jct. - (Both Mains)	30	30
D&M - through crossover	10	10
D&M - Sugar House Wye	10	10
Milwaukee Jct. - Both Wye tracks	10	10

4 SIDING SPEEDS

SIDING SPEEDS	Turnouts MPH	Sidings MPH
Pitt	10	10
Holly	10	10

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Greater Detroit Area DOB	Flint Sub between MP 332.39 and MP 250.6 Mount Clemens Sub between MP 55.6 and MP 4.6 Holly Sub between MP 4.1 and MP 67 Shore Line Sub between MP 54.8 and MP 0.0 Flat Rock Sub between MP 2.8 and MP 39.8 Dearborn Sub between MP 13.6 and MP 0.1
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

- Rules 803-816 - between D & M Jct. and MP 16.16
- Rules 817-832 – between MP 16.16 and Durand

(d) **CTC**

CTC - in effect between	Controlled by
Durand and Milwaukee Jct	Homewood RTC

(e) **ABS** NIL

(f) **TRACK AUTHORITY LIMITS** NIL

CENTRAL DIVISION TIME TABLE

(g) **RULE 520** NIL

(h) **RULE 901 - Switches where trains must not clear the Main Track:**

Linden	MP 55.2
Waterford	MP 33.3 and MP 33.93
Metro Trade (Main 1)	MP 7.43
Sterling Oil	MP 5.85 and MP 5.59

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Durand	Flint Sub Crossing	Homewood RTC
Holly	CSX Crossing	Homewood RTC
Milwaukee Jct.	CR Crossing	CR Train Dispatcher CR Train Dispatcher Channel (064 064) DTMF 5# or (856) 231-2326

On-Track Safety	Durand*	Holly*
Verbal Protection	X	X
Track Authority	X	X
Train Approach Warning	X	X
Planned Work	X**	

*Instructions for use of the Interlocking Trainman’s Emergency Release Pushbuttons - Train Crews must contact the RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Pushbuttons.

A stuck trap circuit will be indicated on the Dispatch System screen by the presence of the word “TRAP” above the Durand Interlocking. A track circuit within the interlocking will indicate occupied. In the event of a stuck trap circuit at the Durand Interlocking, proceed as follows:

- 1) The train crew shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.
- 2) Upon receipt of the report from the train crew that the tracks are clear, the RTC should click on the “TRAP” indication at Durand Interlocking to initiate the trap release.
- 3) With authorization from the RTC, the train crew can unlock the Trainman’s Emergency Release Pushbutton box ether for the “Flint Sub.” or “Holly Sub.”. Inside the box is a lamp and two pushbuttons labeled Main 1 and Main 2 or Holly Main. The lamp will light when the RTC initiates the trap release. With the lamp lit, the train crew should activate the pushbutton for the appropriate track. The lamp should extinguish indicating that the trap has been released. The train crew will lock the Trainman’s Emergency Release Pushbutton box.
- 4) The RTC will observe that the “TRAP” indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, contact the S&C Help Desk.

** Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect



CENTRAL DIVISION TIME TABLE

8 MEASURED MILE

- MP59 and MP 60
- MP 33 and MP 34
- MP 23 and MP 24

9 SPECIAL CONDITIONS

(a) **RULE 411 - Locomotive Whistle Quiet Zones - in effect**

- Durand - from MP 66.7 to and including N. Oak St. (MP 67.3)
This includes Ann Arbor St. on the High Wye.
- Fern-from Hilton Street, MP 10.67 to and including Woodward Heights Blvd., MP 11.43.

(b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**

Location	Track ID
Pontiac Yard	JP19 – JP26
Troy Passenger Platform	Main 1 (west side)

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location:**

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Detroit Intermodal Yard (Moterm)	HD31, HD 51, HD64-67, DD32	1 or more	1

(d) **ENGINE RESTRICTIONS** NIL

(e) **HTUA - High Threat Urban Area is in effect on:** All trackage south of MP 21.4.

Rule 527 - Automatic Warning Devices activated by a Controlled Signal:

- MP 46.4 Sherman Street
- MP 4.3 Clay Avenue

GM Pontiac Stamping Plant - Idler cars must be used to prevent the locomotive from entering the building when servicing GM Pontiac Stamping Plant.

Pontiac Yard - Unless operating on a PROCEED indication at CP West Pontiac or CP Johnson, Trains and On-Track Equipment must contact the Flint Yardmaster on AAR Channel (049 049), tone *5892#, upon approaching Pontiac and be governed by their instructions.

Kicking cars in Pontiac Yard - Kicking cars on the south end of Pontiac Yard is prohibited on all tracks. North end Pontiac Yard cars must never be kicked or move under its own momentum into a clear track or until the track is properly secured with a minimum of two (2) handbrakes.

Moterm - Equipment must not be left closer than 500 feet from Hilton Road crossing on the South Throughfare

Trains Bound for Sarnia - When marking up with RTC, qualification status into Canada must be included along with if inadmissible.

10 HPTA EXCEPTIONS

HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 12.5 to MP 25- Northward

CENTRAL DIVISION TIME TABLE

11 LOCATIONS NOT SHOWN AS STATIONS

<i>Name</i>	<i>Location</i>	<i>Length</i>	<i>Connection</i>
Linden	55.2	600	South
Waterford	33.3	1000	North & South

CENTRAL DIVISION TIME TABLE

IDA GROVE SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
				↓ W T	↑ E S			
			13.6	IDA		CTC		(072 072) RTC *1# or *5060#
				3.0				
			16.6	NORTH WALL LAKE				Diesel Doc *3#
				8.9				
			25.5	ODEBOLT		TA		MS Rep *8#
				5.9				PTC *5#
		31.4	ARTHUR				TSC *9#	
			6.6			Rule		
		38.0	IDA GROVE			520		Emergency *1#

1 MAXIMUM SPEED

25 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
Ida - through turnout DCS	25

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

6 OPERATING CHARACTERISTICS

- DOB LIMITS** NIL
- YARD LIMITS** NIL
- SIGNAL RULES** NIL
- CTC** NIL
- ABS** NIL
- TRACK AUTHORITY - in effect between**
Ida and MP 36
- RULE 520** Trackage west of MP 36 is designated Non-Main Track.
- RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

NIL

CENTRAL DIVISION TIME TABLE

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** NIL
- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA** NIL

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Sacton	14.9 & 15.3	RMM Only	Both
Arthur – House Track	31.2 & 31.5	RMM Only	Both

ILLINOIS RIVER SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	SOUTH STATIONS	NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
LEIGHTON SUB JOINT LEAD			9.8	RIVER		CTC		(072 072) RTC *2# or *5170#
			21.3	11.5 MINOOKA		TA		Diesel Doc *3# MS Rep *6# PTC *5# TSC *9#
			27.0	5.7 DIVINE		Rule 520		Emergency *0# End to End (054 054)

1 MAXIMUM SPEED

25 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 9.8 to MP 10.1	15

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs. except Illinois River Drawbridge - 263,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC**

CTC - in effect at	Controlled by
River	Homewood RTC

(e) **ABS** NIL

(f) **TRACK AUTHORITY - in effect between**

River and MP 25.0

(g) **RULE 520** Trackage south of MP 25.0 is designated Non-Main Track.

(h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

- (a) **RULE 411 - Locomotive Whistle Quiet Zone – in effect:** From Lockport Rd. (MP 10.61) to and including Black Rd. (MP 16.16) in effect 24/7
- (b) **CLOSE CLEARANCE** NIL
- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA** NIL

Illinois River Drawbridge – Stop at the split switch spring derail in advance of the drawbridge at MP 27. After proceed indication is received from bridge operator, operate derail for movement, and after train clears, return it to the derailing position. Trailing movement may be made through the derail at the opposite side of the bridge.

Radio Channel - Crews working industries on the Illinois River Subdivision will use Channel (090 090) while switching.

Joint Lead - Contact CSX (008 008) when using the joint lead.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Caton Farm	13.8	1135	South



CENTRAL DIVISION TIME TABLE

JOLIET SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				3.94	BRIDGEPORT 1.16	CTC	17.65	(072 072) RTC *1# or *5180# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
				5.1	BRIGHTON 0.2			
				5.3	ROCKWELL 1.3			
				6.6	CORWITH 1.3			
				7.6	LEMOYNE 1.6			
				9.5	45 CROSSOVER 1.8			
				11.3	47 CROSSOVER 1.8			
				13.1	CP CANAL 0.36			
				13.46	ARGO 1.94			
				15.4	JUSTICE 2.1			
				17.5	WILLOW SPRINGS 4.09			
				21.59	LAMBERT 3.71			
				25.3	LEMONT 1.0			
				26.3	FLAGSTONE 2.5			
				28.8	ROMEOVILLE 4.1			
				32.9	LOCKPORT 2.7			
				35.6	STATEVILLE 1.0			
				36.6	OHIO ST. 0.1			
			36.7	JACKSON ST.		30.6	End to End (054 054)	

CENTRAL DIVISION TIME TABLE

1 MAXIMUM SPEED

MAXIMUM SPEED	Passenger MPH	Freight MPH
Bridgeport to CP Canal	79	40
CP Canal to Jackson St.	79	45

2 PTC LIMITS

Bridgeport and Jackson St.

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
Bridgeport to MP 22.8 - Key Trains	-	35
Bridgeport - over bridge	25	25
Bridgeport to MP 7- curves	30	25
Brighton – NS/CSX Crossing	30	25
Rockwell - through crossovers	25	25
LeMoyne - BRC crossing	30	25
45 Crossover - through crossovers	40	40
47 Crossover - through crossovers	40	40
CP Canal - IHB/CSX crossing	50	30
CP Canal – Southwest connection to IHB and turnout	15	15
Argo - through crossovers	30	30
MP 14.3 - (HER) when crossing over at Argo	60	-
Justice - through crossovers	40	40
MP 18.5 - curve	60	40
Lambert- through crossover	40	40
Lemont- curve	60	40
Flagstone - through crossovers	40	40
MP 27.5 - curve	60	40
Romeoville-through crossovers	40	40
MP 34 to MP 36.7 - Key Trains	-	35
Stateville - through crossovers	40	40
Stateville to MP 36.64	-	40
MP 36.64 – (Both Mains) HER over crossing	30	30

CENTRAL DIVISION TIME TABLE

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leighton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC**

CTC- in effect between/at	Controlled by
Bridgeport and Jackson St.	Homewood RTC
Brighton	NS CJ Dispatcher
Corwith	BNSF Corwith Terminal Dispatcher
LeMoyne	BRC Dispatcher
CP Canal	IHB Dispatcher

(e) **ABS** NIL

(f) **TRACK AUTHORITY LIMITS** NIL



CENTRAL DIVISION TIME TABLE

- (g) **RULE 520** Railport Spur - trackage between Elsdon (MP 8.7) and Railport (6.9). This track is designated Non-Main Track.
- (h) **RULE 901** Switches where trains must not clear the Main Track.

Bakery - Main 1	MP 4.15
Old Holman Oil - Main 1	MP 6.4
Citgo	MP 27.2
Romeoville Storage	MP 29.8

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Brighton	NS/CSX Crossing	NS CJ Dispatcher (064 064) tone 6-4-3
Corwith	BNSF Crossing	BNSF Corwith Terminal Dispatcher (085 085) (817) 234-1214
LeMoyne	BRC Crossing	BRC Train Dispatcher (039 039) (708) 496-4104
CP Canal	IHB/CSX Crossing	IHB Train Dispatcher (058 058) (219) 989-4742

Glenn Yardmaster - Glenn Yardmaster will monitor Channel (043 043). Foreign Railroads coming to Glenn Yard must contact the Glenn Yardmaster, 043-043, tone *5890#, before passing Northward Summit Metra Station at MP 12, and Southward before passing 45 Crossover to receive instructions for yarding the train.

8 MEASURED MILE

- MP 16 and MP 17
- MP 30 and MP 31

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**

Location	Track ID
Between Bridgeport and Brighton	All Tracks
Glenn Yard Tracks	GL01 to GL03

- (c) **HANDBRAKE REQUIREMENTS- Minimum requirement for application of handbrakes by location.**

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Glen Yard	GL01-GL23	1	1
		2 or more	2

CENTRAL DIVISION TIME TABLE

(d) **ENGINE RESTRICTIONS - Prohibited 6 Axle Locomotive Locations:**

Glenn Yard – MP 10 entire Prairie Lead Track

(e) **HTUA - High Threat Urban Area is in effect on:** All trackage north of MP 22.8

Track Authority - Homewood RTC may issue Track Authority that encompasses Railroad Crossings at Grade at CP Brighton, Corwith, LeMoyne, and CP Canal that are controlled by other railroads. The CN Track Authority does not give authority to occupy any track within the limits controlled by other railroads. Contact the control operator at each crossing to obtain authority.

Justice - Trains that will be delayed more than 30 minutes at CP Canal or LeMoyne must hold at MP 20 until movement may be made without further delay. Trains en route Glenn Yard must hold at MP 15.3 until they will be taken directly into the yard.

Lockport - The second paragraph of Rule 528 is modified to passenger trains making station stops at Lockport as follows:

Northward Trains:

- MP 32.59 - 9th Street (HER)20 MPH
- MP 32.06 - 2nd Street (HER)30 MPH

Southward Trains:

- MP 33.11 - Division Street (HER). . 20 MPH

Ohio St. - Jackson St. - Roadway Workers not authorized by Planned Work must be protected by OTS Rule 600 Train Approach Warning or Rule 601 Individual Train Detection only.

Jackson St. - All Movements must contact Homewood RTC for permission to enter the Joliet Subdivision Main Track prior to passing Jackson St. MP 36.7 northbound on either Main Track.

51st Street Crossing - MP 8.78 former Elsdon Subdivision - All Train movements on Stellar Lead or International Lumber track (two eastern most tracks) must stop before entering 51st St. crossing and proceed only once crossing is clear as determined by employee on the ground. Automatic warning devices cannot be depended upon for these two pieces of non-main track. Does not apply to CSX main track.

Elsdon - All trains entering or departing Railport Spur between Elsdon and Railport must contact Homewood RTC and report their arrival and departure times.

JOINT OPERATION OF MAIN TRACK

- CN operates on UP between Jackson St. and UD Tower.
- CN operates on BNSF main track between UD Tower and Millsdale.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Rowell Chemical	19.9	1015	South
Citgo	27.2	1380	North
Seneca Petroleum #1	27.5	515	North



CENTRAL DIVISION TIME TABLE

LAKEFRONT SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS ↓	EAST ↑	METHOD OF OPERATION	DEFECT DETECTOR	RADIO CHANNEL CALL INS
				9.8	END OF TRACK		TA ABS		(016 016) RTC *1# or *5240# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
					1.0				
				8.8	MICHIGAN AVE.				
					0.7				
				8.1	HICK				
					0.8				
				7.3	MARKS				
				0.4		TA			
			6.9	WHITING					
				3.4					
				3.5	STATELINE				
					1.67				
				1.83	95TH STREET				End to End (054 054)

1 MAXIMUM SPEED

25 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 2.65 (Signal 4113) to 95th Street	20
Bridge 728 (MP 8.07)	10

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**
Rules 803-816 and 847

(d) **CTC** NIL

(e) **ABS - in effect between**
MP 9.8 - Trackage and Whiting

(f) **TRACK AUTHORITY - in effect between**
MP 9.8 and 95TH Street

(g) **RULE 520** Trackage west of 95th Street (MP 1.83) is designated as Non-Main Track.

(h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE



CENTRAL DIVISION TIME TABLE

RAILROAD CROSSINGS AT GRADE		Controlled by
Michigan Ave	IHB Crossing	NS Chicago West Dispatcher (046 046) (407)877-9540
Whiting	CSX Crossing	Automatic

On-Track Safety	Whiting
Train Approach Warning	X
Lone Worker	X
Signal Maintainer	
Inaccessible Track	X

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

- (a) **RULE 411- Locomotive Whistle Quiet Zone- in effect** From (and including) 117th St. (MP 5.51) to (and including) Front St. (MP 5.83)
- (b) **CLOSE CLEARANCE** Employees must not ride on the side of equipment at the following locations.

Location	Track ID
Nasco (MP 1.83)	All Tracks

- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA**
High Threat Urban Area is in effect on all trackage on the subdivision.

Rule 530 - Infrequently Used Automatic Warning Devices:

- MP 2.46.....100th Street
- MP 1.83.....95th Street

Bridge 728 - Contact NS Chicago West Dispatcher (046 046) for operation over the bridge.

Public Road Crossings - All trains must report to the Homewood RTC, by first available means of communication, when train is stopped in a location where a public road crossing is blocked for 10 minutes or more. Provisions will be made to cut the crossing. The below information must be provided to the RTC:

- Notify the RTC of the intent to cut the crossing
- Crossing Name
- Mile Post
- Train Symbol or Train Assignment
- Length of time road crossing was blocked
- Narrative description of reason why the road was blocked

Homewood RTC will immediately notify the Chief Dispatcher

10 HPTA EXCEPTIONS



CENTRAL DIVISION TIME TABLE

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



CENTRAL DIVISION TIME TABLE

LEITHTON SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIOCHANNELS CALLING
			60.85	TRAFTON	CTC	55.5	
			60.05	LAKE			
			57.0	GIL			
			49.55	BARRINGTON			
			43.9	NORTH SUTTON			
			41.9	SOUTH SUTTON			
			37.7	IVORY			
			37.5	SPAULDING			
			35.5	NORTH IOWA			
			32.9	PRATT			
			30.2	THORN			
			29.1	WEST CHICAGO			
			28.9	JB TOWER			
		22.8	22.8	EOLA			
		21.5	21.5	AURORA JCT.			
		20.7	20.7	LIBERTY			
			16.1	NORMANTOWN			
			12.2	FIELD			
			9.8	RIVER			
			5.5	TURNER			
		3.6	W. BRIDGE JCT.				
		1.5	E. BRIDGE JCT.				
		0.5	RUFF				
		0.0	JOLIET YARD				

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be

CENTRAL DIVISION TIME TABLE

governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

1 MAXIMUM SPEED

45 MPH

2 PTC LIMITS

Trafton to Joliet Yard

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
Trafton to MP 60.0- Both Mains (curves)	30
Lake - through crossover to Waukegan Sub	25
Gil - through turnout DCS	45
Barrington to MP 49.2- UP Crossing	30
CP North Sutton - through turnout DCS	40
South Sutton Crossovers	40
MP 39.5 to MP 33.7 - Key Trains	35
CP Ivory - though turnout DCS	40
Spaulding – CP Crossing	30
North Iowa – through turnout DCS	15
North Iowa – Connecting Track to East Jay	15
Pratt – through turnout DCS	45
Thorn – through crossover	30
West Chicago – through turnout DCS	30
MP 29.3 to MP 28.8	30
JB Tower- through turnout DCS to UP RR	20
MP 25 to MP 14- Key Trains	35
Normantown – through turnout DCS	45
Field – through crossover	40
River – through turnout to Illinois River Sub	15
Turner – through turnout DCS	30
E. Bridge Jct. – through turnout DCS	25
MP 4 to MP 1.8- Key Trains	35
MP 1.8 to MP 0.0	25
MP 0.4 - though turnout to Run-Through track off Main 2	20



CENTRAL DIVISION TIME TABLE

4 SIDING SPEEDS

SIDING SPEEDS	Turnouts MPH	Siding MPH
Eola - Liberty	25	25

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars are cleared on this subdivision, maximum 180,000 lbs with the following speed restrictions:
 - Maximum Speed 40 MPH
 - 10 MPH over Bridge at MP 21.25
 - 10 MPH over Bridge at MP 9.78
 - 10 MPH over Bridge at MP 1.52

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leighton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS NIL**

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC**

CTC - in effect between	Controlled by
Trafton and Joliet Yard	Homewood RTC

(e) **ABS NIL**



CENTRAL DIVISION TIME TABLE

- (f) **TRACK AUTHORITY LIMITS** NIL
- (g) **RULE 520** Leithton Connection Track.
- (h) **RULE 901** Switches where trains must not clear the Main Track.

Sutton - Setout Track	MP 43.8
West Chicago - House Track	MP 29.3
NexGen	MP 24.9
Entec	MP 10.59

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Barrington	UP Crossing	Homewood RTC
Spaulding	CP Crossing	Tower B-17 Operator (094 094) (630) 860-4401
JB Tower	UP Crossing	JB Tower Operator (054 054) (630) 562-7165

On- Track Safety	Barrington	JB Tower
Verbal Protection	X	X
Track Authority	X	
Train Approach Warning	X	X

BULLETIN BOARDS

- Spaulding.Yard Office
- JB Tower. Tower
- Joliet Yard.Yard Offices

8 MEASURED MILE

- MP 15.0 and MP 16.0
- MP 45.0 and MP 46.0

9 SPECIAL CONDITIONS

- (a) **RULE 411 - Locomotive Whistle Quiet Zones – in effect:**
 - From Diamond Lake Rd. (MP 59.13) to (and including) W. Bartlett Road (MP 36.95)
 - From Smith Road (MP 32.94) to (and including) Ann Street (MP 28.50)
 - At Army Trail Rd. (MP 33.90)
 - From Batavia Road (MP 25.63) to (and including) Prairie Path Crossing (MP 22.65), just south of Diehl Rd.
 - From Liberty St. (MP 20.63) to (and including) Lockport St. (MP 8.99)
 - From Essington Rd. (MP 6.87) to (and including) Oakland Ave. (MP 3.20)



CENTRAL DIVISION TIME TABLE

- (b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**

Location	Track ID
Entec Industries, MP 10.68	All Tracks
Kapstone Industry, MP 23.8	Track EL31
Joliet Yard in Middle Yard, South Yard	All Tracks
Joliet IM	JI04 and JI05 over the trestle
Butterfield at International Paper	EL30 and West Rock track EL31
West Rock - Brisbane	BB33

- (c) **HANDBRAKE REQUIREMENTS NIL**

- (d) **ENGINE RESTRICTIONS - Prohibited 6 Axle Locomotive Locations:**

- MP 59.9 Medline Industry lead track
- MP 54.3 Tredegar Industry lead track
- MP 2.4 Seeler Industry Hi Line lead track

- (e) **HTUA - High Threat Urban Area is in effect between:**

- MP 39.5 and MP 33.7
- MP 25.0 and MP 14.0
- MP 4.0 and MP 1.8.

Rule 528 – Automatic Warning Devices

135th Street (Walker Lead Only) MP 11.41

Rule 530 - Infrequently Used Automatic Warning Devices:

Gifford Road (on West Wye at Spaulding) (MP 37.87)

Public Road Crossings- All trains must report to the Homewood RTC, by first available means of communication, when train is stopped in a location where a public road crossing is blocked for 10 minutes or more. Provisions will be made to cut the crossing. The below information must be provided to the RTC:

- Notify the RTC of the intent to cut the crossing
- Crossing Name
- Mile Post
- Train Symbol or Train Assignment
- Length of time road crossing was blocked
- Narrative description of reason why the road was blocked

Homewood RTC will immediately notify the Chief Dispatcher.

Lake - Homewood RTCs will confer with each other before lining trains between the Waukesha Subdivision and Lake. Trains receiving a proceed indication between Trafton (Waukesha Sub) and Lake (Leithton Sub) are authorized to operate onto the other subdivision without further authority.

Romeoville Spur - Do not exceed 6 MPH in Environmental Sensitive Zones between May 15 and September 15.

E. Bridge Jct. - Trains stopped at signal displaying Stop will be authorized to proceed per Rule 857 if the RTC has indication that bridge is closed and locked. If bridge does not indicate locked, RTC will instruct a crew member to inspect the bridge and ascertain rail is properly lined for movement across the draw span, before train may proceed.

CENTRAL DIVISION TIME TABLE

East Bridge Jct. - That part of Rule 1003 reading, except at railroad crossings at grade, trains granted Track Authority may, after stopping, pass a Stop indication without further authority while within the limits, does not apply at the absolute signals governing movement over the movable span of the bridge at East Bridge Jct.

Joliet Yard - Switches connected to the Run-Through Track must be left lined for movement on the Run-Through Track unless otherwise directed by the Joliet Yardmaster.

Joliet Yard Switching - Cutting cars off in motion will only be allowed at the East end of Joliet Yard on the following tracks:

- Tracks 1 through 10 in the "Middle Yard"
- Tracks 1 through 29 in the "North Yard"

Cars must not be cut off in motion into a clear track. Before releasing any car, employees must ensure the intended track is properly secure with a minimum of 3 handbrakes and sufficient room is allowed on the north end of the track to prevent cars from fouling once couplings are made.

When cars are released in motion the following applies:

- Tangent track only,
- route must be lined for intended track and clear of proceeding cars,
- drawbars are properly lined with knuckles opened,
- Release speed not to exceed 3 MPH,
- Release no more than 2 load or 5 empty cars at a time or no more than 2 load or 5 empty cars are allowed to couple to standing equipment while moving under its own momentum.

Field employee must promptly notify the employee releasing the cars if one of the following conditions exist:

- Track to be switched into is clear or not properly secured, or
- Northend of the track(s) is just beyond the clearance point or does not have sufficient room to clear adjacent track(s).

Joliet Yardmaster - Joliet Yardmaster will monitor Radio Channel (053 053) Foreign Railroads coming to Joliet Yard must contact the Joliet Yardmaster before passing UD Tower (north or westward) or Oakland Ave. (south or eastward) for permission to enter H Yard.

DTMF Switch Locations - DTMF Switches as prescribed by USOR Rule 717 are located at West Wye North End (MP 00.01) and West Wye South End (MP 00.03) on the H Yard Lead.

Trains that will use the H Yard Lead, when within ½ mile, but not closer than 300 ft. of DTMF Switch, select the DTMF code for the correct position of the switch:

- **MP 00.01** - West Wye North End
DTMF Code
 - Normal Position 0-0-0-0-1-1 (Lined straight on the Run-Through Track)
 - Reverse Position 0-0-0-0-1-2 (Lined to West Wye)
- **MP 00.03** - West Wye South End
DTMF Code
 - Normal Position 0-0-0-0-3-1 (Lined West Wye to the H Yard Lead)
 - Reverse Position 0-0-0-0-3-2 (Lined East Wye to the H Yard Lead)

Phoenix Industry - While switching, cars must never be cut off in motion on any track at Phoenix Industry account of grade.

DP Remote Zone with Single Locomotive (ABTH 608) - If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.



CENTRAL DIVISION TIME TABLE

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

10 HPTA EXCEPTIONS HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 60.0 and MP 55.0 - Southward

11 LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
NexGen	24.9	796	North
Butterfield Center	23.9	Industry	North



CENTRAL DIVISION TIME TABLE

MANLY SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
				↓ SOUTH	↑ NORTH			
<p>To CFU Spur</p>			224.8	MANLY JCT		YL		
				1.75				
			223.05	REINDL				
				3.65				
			219.4	PLYMOUTH JCT				
				3.1				
			216.3	ROCK FALLS				
				3.35				
			212.95	STOFFER			TA	
				2.15				
			210.8	NORA SPRINGS				
				7.2				
			203.6	ROCKFORD				
				8.1				
			195.5	MARBLE ROCK				
			5.0					
		190.0	GREENE					
			5.4					
		185.1	PACKARD					
			5.9					
		179.2	CLARKSVILLE					
			4.2					
		175.0	BUTLER			YL		
			2.8					
		172.2	SHELL ROCK					
			9.57					
		162.63	ROTARY			TA		
			2.7					
		157.5	CEDAR FALLS JCT.					

RTC (085 085) '5115# or '4#
 Diesel Doc '3#
 MS Rep '8#
 PTC '5#
 TSC '9#
 Emergency '0#

Note: Manly Subdivision ends at the Cedar Falls Spur (CFU) at MP 155.75 on the south end.

1 MAX SPEED

Freight 25 MPH - Passenger 30 MPH



CENTRAL DIVISION TIME TABLE

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

Location	Freight, Passenger MPH
MP 224.8 - MP 222.9	Freight - 10 MPH, Passenger - NIL
MP 211.2 - MP 210.6	Freight - 10 MPH, Passenger - NIL
MP 219.4 Plymouth Junction Transfer Track	Freight - 10 MPH, Passenger - NIL
MP 210.85 (Nora Springs Transfer Track)	Freight - 10 MPH, Passenger - NIL
MP 190.3 - MP 189.5 (Green) HER	Freight - 10 MPH, Passenger - 10 MPH
MP 180.0 - 179.0 (Clarksville) HER	Freight - 10 MPH, Passenger - 10 MPH
MP 172.6 - MP 171.5 (Shell Rock) HER	Freight - 10 MPH, Passenger - 10 MPH
MP 159.0 - MP 157.5	Freight - 10 MPH, Passenger - NIL
Manly (South Shop & Elevator Tracks) MY41 - MY44	Freight - 5 MPH, Passenger - NIL
CV02	Freight - 5 MPH, Passenger - NIL
CV03	Freight - 5 MPH, Passenger - NIL
BU01 (220th Street) HER	Freight - 5 MPH, Passenger - NIL
Cedar Falls Utilitys Spur	Freight - 5 MPH, Passenger - NIL

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted – 286,000 lbs.

Cars in excess of 263,000 lbs comply with the following below;

Location	MPH
MP 208.7 (Over Bridge)	10
MP 202.6 (Over Bridge)	10
MP 177.7 (Over Bridge)	10

6 OPERATING CHARACTERISTICS

- (a) **DOB LIMITS** - NIL
- (b) **YARD LIMITS**
 MP 224.8 - MP 222.9
 MP 177.0 - MP 171.5
- (c) **SIGNAL RULES** - NIL
- (d) **CTC** - NIL
- (e) **ABS** - NIL
- (f) **TRACK AUTHORITY LIMITS**
 MP 222.9 - MP 177.0



CENTRAL DIVISION TIME TABLE

MP 171.5 - MP 157.5

(g) **RULE 520**

MP 227.0 - MP 224.8

MP 157.5 - MP 155.75

(h) **RULE 901 - NIL**

7 RAILROAD CROSSINGS AT GRADE

MP	Name	Controlled By
MP 219.52	CPKC	Stop Signs
MP 210.74	CPKC	Automatic

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

(a) **RULE 411 - NIL**

(b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**



CENTRAL DIVISION TIME TABLE

Location	Track ID
Cedar Falls Spur	1st Street - State Street
	South "C" Plant Track
	Utility "B" Unloading Pit Track
MP 160.50	Bridge
MP 174.5	Butler Track BP21 (Load Out)
	Butler Track BP22 (Load Out)
MP 177.7	Bridge
Butler Logistic Park	Track BU31 (Service Platform)
MP 185.1	Track PK01 (Load Out & Fall Protection Post)
MP 195.9	Track MR04 (Gate Opener)
MP 210.3	Stone Arch Bridge (Walkway Railings)
MP 216.3	Track RF01 (Load Out)
Manly Yard	Tracks MY10 & MY11
	Track MY42 (South Car Shop - Building Doors)
	Track MY41 (Engine House - Building Doors)
	Track MY30 (North Car Shop - Building Doors)
	Track MY41 (Round House Buildings)
	Track MT25 (Ethonal Load Out)
	Track MT24 (Ethonal Load Out)
Manly Logistic Park	Track ML03 (Sukup Mfg. Both Doors)

(c) **HANDBRAKE REQUIREMENTS** - Minimum requirement for application of handbrakes by location.

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Manly Yard	Tracks MY01-MY06	1	1
		2	2
		3	3
		4	4
		5 or more	5
Manly Terminal	All Tracks	1	1
		2	2
		3	3
		3-10	3
		11 or more	*3



CENTRAL DIVISION TIME TABLE

***Note: Manly Terminal** - When securing 11 or more cars, apply (1) additional hand brake for every incremental three cars.

(d) **ENGINE RESTRICTIONS - Prohibited 6 Axle Locomotive Locations**

Location	Track ID
Manly Yard	Tracks MY35, MY42-MY44
MP 179.2	Bristow Spur
	Track CV02
	Track CV03
Cedar Falls (Spur Track)	All Tracks

(e) **HTUA - NIL**

Hazardous Material Staging Lease Tracks:

- 1) Manly Terminal LLC. Tracks MY07, MY08 and MY10.
- 2) Butler, Track BP01 between the crossover-1 switch (XOVR-1) and the south switch.

The above tracks are designated for the EXCLUSIVE use of the specified customer. No other cars may be placed or stored on this track. General switching not associated with serving the specified customer is not permitted on these tracks.

Manly Jct., MP 224.8- Crews must contact UP Dispatcher, (049-049), DTMF *81, prior to operating the Harris Street Switch or Manly Jct. switch. Both the Harris Street and Manly Jct. switches must be lined for the UP Main Track when not in use.

Manly Engine House - At Manly, both doors of the engine house must be in the fully opened position when crews are coupling, uncoupling or moving any engine and/or car which is less than fifty (50) feet from either door or when shoving to place engines and/or cars to within fifty (50) feet of either door. In addition, all locomotives and/or cars left standing within the engine house must each have a hand brake applied.

Manly Yard, Dimensional Load Restrictions - Manly Yard Tracks MY09 - MY11 have close track spacing which can create clearance restrictions with certain dimensional equipment.

Extreme care must be taken to visually observe movements of dimensional equipment through Manly Yard as needed to verify that dimensional equipment will clear cars on adjacent tracks.

The following steps must be taken by crews handling dimensional equipment at the crossover from MY11 to MY21 prior to moving dimensional equipment:

- 1) Tracks MY10 and MY11 from south switch to Dimensional Clearance Point (DCP) must be clear of equipment.
- 2) Track MY21 south DCP to the north DCP must be clear of equipment.
- 3) Track ML03 south switch to the DCP must be clear of equipment.
- 4) Track MT25 south switch to the DCP must be clear of equipment.

Movement of trains with blades exceeding 180-feet shall be designated by clearance notice.

Crew members handling excessive dimension equipment must ensure that equipment will clear nearby objects, including equipment on adjacent tracks. If a Train cannot reach a point with enough clearance, crew members must make sure protection is provided against movements on adjacent tracks.

The following alternative routing for trains with blades exceeding 180-feet is approved:

- 1) South entrance at Harris St.
- 2) East Lead to MY11.
- 3) MY11 to ML01 for spotting and unloading.

ML10 must be completely cleared of equipment for movement on this routing.

Manly Turntable - The turntable is out of service.

CENTRAL DIVISION TIME TABLE

Manly Terminal LLC - Manly Terminal Tracks MT11 & MT12, riding side of car is prohibited from switch to bumper posts.

Plymouth Junction - Foreign line roads leaving trains unattended with locomotives attached on CN property, shall secure the train against undesired movement in compliance with their railroad's securement rules. In addition to securing adequate hand brakes, trains which have previously been given an air brake test must be left with a 20 PSI automatic brake pipe reduction on the train with the lead unit cut in and running to maintain brake pipe pressure.

Stoffer - At Stoffer, cars must not be left nearer than two car lengths from the derails at either end of the siding.

Greene Landus Coop Facility - Normal position for GR02 Switch shall be lined and locked for GR02. Empties will be spotted on the North end of GR01 clear of the GR02 switch.

Butler Yard - BU15, make certain to keep Butler Intermodal Terminal Crossing and Maintenance Crossings clear of cars.

Poet Facility:

- Crews switching the facility must secure each track upon completion of switching by applying one hand brake for every five cars on that track. Cuts of less than five cars will be secured by two hand brakes.
- Ethanol Loading Tracks: 1. Locomotives or freight cars, other than tank cars, must not be operated past the load out at Butler on "BP20" as platforms may not clear this equipment if not in the fully retracted position.
- Crews spotting or pulling cars from either end of BP22 must not pass the NO CLEARANCE AHEAD signs located one (1) car length from each end of the loadout. In addition, cars located within or partially located within the NO CLEARANCE AHEAD signs must not be moved. An orange rectangle above the NO CLEARANCE AHEAD signs identifies these locations.

Trinity Industries:

- BT01 is protected on the south end by an CN controlled derail. A second derail controlled by Trinity Industries is placed on the north end of BT01, approximately 1,265 feet from the south derail. CN crews will not operate beyond the north derail.
- A track skate post has been installed on the west side of BT01, 100 feet north of the south derail for purposes of storing track skates when not in use.
- A double swinging gate has been installed on BT01, 100 feet north of the skate post. The gate is equipped with a dual locking device to accommodate both CN and Trinity locks. Ensure both sides of the gate are fully opened and secured before beginning movement.

Spotting Instructions:

- When spotting cars to BT01, the south car will be cut off at the skate post. A single skate shall be applied to the first wheel of the south end of the car on the west side. Track will be secured by four handbrakes and securement tested as per ABTH Rule 503. When spotting cars at the skate post, cars will not clear the gate and gate shall remain left open.
- When pulling cars from BT01, and the track is not going to be re-spotted, close and lock the gate.

Shell Rock Soy Plant (SRSP) facility - Located at Butler on the Manly Subdivision is placed in service.

- SRSP is accessed via a switch on the West Butler Track. The normal position of this switch is lined and locked for movement on the West Butler Track.
- A derail, under the control of SRSP is locked with SRSP private lock(s) and utilized to restrict access to the facility. When unlocked and blue flags are removed, crews are permitted to switch the facility.
- Due to the steep grade leading to SRSP, crews are not permitted to switch between the West Butler Track switch and the derail located at the entrance to the SRSP facility.
- Spot/Pull Instructions: Normal operations, inbounds will be Spotted on BS04 or BS05 as directed by SRSP and Pull instructions will designate the location of the outbound pulls.

CENTRAL DIVISION TIME TABLE

CN movements are prohibited from entering the building at the Bean Dump Pit, Meal Loadout building, and Oil Loadout located on BS01-BS03. When instructed to place cars on BS01-BS03 tracks, cars must be spotted east of the truck crossing on BS01, approximately 150 feet East of the building.

- SRSP utilizes car mover(s) to load, unload and switch railcars located within the facility and on the tail track. The normal position of the Tail Track Switch is lined and locked with an CN switch lock for movement onto the Tail Track. This alignment prevents SRSP equipment from entering CN right-of-way. Conductors and Engineers will job brief prior to leaving SRSP property and verify that this switch is lined and locked for movement toward the tail track.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



CENTRAL DIVISION TIME TABLE

MATTESON SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS	EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN
			46.4	KIRK YARD JCT.		Rule 520		
				1.2				
			45.2	STOCKTON	0.5			
			44.7	CLARK JCT.	0.4			
			44.3	CSX JCT.	1.1			
			43.2	CAVANAUGH	1.47		**41.95	(016 016) RTC *2# or *5200#
			41.73	IVANHOE	1.68			
			40.05	OAK	0.35			
			39.70	VAN LOON	0.45			Diesel Doc *3#
			39.25	BLACK	3.05		**38.1	MS Rep *8#
			36.2	GRIFFITH	4.9	CTC	33.5	PTC *5#
			31.3	DYER	6.1		**29.2	TSC *9#
			25.2	CHICAGO HEIGHTS	2.7		22.8	Emergency *6#
			22.5	MATTESON	0.5			
			22.0	LOWE	1.8			
			20.2	ROBIN	5.6		17.1	
			14.6	FORT	3.3			
			11.3	FRANK	4.4			
			6.9	MOKENA	6.1		6.0	
			0.8	ROCK	0.2			
		0.6	EAST JOLIET	0.6				
		0.0	JOLIET YARD				End to End (054 054)	

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be



CENTRAL DIVISION TIME TABLE

governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

1 MAXIMUM SPEED

45 MPH

2 PTC LIMITS

Stockton And Joliet Yard

CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 45.5 to MP 35 - Key Trains	35
North Yard- tracks 1-8	15
South Hump Lead (Buchanan St to River Yard)	15
North Hump Lead (Switch 1-7 North Yard-east end to Broadway St.)	15
Bucannan St. (N. Hump Lead to S. Hump Lead) - through crossovers	15
North Hump Lead to North Hump Lead at Buchanan St. through turnout	15
North Hump Lead (east end) - through turnout at Broadway	15
1-7 Group Tracks	15
Kirk Yard Jct (MP 46.4) All Tracks including crossover and turnouts	15
3rd - 6th Leads to Kirk Yard Jct	15
South 1 and 2 through Dixie Lead to Kirk Yard Jct	15
North Yard Lead Track (MP 46.05)	15
MP 45.96 - through crossover between Yard Leads 1 and 2	15
Yard Lead No. 1 - between Stockton and 6th Lead at Kirk Yard Jct.	15
Yard Lead No. 2 - between Stockton and 5th Lead at Kirk Yard Jct.	15
Pulldowns No.1 and No.2	15
Outgoing Track between Stockton and 3rd Lead at Kirk Yard Jct.	15
Stockton - through control point	20
Stockton - through crossover	15
Stockton - through turnout DCS Outgoing Track to Main 2	15
Stockton to MP 42.7 - Mains 1 and 2	40
Clark Jct. - through crossover	25
CSX Jct. - through turnout DCS and CSX Connection Track	25
Cavanaugh - through crossover	25
Cavanaugh - both legs of the wye	10
CLS&E Wye	10
Ivanhoe - IHB/CSX Crossings (Mains 1 and 2)	30
Vanhook - NS/CSX Crossings (Mains 1 and 2)	20



CENTRAL DIVISION TIME TABLE

SPEED RESTRICTIONS	MPH
MP 36.85 – through crossover #4 Miller Street	25
MP 36.6 to MP 36.0 – (Mains 1 & 2)	25
Griffith – Connections and turnouts to South Bend Sub	25
Main 1 connecting track to Main 1 South Bend Sub	25
MP 36.73 – through crossover #3 Lake Street	25
MP 36.15 – through crossover #2 Griffith East	25
MP 36.06 – through crossover #1 Griffith West	25
Dyer – CSX Crossing (Mains 1 and 2)	30
MP 25.4 – through Crossover #3	25
MP 25.1 – through Crossover #2	25
MP 25.4 to MP 24.6 – (Mains 1& 2)	30
MP 22.3 to MP 21.5 – (Mains 1 & 2) (curves)	40
Lowe – turnout to SE Connection off Main 2	25
Lowe – turnout to NE Connection off Main 1	15
Lowe – turnout to Loop Track off Main 1	15
Lowe – NE Connection and Loop Track to Swede	15
Lowe – through crossovers Main 1/Main 2 (see special conditions)	30
Robin – through turnout DCS	45
Fort – through turnout DCS	30
Frank – through turnout DCS	30
Mokena – through turnout DCS	45
MP 6 to Rock - Key Trains	35
MP 1.45 to Rock- curve	30
Rock to Joliet Yard- (Mains 1 & 2)	25
Rock – through crossover	25
Rock – through turnout to Run-Through Track off Main 2	20
Joliet Yard – Run-Through Track	20

4 SIDING SPEEDS

NIL



CENTRAL DIVISION TIME TABLE

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars are cleared on this subdivision, maximum 180,000 lbs with the following speed restrictions:
 - Maximum Speed 40 MPH
 - 25 MPH over Bridge at MP 39.23
 - 25 MPH over Bridge at MP 31.31
 - 25 MPH over Bridge at MP 25.67
 - 25 MPH over Bridge at MP 13.03

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC**

CTC – in effect between/at	Controlled by
Stockton and Griffith	Homewood RTC
Griffith and Rock	Homewood RTC
Rock	Metra Dispatcher
Rock and Joliet Yard	Homewood RTC

(e) **ABS** NIL



CENTRAL DIVISION TIME TABLE

(f) **TRACK AUTHORITY LIMITS** NIL

(g) **RULE 520**

Trackage from (and including) Kirk Yard Jct. to (but not including) Stockton is designated Rule 520.

Calumet Spur - trackage from Cavanaugh to Hammond Lead end of track near MP 46, and from Shearson to Whiting. All trackage west of CTC at Cavanaugh is designated Rule 520.

(h) **RULE 901** Switches where trains must not clear the Main Track:

H.B. Reed	MP 41.55
Ace Hardware	MP 19.1
Frankfort Storage (Main 1)	MP 13.4

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Ivanhoe	IHB/CSX Crossing	Homewood RTC*
Van Loon	NS Crossing	NS Train Dispatcher (092 092) (Tone 9-2-2) (260) 493-5398
Griffith	South Bend Sub Crossing	Homewood RTC (028 028) Tone *5220#
Dyer	CSX Crossing	Automatic
Chicago Heights	UP Crossing	Homewood RTC
Rock	Metra/CSX Crossing	Metra Dispatcher (082 082)** (312) 322-2856

*Ivanhoe – CN route is lined by Homewood RTC and IHB/CSX route is lined by IHB Train Dispatcher on a first come, first served basis. Roadway Workers must obtain a block from IHB Dispatcher (219) 989-4742 in addition to complying with On-Track Safety instructions below.

**Rock - CN route is controlled by Metra/CSX. Prior to Roadway Worker entering the Interlocking, CN RTC will contact Metra/CSX Dispatcher and request blocks for the route. Roadway Worker will then contact Metra/CSX Dispatcher and obtain blocks.

On-Track Safety	Ivanhoe	Griffith	Dyer	Chicago Heights
Verbal Protection	X	X		X
Track Authority	X	X		X
Train Approach Warning	X	X	X	X
Lone Worker				
Signal Maintainer			X	
Planned Work		X*		

* Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.



CENTRAL DIVISION TIME TABLE

8 MEASURED MILE

- MP 15.0 and MP 16.0
- MP 38.0 and MP 39.0

9 SPECIAL CONDITIONS

(a) **RULE 411 - Locomotive Whistle Quiet Zone – in effect:**

- From (and including) 40th Place (MP 38.11) to (and including) Airport Road/213th Street (MP 33.66)
- From (and including) Hart Street (MP 31.10) to (and including) Cottage Grove Avenue (MP 27.17)
- From (and including) Main St. (MP 21.61) to (and including) Western Ave. (MP 23.12)
- From (and including) Cicero Ave (MP 20.06) to (and including) Ridgeland Ave (MP 18.07)
- From (and including) Harlem Ave. (MP 17.06) to and including 116th St. (MP 11.49)
- From (and including) School House Road (MP 10) to (and including) Gougar Road (MP 6)
- From (and including) Spencer/Country Club Road (MP 3.15) to (and including) Washington Street (MP 0.95)

(b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**

Location	Track ID
Kirk Yard	KC51 (North Side)
Kirk Yard	KC52 (South Side)
MP 43.8- Asphalt Cutbacks	All Tracks
Joliet Yard	Middle Yard- All Tracks
Joliet Yard	South Yard- All Tracks
AMG (MP 43.0)	All Tracks

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location.**

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Ruquired
Kirk (North Yard)	KN01-KN13	1	1
		2	2
		3 or more	3
Kirk (South Yard)	KN01-KN11	1	1
		2	2
		3 or more	3

(d) **ENGINE RESTRICTIONS - Prohibited 6 Axle Locomotive Locations:**

- Kemira Industry on Calumet Spur
- East Pactiv MP 14.3
- West Pactiv MP 14.4

CENTRAL DIVISION TIME TABLE

(e) **HTUA - High Threat Urban Area is in effect:**

- On all trackage east of MP 35.
- Between MP 6 and Roc

Kirk Yard West End Yardmaster - West End Yardmaster will monitor Channel (056 056). Trains on CN trackage coming to Kirk Yard must contact the West End Yardmaster prior to passing Stockton. Foreign Railroad trains coming to Kirk Yard must contact the West End Yardmaster before occupying CN trackage.

Kirk Yard - Do not exceed 5 mph from the Roadline switch through the turnout side towards the Hi-Speed Track, and continuing on the Hi-Speed Track for 1,350 feet.

Kirk Yard shove movements in tracks KC12 through KC65 - Employee may be relieved from providing visual protection when a track has been pulled and an equivalent amount or less of cars/equipment will be immediately shoved back into that track and that track has remained clear to the location where the movement will be stopped.

Equipment must not be shoved until it determined that:

- The track is protected in Train Yard Tech (TYT) from the Yardmaster
- Portion of track to be used is clear of equipment or conflicting movement
- The track will remain clear to the location where movement will be stopped
- There are no intervening switches and/or details

Kirk Yard Switch Position - Normal position for all switches are to be lined for the South Hump Lead. The South Hump Lead is the middle track, from the Crest of the Hump to and including the western most switch of River Yard, immediately after using, the position of these switches are to be communicated directly to a RCO crewmember or to the Yardmaster when no RCO is on duty.

Kirk Yard Remote Control Zone (RCZ) - Kirk Yard Remote Control Zone (RCZ) - Kirk Yard Remote Control Zones are in effect 24 hours a day, 7 days a week; All Zones are activated and deactivated by the controlling RCO. If RCO is not on duty, contact the yardmaster to determine the status of the zone(s), and routing instructions from the Yardmaster must be obtained prior to fouling any RCZ trackage.

Joint Movements within a RCZ - Jointly occupied movements within a RCZ must be protected under USOR Rule 518 on Main Tracks and USOR Rule 520 on Non-Main Tracks until the zone is no longer jointly occupied. The last jointly occupying crew must directly communicate, i.e., not through a third party, to a remote control crewmember that they are clear of the zone and all switches are lined back. This will meet the requirements for track is clear and visual determination by RCO is not required.

RCZ1 - begins 250' east of Buchanan St. underpass on the south hump lead (middle track) eastward and extends to the foul zone of the south hump lead switch (middle track) at Broadway St. underpass.

RCZ2 - Will begin inside the foul zone of the south hump lead switch (middle track) at Broadway St. underpass eastward to but not including the foul zone of the trailing switch for Metal Processing on the east end of River Yard on the Dixie Lead.

RCZ3 - begins 250' east of Buchanan St. underpass on the north hump lead (north track) eastward and extends to the foul zone of the North Hump lead switch at Broadway St. Underpass.

Kirk Yard Rail Comm System - Switches at Kirk Yard Junction will be positioned locally by the KY-100 Yardmaster under Rail-Comm System. Four Rail-Comm Control panels are also located adjacent to the track at Kirk Yard Junction to locally position the switches in the event communication is lost from KY-100. All Rail-Comm switches will be equipped with switch point indicators displaying aspects according to Rule 701.

Unless otherwise authorized, the Rail-Comm system will primarily be controlled by the KY-100 Yardmaster and will position switches as requested by crew members or roadway workers. Movements will proceed through Kirk Yard Junction tracks as outlined under USOR 520.

Before establishing working limits, protection must be provided in accordance with On-Track Safety Section 5 and USOR rule 608 for protection on tracks equipped with remotely controlled switches in a yard.

CENTRAL DIVISION TIME TABLE

Kirk Yard Bowl Securement - When starting a clear track in the bowl between KC35 – KC49, the utility employee or other qualified employee (e.g., pulldown conductor in that area) must be in position to secure the first car into the track prior to the 2nd car destined for the same track being humped. All securement communication must be made on channel 091-091.

East End Hump Coordinator will protect the track until verified from a qualified employee the first car is secured or in position to secure the first car.

West End Utility Employee is responsible for the following:

- Track the builds to determine which tracks are to be pulled next.
- Securement of bowl tracks.
- Proactively communicate with the East End Hump Coordinator on what tracks are secured or need to be secured.

23 Ft. Height Restriction – Movements or activities exceeding 23 feet in height above the top of the rail between MP 45.2 and MP 43.0 on both Main Tracks must be coordinated with Gary/Chicago Airport (GCIAA) before entry of extra-height equipment between those limits. Reflective two-sided signage at MP 45.2 and at MP 43.0 with the noted height restriction, along with the Gary/Chicago Airport contact phone number are placed adjacent to the track at MP 45.2 and at MP 43.0.

In the event of an emergency or incident including, but not limited to, a derailment, explosion, fire, or release of Toxic Inhalation Hazard (TIH) and Poisonous Inhalation Hazard (PIH) or other regulated materials between MP 45.2 and MP 43.0, a CN ROC Manager must immediately contact the Gary/Chicago Airport at 219-949-4911. Once notice has been given of an Emergency by CN to Gary/Chicago Airport, use of any structure, regardless of height, may be used to address the Emergency. Once the emergency has been alleviated, CN ROC Manager shall notify the Gary/Chicago Airport.

Except in an emergency, if necessary to make movements, or use any temporary structure exceeding 23 feet, up to 100 feet, between MP 45.2 and MP 43.0, CN ROC Manager must notify the Gary/Chicago Airport with a minimum 72 hours advanced notice with begin date and time, and duration of the planned occupancy. In the event CN requires fewer than 72 hours notice to respond to a directive from the FRA, such directive shall constitute an Emergency, for purposes of the required notice, and shall be coordinated with the Gary/Chicago Airport as an emergency situation. Once notice has been given by CN to the Gary/Chicago Airport point of contact, CN shall be authorized to occupy or use any temporary structure exceeding 23 feet, up to 100 feet, above top of rail, as provided by its notice to Gary/Chicago Airport.

Except in an emergency, if necessary to place any temporary structure exceeding 100 feet in height above the top of the rail between MP 45.2 and MP 43.0, CN ROC Manager must contact the Gary/Chicago Airport no less than seven (7) weeks prior to the event date. Such notice includes but not limited to, begin date and time, duration, latitude, longitude, elevation, broadcasting frequency, and a description of the proposed object and its function.

NOTE: Any temporary structure that exceeds 23 feet above the rail must be equipped with orange flags along with sequencing strobes and/or red obstruction lights at the highest point of the obstruction.

All activity or equipment exceeding 23 feet above the top of the rail must be removed or lowered to maximum 23 feet in height above the rail at the end of each workday and/or when not in use.

Calumet Spur - Railroad Crossings at Grade located on the spur:

MP 45.1 Grasselli (Hammond Lead)	IHB Crossing	IHB East Dispatcher Channel (025 025) (219) 989-4742
MP 45.3	CSX/NS Crossing	IHB East Dispatcher Channel (025 025) (219) 989-4742
MP 45.5 Calumet (Whiting Line)	IHB Crossing	IHB East Dispatcher Channel (025 025) (219) 989-4742

Calumet Spur Bridge 631 (MP 46.85) – Trains and engines will be governed by Signal Indication.

CENTRAL DIVISION TIME TABLE

posted inside the Operator Stations on both sides of the bridge. Marine Radio Channel 12 shall be monitored by anyone operating the bridge during the closing sequence. The bridge will auto-raise behind movements that shunt the rail.

Dyer - Automatic interlocking at Dyer is approach activated with a Long and a Short approach on either side. When a train enters the Long approach on either side on signal indication and no conflicting movement exists on the diamond at Dyer, a request is automatically sent to the interlocking at Dyer for a signal.

Eastbound Trains have 8 minutes and Westbound Trains have 14 minutes to enter the short approach to secure the route established. Trains delayed within the block as per USOR 855 or are delayed longer than the time limits indicated above from entering the Long approach to entering the Short Approach, MUST be prepared to STOP at the interlocking at Dyer.

Long approach is entered at: Westbound - West side of Griffith Interlocking at MP 36.11. Eastbound - Intermediate signal at MP 27.18 (Sig 1006 Main 1, Sig 1004 Main 2)

Short approach is entered at: Westbound - approximately 450 feet from the Interlocking Signal at Dyer. Eastbound - approximately 3000 feet from the Interlocking Signal at Dyer.

Any movements entering the Main Track between Chicago Heights and Griffith at a Hand Throw switch, or using a Hand Throw switch to Crossover from one Main to the other, MUST be prepared to STOP at the interlocking at Dyer. Once movement enters short approach, they can be governed by signal indication.

MP 21 & MP 22 - Due to realignment of the main track, the distance between MP 21 and MP 22 is 5,325 feet.

Lowe - westbound through crossover from Main 1 to Main 2 must comply with USOR Rule 528 until it is seen crossing protection at Main St is working as intended.

Frank - Westward trains delayed at Frank, if train length permits, must hold east of the residences located near Wolf Road at MP 12.

Joliet Yard - Switches connected to the Run-Through Track must be left lined for movement on the Run-Through Track unless otherwise directed by the Joliet Yardmaster.

Joliet Yard Switching - Cutting cars off in motion will only be allowed at the East end of Joliet Yard on the following tracks:

- Tracks 1 through 10 in the "Middle Yard"
- Tracks 1 through 29 in the "North Yard"

Cars must not be cut off in motion into a clear track. Before releasing any car, employees must ensure the intended track is properly secure with a minimum of 3 handbrakes and sufficient room is allowed on the north end of the track to prevent cars from fouling once couplings are made.

When cars are released in motion the following applies:

- Tangent track only,
- route must be lined for intended track and clear of proceeding cars,
- drawbars are properly lined with knuckles opened,
- Release speed not to exceed 3 MPH
- Release no more than 2 load or 5 empty cars at a time or no more than 2 load or 5 empty cars are allowed to couple to standing equipment while moving under its own momentum.

Field employee must promptly notify the employee releasing the cars if one of the following conditions exist:

- Track to be switched into is clear or not properly secured, or
- Northend of the track(s) is just beyond the clearance point or does not have sufficient room to clear adjacent track(s).

Joliet Yardmaster - Joliet Yardmaster will monitor Radio Channel (053 053) Foreign Railroads coming to Joliet Yard must contact the Joliet Yardmaster before passing UD Tower (north or westward) or Oakland Ave. (south or eastward) for permission to enter H Yard.

CENTRAL DIVISION TIME TABLE

Public Road Crossings - All trains must report to the Homewood RTC, by first available means of communication, when train is stopped in a location where a public road crossing is blocked for 10 minutes or more. Provisions will be made to cut the crossing. The below information must be provided to the RTC:

- Notify the RTC of the intent to cut the crossing
- Crossing Name
- Mile Post
- Train Symbol or Train Assignment
- Length of time road crossing was blocked
- Narrative description of reason why the road was blocked

Homewood RTC will immediately notify the Chief Dispatcher.

DTMF Switch Locations - DTMF Switches as prescribed by USOR Rule 717 are located at West Wye North End (MP 00.01) and West Wye South End (MP 00.03) on the H Yard Lead.

Trains that will use the H Yard Lead, when within ½ mile, but not closer than 300 ft. of DTMF Switch, select the DTMF code for the correct position of the switch:

- MP 00.01 - West Wye North End
 - Normal Position 0-0-0-0-1-1 (Lined straight on the Run-Through Track)
 - Reverse Position 0-0-0-0-1-2 (Lined to West Wye)
- MP 00.03 - West Wye South End
 - Normal Position 0-0-0-0-3-1 (Lined West Wye to the H Yard Lead)
 - Reverse Position 0-0-0-0-3-2 (Lined East Wye to the H Yard Lead)

CN Trains which are actively operating PTC on the subdivision, the requirement of USOR 1000 MANDATORY DIRECTIVES (MD) and USOR 1001 ALL EMPLOYEES ISSUING, COPYING, AND REPEATING MANDATORY DIRECTIVES is amended for the following:

- GBO
- Track Authority

The above Authorities/MD's will be transmitted to the train via the PTC on-board system and the following will apply:

- RTC read of Authorities/MD to the train crew, will not be required.
- Once an Authority/MD is created, the Authority/MD will be automatically sent to all PTC trains operating on the territory.
- PTC will immediately display and protect limits of the Authority/MD.
- When received on the CDU, crewmembers will review, discuss and acknowledge Authority/MD.
- When contacted by the RTC to ensure Authority/MD accuracy on the CDU, crewmember only will repeat only the item number of the Authority/MD displayed on the CDU to the RTC. (the read back of all lines on the Authority/MD is no longer required)
- The RTC will verify Authority/MD is accurate.

If a discrepancy is present, or the Authority/MD is **incorrect**, the Authority/MD is to be verbally issued to the train and immediately reported to the PTC Help Desk.

When an Authority/ MD is voided by the RTC, active PTC trains will no longer display the Authority/MD. Train crew may consider the Authority/MD is no longer in effect. RTC will contact the train crew to ensure the Authority/MD has been removed from the CDU.

If PTC CDU display fails enroute, the following will apply:



CENTRAL DIVISION TIME TABLE

- If **no** Authorities/MD(s) have been delivered electronically while enroute, the train may continue operating by observing GBO(s) included in the trains TGBO.
- If Authorities/MD(s) have been electronically delivered while enroute, stop the train, consistent with good train handling, contact the RTC to verbally receive the Authority/MD information.
- If crew is unsure if Authorities/MD(s) have been electronically delivered, or of the location of such Authorities/MD(s) restrictions, stop the train, consistent with good train handling, and contact the RTC.
- When the RTC has been contacted due to CDU failure, the RTC will determine if any Authorities/MD(s) are needed by the train. If an Authorities/MD(s) are required, the RTC will verbally deliver all details of the Authorities/MD(s). Once RTC has delivered necessary Authorities/MD(s), the train may proceed.

Train crews are responsible for complying with electronically transmitted Authorities/MD(s) when notified by the prompt on the PTC display. This includes when operating in Restricted Mode and/or Disengaged State.

Any discrepancy/failure with an Authority/MD is to be immediately reported to the RTC and the PTC Help Desk.

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

10 HPTA EXCEPTIONS

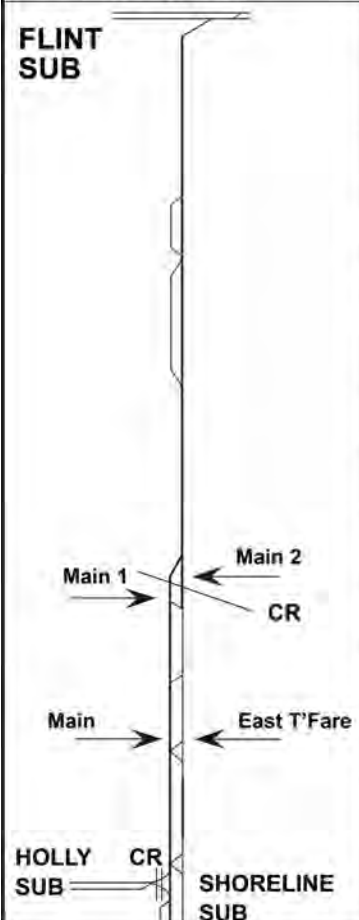
NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
WSI	27.8	Industry	East
Wayne Steel	27.6	Industry	East
Ace Hardware	19.0	Industry	West
Cherry Hill	5.4	1324	Both

MOUNT CLEMENS SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
			55.6	TAPPAN 1.03	CTC	48.6	(028 028) RTC *1# or *5260# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			54.67	ASH 16.37			
			36.2	RICHMOND 5.7			
	9,850	34.5 32.5	32.5	HAVEN 10.2			
	2,605	22.3	22.3	NORTH MOUNT 0.6			
		21.7	21.7	SOUTH MOUNT 5.2			
			16.5	FRASER 0.18			
			16.32	BECK 6.32			
			10.0	NOLAN 3.0			
			7.0	FOREST LAWN 1.2			
			5.8	EAST YARD 0.8			
			5.0	BOCYARD 0.18			
			4.82	AUBIN 0.22			
			4.6	MILWAUKEE JCT.			

1 MAXIMUM SPEED

40 MPH

2 PTC LIMITS

Tappan and Aubin

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
Tappan to MP 55.4	25
MP 32.4 to Nolan - Key Trains	35
Nolan- through turnout to Old Westward	10
Nolan- through turnout to Turkey Trail	10
Nolan - turnout to Main 1	30
Nolan to Forest Lawn - Both Mains	30
Forest Lawn - through crossover	25
Forest Lawn to Aubin - Main	30
Forest Lawn to Milwaukee Jct. - East Throughfare	20
Aubin - through crossover	10
Aubin to Milwaukee Jct. - Main	20

4 SIDING SPEEDS

SIDING SPEEDS	Turnouts MPH	Sidings MPH
Haven	10	10
Mount	10	10

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Greater Detroit Area DOB	Flint Sub between MP 332.39 and MP 250.6 Mount Clemens Sub between MP 55.6 and MP 4.6 Holly Sub between MP 4.1 and MP 67 Shore Line Sub between MP 54.8 and MP 0.0 Flat Rock Sub between MP 2.8 and MP 39.8 Dearborn Sub between MP 13.6 and MP 0.1
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 803 -816

(d) **CTC**

CTC - in effect between	Controlled by
MP 55.6 and MP 4.6	Homewood RTC
Aubin - (between signals on East Throughfare)	Homewood RTC

(e) **ABS NIL**

(f) **TRACK AUTHORITY LIMITS NIL**

(g) **RULE 520** East Thoroughfare between MP 7 and MP 4.6 is designated as Rule 520 except between signals at Aubin.

(h) **RULE 901 - Switches where trains must not clear the Main Track:**

Smith Creek Set-Off	MP 49.12
Stock Build Supplies	MP 25.19
B&D Drywall	MP 24.01
Metro Trade	MP 22.46
Phoenix Stone	MP 21.49
Great Lakes Paper	MP 15.88
Metro Transfer	MP 11.10
C.J. Link Lumber	MP 10.36
Hoover Lumber	MP 7.98
Metro Trade	MP 7.24

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Forest Lawn	CR Crossing	**Desk 10 RTC
Milwaukee Jct	Holly & Shore Line Sub Crossings	*CR Train Dispatcher

** When signal displays STOP indication, once Authorized by the RTC under USOR 857, route is properly lined and no conflicting movement is evident, be governed as follows:

- After stopping, move at least 20 feet past the signal, but not foul of the crossing.
- Wait 5 minutes, then proceed at Restricted Speed.

*CR Dispatcher Channel (64 64) DTMF 5# or (856) 231-2326

On-Track Safety	Forest Lawn*
Train Approach Warning	X
Lock-Out Box	X
Signal Maintainer	X
Planned Work	X**

*Track Authority must be issued through the CR Crossing at Forest Lawn, and 406C must also be applied prior to entering the interlocking.

** Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.

8 MEASURED MILE

- MP 46 and MP 45
- MP 16 and MP 15

9 SPECIAL CONDITIONS

(a) **RULE 411** NIL

(b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**

Location	Track ID
East Yard	ED01 – ED04 (when cars are on the adjacent track)

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location.**

Location	Track(s)	Total Number of Cars in Track	Total Number of Handbrake(s) Required
East Yard	ED01-ED04 & East Throughfare	1 or more	1

(d) **ENGINE RESTRICTIONS** NIL

(e) **HTUA** High Threat Urban Area is in effect on all trackage south of MP 32.4.

Tappan - Northward trains exceeding 6000 feet must contact Homewood RTC to ensure train will not be held at Tappan.

Forest Lawn to MP 4.6 - Contact Flint Yardmaster on Channel (049 049) Tone *5892# prior to occupying and when clear of the East Thoroughfare between Forrest Lawn and MP 4.6.

East Yard - Trains working Detroit must contact the Flint Yardmaster on Channel (049 049) Tone *5892# for instructions.

Trains Bound for Sarnia - When marking up with RTC, qualification status into Canada must be included along with if inadmissible

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

Name	Location	Length	Connection
Stock Building Supplies	25.2	1400	South
B & D Drywall	24.0	Industry	South



CENTRAL DIVISION TIME TABLE

OELWEIN SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	EAST ↓ STATIONS	WEST ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			332.0	MP 332.0		520		
				4.1		TA		
			336.1	DUNKERTON				
				7.7				
				343.8	FAIRBANK			
				7.2				
			351.0	OELWEIN		520		

1 MAX SPEED

Freight 10 MPH - Passenger 15 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

Location	MPH
Dunkerton (DK05)	5

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted – 286,000 lbs.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

NIL

(b) **YARD LIMITS**

NIL

(c) **SIGNAL RULES**

NIL

(d) **CTC**

RTC
(085 085)
*507# or
*1#
Diesel Doc
*3#
MS Rep
*8#
PTC
*5#
TSC
*9#
Emergency
*0#

CENTRAL DIVISION TIME TABLE

NIL

(e) **ABS**

NIL

(f) **TRACK AUTHORITY LIMITS**

Between MP 332.0 and MP 350.0

(g) **RULE 520**

Between MP 350.0 and MP 354.0

(h) **RULE 901** - NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

(a) **RULE 411**

NIL

(b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**

Location	Track ID
MP 331.5	BP22
MP 344.5	Tracks FB03, FB04 and *FB05

NOTE : Track *FB05 - Locomotives or freight cars, other than tank cars, must not be operated past the load out as platforms may not clear this equipment if not in the fully retracted position. Crews spotting or pulling from either end must not pass the NO CLEARANCE AHEAD signs located one (1) car length from each end of the loadout. In addition, cars located within or partially located within the NO CLEARANCE AHEAD signs must not be moved. An orange rectangle above the NO CLEARANCE AHEAD signs identifies these locations.

(c) **HANDBRAKE REQUIREMENTS** - Minimum requirement for application of handbrakes by location.

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Fairbank (Poet Facility)	FB01 - FB06	1	1
		2 or more	2

Note: TRANSCO - Transco personnel apply track skates to the west end of the following tracks, (Tracks 0,1,2,3,4, Back Lead and Freight Track). A single skate shall be applied on each end to the first wheel of the west car and must be removed after coupling. After removing skates, stow

CENTRAL DIVISION TIME TABLE

skates on the designated post and locked. Skate instructions are supplemental to securement rules.

(d) **ENGINE RESTRICTIONS** - Prohibited 6 Axle Locomotive Locations

Location	Track ID
MP 336.1	DK05
MP 350.0 - End of Track	Oelwein Yard

(e) **HTUA** - NIL

Fairbank (Poet Crossover Track) - This track is designated for the exclusive use of the specified customer. No other cars may be placed or stored on this track. General switching not associated with serving the specified customer is not permitted.

Waterloo Railroad - It is mandatory for all crews to contact Waterloo Railroad dispatch and verify the current DOB prior to occupying trackage between WLR MP 325.0 – MP 332.0.

- WLR Dispatcher (RCS) 608-314-9310 Ext. #1
- WLR Radio Channel is 056-056.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



CENTRAL DIVISION TIME TABLE

OMAHA SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
				381.26	TARA -1.6	CTC		
				382.8	SOUTH WYE -7.3	TA	400.0	(072 072) RTC *1# or *5050#
				390.1	KNIERIM -9.9			
				400.0	ROCKWELL CITY -12.0			
				412.0	YETTER -10.8	CTC	419.8	Diesel Doc *3#
				422.8	IDA -2.9			
		5,680	425.5 426.7	425.7	WALL LAKE -22.6	TA	434.0	MS Rep *6# PTC *5# TSC *9# Emergency *6#
		5,895	447.8 449.0	448.3	DENISON -7.3			
				455.6	ARION -9.9			
				465.5	DUNLAP -10.0			
				475.5	WOODBINE -16.5	Rule 520	470.4	
				492.0	EUCLID -19.4			
				511.4	CO BLUFFS			

1 MAXIMUM SPEED

40 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
Ida - through turnout DCS	25
MP 422 to MP 510.3	25

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.



CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

- (a) **DOB LIMITS** NIL
- (b) **YARD LIMITS** NIL
- (c) **SIGNAL RULES**
Rules 803-816
- (d) **CTC**

CTC - in effect at	Controlled by
Tara	Homewood RTC
Ida	Homewood RTC

- (e) **ABS** NIL
- (f) **TRACK AUTHORITY - in effect between**
CTC Tara and MP 508.9
- (g) **RULE 520** Trackage west of MP 508.9 is designated as Non-Main Track.
- (h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

- MP 384 and MP 385
- MP 506 and MP 507

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** NIL
- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA - High Threat Urban Area is in effect on:** All trackage west of MP 494.1.

Rule 530- Infrequently Used Automatic Warning Devices

- S. Center St. - MP 425.71
- Lincoln Way - MP 450.25
- N. 16th St. - MP 510.96

LOCATIONS IN-SERVICE TO RMMs ONLY

NAME	LOCATION	LENGHT	CONNECTION
Richards	394.3	RMM Only	West
Ulmer	418.4	RMM Only	East
Ells	435.9	RMM Only	East
Dow City	458.0	RMM Only	West
Logan	483.6	RMM Only	West
Ascot	500.3	RMM Only	East

**CENTRAL DIVISION TIME TABLE**

In the Omaha/Co Bluffs Terminal, CN operates on Union Pacific and BNSF Main Tracks. CN crews must have UP and BNSF timetables and General Code of Operating Rules in their possession.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



CENTRAL DIVISION TIME TABLE

OSAGE SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLING
			82.1	LONDON 6.3	TA		
			75.83	LYLE 0.01			(102-012) RTIC 15# or 1000#
			75.82	LYLE SOUTH 4.3			Diesel Doc 15#
			71.5	STACYVILLE JCT 4.6			MS Rep 15#
			66.9	ST. ANSGAR 8.2			PTC 15#
			58.7	OSAGE 16.8			TSC 15#
			41.9	CHARLES CITY 11.8			Emergency 15#
			30.1	NASHUA 7.8			
			22.3	PLAINFIELD 7.7			
			14.6	READLYN JCT 7.1			
			7.5	JANESVILLE 5.9			
			1.6	CEDAR FALLS 1.3			
			0.3	JAKE 0.3		YL	
			0.0	MONA JCT			

*Subdivision limits begin at MP 83.6 and end at MP 0.0.

1 MAXIMUM SPEED

40 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 83.6 to MP 76	25
MP 76 to MP 75.4 – curve	10
MP 67.6 to MP 66.2	25
MP 59 to MP 57.6	25
MP 48 to MP 43	25
MP 42.8 to MP 41.2 - curves	10
MP 31.3 to MP 27.3	25
MP 8.4 to MP 7.2	25
MP 2.1 to MP 2.0	25

4 SIDING SPEEDS

NIL



CENTRAL DIVISION TIME TABLE

5 FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest, minimum 57 feet in length, 4 axle car permitted:

- 286,000 lbs. between MP 0.0 and MP 78.0
- 268,000 lbs. between MP 78.0 and MP 82.1
- 268,000 Stacyville Spur

Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

DOB LIMITS - Waterloo DOB	Dubuque Sub between MP 271 and MP 271.97 Waterloo Sub between MP 272 and MP 284 Osage Sub between MP 0 and MP 2 Hawkeye Sub MP 145.66 and MP 150.3
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(b) **YARD LIMITS - in effect between** Mona Jct. and MP 2.0 Movements must contact Waterloo Yardmaster on (054 054), tone *5854# before entering.

(c) **SIGNAL RULES** NIL

(d) **CTC** NIL

(e) **ABS** NIL

(f) **TRACK AUTHORITY - in effect between**
MP 83.6 to MP 2.0

(g) **RULE 520** NIL

(h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE

*Charles City	CP Crossing	Automatic
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On-Track Safety	Charles City
Train Approach Warning	X
Lone Worker	X
Signal Maintainer	X

* On arrival, if signal is not aquired prior to running time on the box, the train crew must communicate to any incoming CP Trains on CP AAR channel 084-084.

8 MEASURED MILE

- MP 87 and MP 86
- MP 4 and MP 3



CENTRAL DIVISION TIME TABLE

9 SPECIAL CONDITIONS

- (a) **RULE 411** NIL
- (b) **CLOSE CLEARANCE** NIL
- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS** NIL
- (e) **HTUA** NIL

LOCATIONS NOT SHOWN AS STATIONS/OR IN-SERVICE FOR RMMS ONLY

NAME	LOCATION	LENGHT	CONNECTION
ELM Inc	23.5	1010	South
GMT Ind	12.6	1300	North
City Carton	2.0	450	South
North Cedar Falls Ind	0.6	10,560	North

DTMF Switch Locations – DTMF Switch as prescribed by USOR Rule 717. When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch on AAR 072-072:

Valero Switch, MP 41.49

0-4-1-4-9-1-# to be lined normal (Main) (Green Aspect)

0-4-1-4-9-2-# to be lined reverse (Siding) (Yellow Aspect)

0-4-1-4-9-3-# Status Request

JOINT OPERATION OF MAIN TRACK

Lyle - Between Lyle and Lyle South CN operates on CP Main Track. CP timetable is required, however General Code of Operating Rules is not.

When going on duty, CN crews must contact CP dispatcher to give train and crew information, and to obtain CP TGBO for movement between Lyle and Lyle South.

Contact CP dispatcher by telephone (612) 851-5742 or Radio Channel (044 044) Tone *21#. Between Lyle and Lyle South CN operates on CP Main Track.

CN Track Authority may not be issued for the limits between Lyle and Lyle South.

10 HPTA EXCEPTIONS

HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 68.0 to MP 66.0 - Southbound
- MP 61.2 to MP 54.5 - Northbound
- MP 47.5 to MP 44.0 - Northbound
- MP 41.8 to MP 40.0 -Southbound
- MP 37.5 to MP 35.5 -Northbound
- MP 17.1 to MP 11.2 -Southbound
- MP 15.8 to MP 9.0 - Northbound

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



SHORE LINE SUBDIVISION



CENTRAL DIVISION TIME TABLE

STATION TABLE



CENTRAL DIVISION TIME TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	SOUTH STATIONS	NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLING
			54.8	MILWAUKEE JCT.		CTC	52.54	(028 028) RTC *1# or *5290# Diesel Doctor *3# PTC *5# TSC *9# Emergency *0#
			54.7	0.1 MURRAY				
			54.1	0.6 GRAND				
			54.0	0.1 BEAUBIEN ST.				
			53.7	0.3 WOODWARD				
			52.68	1.02 AVERY				
			51.2	1.48 VINEWOOD				
			50.38	0.8 FEDERAL JCT.				
			50.2	0.18 WEST DETROIT				
			49.7	0.5 DIX		YL		
			47.7	2.0 DELRAY				
			47.0	0.7 RIVER ROUGE				
			46.8	0.2 VICTORIA AVE.		YL		
			45.9	0.9 COOLIDGE		CTC	39.6	
			43.2	2.7 ECORSE				
			37.3	5.9 RODNEY				
			36.8	0.5 TRENTON				
			34.7	2.1 EDISON				
		17,170	31.8	6.2 CHAPMAN				
		28.5	9.8 WARNER					
		18.7	1.3 MONROE					
		17.4	0.6 PLUM CREEK		CTC	26.0	(028 028) RTC *1# or *5290# Diesel Doctor *3# PTC *5# TSC *9# Emergency *0#	
	11,550	16.2	0.6 GREENINGS					
		13.9	12.4					
			3.8	LOTUS		Rule 520		
			1.8	LANG				
			1.0	1.0 BOULEVARD				
			1.0	1.0 MANHATTAN JCT.				



CENTRAL DIVISION TIME TABLE

1 MAXIMUM SPEED

40 MPH

2 PTC LIMITS

Milwaukee Jct. to Lotus

CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
Milwaukee Jct. to MP 34.5 - Key Trains	-	35
Milwaukee Jct. to Vinewood (Main 1)	35	25
Milwaukee Jct. to Vinewood (Main 2)	25	25
Murray - through turnout	25	25
Grand - through turnout	10	10
Avery - crossovers	25	25
Vinewood - Connection Track to CR	10	10
Vinewood to West Detroit	-	25
Vinewood - crossover	25	25
Federal Jct. - crossover	40	40
Federal Jct. - Conrail Connection Track off Main 1 Exception: Amtrak trains equipped completely with Horizon cars may operate at 40 MPH through the Conrail Connection track off Main 1	30	20
West Detroit to River Rouge	10	10
River Rouge to Coolidge	10	10
Coolidge - Connection between CN and CR	25	25
Coolidge - turnout to Main 1	25	25
Coolidge to MP 43.1	30	30
Ecorse - through turnout	20	20
MP 37.5 to Rodney - through turnout and over diamonds	20	20
MP 37.5 - Shore Line Sub to Flat Rock Connection Track	30	30
Rodney to MP 34.3	25	25
MP 17.8 to MP 17.3	25	25
Plum Creek- through turnouts	10	10
MP 14.6 to Manhattan Jct. - Key/Key Crude Trains	-	35
Lotus to Lang - Track 91	20	20
Lotus - through turnout	10	10



CENTRAL DIVISION TIME TABLE

4 SIDING SPEEDS

SIDING SPEEDS	Turnouts MPH	Sidings MPH
Chapman	10	10
Greenings	10	10

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Greater Detroit Area DOB	Flint Sub between MP 332.39 and MP 250.6 Mount Clemens Sub between MP 55.6 and MP 4.6 Holly Sub between MP 4.1 and MP 67 Shore Line Sub between MP 54.8 and MP 0.0 Flat Rock Sub between MP 2.8 and MP 39.8 Dearborn Sub between MP 13.6 and MP 0.1
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES** Rules 803 – 816 between North Chapman, MP 31.8 and Lotus, MP 3.8 Rules 817-832 between Milwaukee Jct., MP 54.8 and North Chapman, MP 31.8

(d) **CTC**

CTC - in effect between	Controlled by
Milwaukee Jct. and West Detroit – Main 1 and Main 2.	Homewood RTC
Victoria Ave. and Lotus	Homewood RTC

(e) **ABS** NIL

(f) **TRACK AUTHORITY LIMITS** NIL

(g) **RULE 520** NIL

(h) **RULE 901** NIL

CENTRAL DIVISION TIME TABLE

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Beaubien St.	CR Crossing	CR Mt. Laurel Train Dispatcher
West Detroit	CR Crossing	CR Mt. Laurel Train Dispatcher
Dix	CR Crossing	CR Mt. Laurel Train Dispatcher CR Train Dispatcher Channel (064 064) DTMF 5# or (856) 231-2326
Delray	CSX/NS Crossing	CSX RN Dispatcher CSX Operator Channel (084 084) Tone (4) or (904) 381-5217
Victoria Ave	CR Crossing	NS Operator River Rouge NS Operator Channel (022 022) or (313) 842-1081
Rodney	CR & Flat Rock Sub Crossing	Detroit Terminal Dispatcher Channel (027 027) tone 6-9-3 or (404) 877-9525
Warner	NS Crossing	Homewood RTC
Boulevard	CSX Crossing	CSX Train Dispatcher CSX Dispatcher Channel (035 035) Tone 5 or (888) 369-2511

On-Track Safety	Warner
Verbal Protection	x
Track Authority	x
Train Approach Warning	x

CN Engineering Employees Establishing On-Track Safety between Coolidge and YD. Make the track inaccessible. Establish an approved form of protection at Coolidge as outlined in OTS 400. Contact the CN Flat Rock Track Supervisor to establish protection at YD.

8 MEASURED MILE

- MP 41 and MP 40
- MP 8 and MP 7

9 SPECIAL CONDITIONS

- RULE 411 NIL**
- CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**



CENTRAL DIVISION TIME TABLE

Location	Track ID
Toledo Terminal	LT04- LT08, LT55, LT56, LT64, LT65
Between MP 50.90 to 50.99	All Tracks
Edison Yard	EC11-EC14

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location.**

Location	Track ID	Total Number of Cars in Track	Total Number of Handbrake(s) Required
River Rouge	RR10-RR60	1 or more	1
Edson Yard	Industrial EC10	1 or more	1
	EC11-EC13		
	MC50-Mc60		
Rockwood	RW03-RW16	1 or more	1
Lang Yard	LT01-LT09	1 or more	1
	LT33-LT35		
	LT50-LT66		
	LT91-LT94		
	Transco		
	AA Interchange		
	LT42, LT44, LT48	NIL	All Locomotives

(d) **ENGINE RESTRICTIONS** NIL

(e) **HTUA - High Threat Urban Area is in effect on:** All trackage north of MP 34.5 and south of MP 14.6.

Highline 4 – Contact Flint Yardmaster on Channel (049 049) Tone *5892# prior to occupying Highline 4 between Milwaukee Jct. and Grand.

Rule 410(7) - Whistle signal 410(7) must be sounded at all private crossings at Detroit Edison Monroe Plant at Plum Creek.

Movements on Adjacent Track where Blue Signal Protection is Present - When train movements will be made on an adjacent track where blue signal protection is present the following procedure is required prior to any movement being made.

The Conductor or Yardmaster must contact the employee in charge of the blue flag and make them aware of the movement(s) to be made on the adjacent track or near the planned work area. Radio Channel (062-062) is designated for the Mechanical Department, if you are unable to establish communication using these channels please contact the Yardmaster or Trainmaster for further instruction.

*Please observe the below air brake requirements per tonnage at a grade by terminal. These requirements are in place whenever any movement is pulling towards the mainline where there is a risk to affect the mainline.

Switching Operation - During switching operations, it is prohibited from kicking or letting more than 5 loaded cars go in motion.

River Rouge Bridge Operator - When authorized by the NS Operator to operate any dual control switches by hand, USOR Rule 714 will govern, except entire movement must pass over the switch points before returning the switch to power. Contact NS Operator after returning switch to power.



CENTRAL DIVISION TIME TABLE

Lang Yard - All South bound trains which will be arriving Lang yard are to call the Flat Rock yardmaster on (049 049) Tone *5887# while passing Rodney for yarding instructions. All inbound trains from the south (WLE, M382 and Y112) are to call the Flat Rock Yardmaster at 734-783-4612 prior to departing Homestead Yard, Walbridge Yard or Yard K at Stanley for yarding instructions. RTC Desk 10 (028 028) can also be toned in emergencies and will relay with the Flat Rock Yardmaster.

Employees operating at CN Lang yard must communicate with Flat Rock yardmaster by using tone 108 on GTW channel 3 (049 049).

Plum Creek - Planned Work may be issued through the control point at Plum Creek, however it does not authorize Roadway Workers to occupy the Main Track between the opposing absolute signals.

Base and Wayside Radios of connecting railroads

- Detroit Terminal Dispatcher. (027 027) Tone 6-9-3
(Train Dispatcher call-in DTMF 5# or 5 clicks on microphone)
- CSX Stanley Yard. , (048 048)
- CSX Train Dispatcher Calumet City. .(035 035)
(Train Dispatcher call-in DTMF 5)
- CSX Delray. (008 008)
- CSX Walbridge Yard. (008 008)
- NS Operator River Rouge Bridge. . . (022 022)
- CR Bridge Operator (046 046) & (064 064)
- CR Detroit Line. (064 064)

JOINT OPERATION OF MAIN TRACK

- West Detroit to Victoria Ave. - CN operates on NS
- Boulevard to Walbridge - CN operates on CSX. CSX rules and timetable govern.
- Vinewood to Coolidge - CN operates on CR. Norac Rules and CR timetable govern.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

<i>Name</i>	<i>Location</i>	<i>Length</i>	<i>Connection</i>
Gateway	44.8	680	South
Rockwood	31.1	1885	North



SOUTH BEND SUBDIVISION



CENTRAL DIVISION TIME TABLE

STATION TABLE



CENTRAL DIVISION TIME TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
			178.8	EMMETT ST. 1.9	CTC		(028 028) RTC *1# or *5220#
			176.7	BARON			
			175.9	0.8 ROSE			
			175.5	0.4 GORD		**1722	Diesel Doc *3#
			164.8	10.7 MAX		166.6	
			157.4	7.4 PAVILLION			MS Rep *8#
			146.8	10.6 SCHOOL CRAFT		155.6	
	10,300	138.1 135.9	135.9	10.9 MARCELLUS		142.9	
			128.9	7.0 PENN		129.8	PTC *5#
			122.6	6.0 CASSOPOLIS			
			118.6	4.0 MATA		118.7	TSC *9#
			113.2	5.4 EDWARDSBURG			
			110.8	2.4 GRANGER		109.3	Emergency *0#
			105.1	5.7 MCKINLEY		102.32	
			99.5	5.6 SOUTH BEND			
			95.5	4.0 FLOWER		93.3	
			84.6	10.9 MILL CREEK			
			80.2	4.4 STILLWELL		79.4	
			71.1	9.1 WELLSBORO		67.5	
			64.5	6.6 HASKELLS			End to End (032 032)
		59.1	5.1 LINCOLN				
		57.3	1.8 VALPO	56.1	(028 028) RTC *1# or *5230#		
		52.7	4.6 WAYNE		Diesel Doc *3#		
		50.4	2.3 SEDLEY		MS Rep *8#		
		43.3	7.1 SPING LAKE	43.1	PTC *5#		
		36.1	7.2 GRIFFITH		TSC *9#		
		34.0	2.1 HAYS		Emergency *0#		
		31.1	2.9 MUNSTER		(016 016) RTC *2# or *5200#		
CSX MAIN 1					CSX	(008 008) CSX	

**CENTRAL DIVISION TIME TABLE**

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

1 MAXIMUM SPEED

60 MPH

2 PTC LIMITS

NIL

CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
Emmett Street - through crossovers	25
Emmett St. to MP 177.6 (Main 1 & 2)	40
Battle Creek - Extension	15
MP 178.2 to MP 177.3 - Pick-up Tracks 1, 2, 3	15
MP 177.6 to MP 174.7 (Main 1)	35
MP 177.6 to MP 174.7 (Main 2)	30
Baron - through crossovers	25
Baron - to Amtrak AML	25
Baron - to Extension Track	15
Rose- through crossover	25
Gord - through crossover	25
Gord - to Amtrak AML	25
Max - through crossovers	40
MP 152.3 to MP 152.1 - Vicksburg curve	40
Schoolcraft - through turnout DCS	40
Schoolcraft - GDLK Crossing	40
Schoolcraft to MP 146.5 - curve	40
Penn - through turnout DCS	40
Mata - through crossovers	40
McKinley - through crossovers	40
MP 105 to MP 102.4	40
MP 104 to MP 96 - Key Trains	35
MP 102.4 to MP 98.5 (Mains 1 & 2) - curves	30
NS South Bend Interlocking - through turnouts	30
Flower - through crossover	40
Mill Creek - through crossovers	40
Wellsboro - CSX Crossing	40
Haskells - through crossovers	40
Lincoln - through crossover	25
Valpo - through turnout DCS	40
MP 57 to MP 56	40
MP 56 to MP 55.5 - curve	35
MP 55.5 to MP 52.8 - curves	40
Wayne - CF&E/NS Crossing	40

CENTRAL DIVISION TIME TABLE

SPEED RESTRICTIONS	MPH
Sedley - through turnout DCS	40
Spring Lake - through crossover	40
MP 36.8 (Both Mains) - HER	40
MP 36.4 - through crossovers	25
Griffith - New Connection between South Bend and Matteson Subs	25
MP 36.3 - Old Connection and Turnouts to Matteson Sub	25
MP 36.1 to MP 31 - Key/Key Crude Trains	35
Griffith - Main 1 connection track to Main 1 Matteson Sub	25
Griffith - West Crossovers	25
Griffith - Matteson Sub. Crossing	40
Hays - NS Crossing	30
MP 32.64 and Munster - Main 1 & 2	30

4 SIDING SPEEDS

SIDING SPEEDS	Turnout MPH	Siding MPH
Marcellus	40	40

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted - 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance.



CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Battle Creek Terminal DOB	Flint Sub between MP 219 and MP 178.8 South Bend Sub between MP 178.8 and MP 156
Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8

(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

- MP 178.8 to MP 173.5 - Rules 817-832
- MP 173.5 to MP 31.0 - Rules 803-816

(d) **CTC**

CTC - in effect between	Controlled by
Emmett St. and Munster	Homewood RTC
South Bend (MP 100.0 - MP 99.3)	NS East Dispatcher (034 034)

(e) **ABS - in effect** Battle Creek Extension

(f) **TRACK AUTHORITY LIMITS** NIL

CENTRAL DIVISION TIME TABLE

(g) **RULE 520** NIL(h) **RULE 901** Switches where trains must not clear the Main Track:

Max - Stub Track	MP 164.9
Harborlite	MP 150.2
Cassopolis - Stub Track	MP 122.7
Cassopolis - Team Track	MP 122.6
Banks Lumber	MP 113.7
Midwest Lumber	MP 113.1
Tri-State Forest Products - Main 1	MP 112.6
Granger - Universal Products	MP 111.4 and MP 110.9
Granger - Big C Lumber	MP 110.8
South Bend - West Storage Track - Main 1	MP 97.7
Mill Creek - Stub Track	MP 84.4
Kingsbury Elevator	MP 75.3
Wellsboro - Storage Track	MP 72.5 and MP 71.6
Haskells - Stub Track	MP 64.5
Griffith - Stub Track	MP 36.8

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Schoolcraft	GDLK Crossing	Homewood RTC
Stillwell	CSSSB Crossing	Homewood RTC
Wellsboro	CSX Crossing	Homewood RTC* CSX Dispatcher Channel (012 012) Tone 4 or (708) 832-2262
Wayne	CSX/NS Crossing	Homewood RTC
Griffith	Matteson Sub Crossing	Homewood RTC
Hays	NS Crossing	Homewood RTC

*Unless relieved by the Homewood RTC, when signal displays STOP indication and no conflicting movement is evident, be governed as follows:

- After stopping, move at least 20 feet past the signal, but not foul of the crossing.



CENTRAL DIVISION TIME TABLE

- Wait 5 minutes, then proceed at Restricted Speed.

On-Track Safety	Schoolcraft	Stillwell**	Wellsboro*	Wayne	Griffith	Hays
Verbal Protection	X	X		X	X	X
Track Authority	X	X		X	X	X
Train Approach Warning	X	X	X	X	X	X
Signal Maintainer			X			
Planned Work					X***	

* Track Authority may be issued through the CSX Crossing Wellsboro, however apply OTS Rule 405C or 406C at the crossing.

** Instructions for use of the Stillwell Interlocking Trainman’s Emergency Release Pushbuttons Note: Train Crews must contact the Homewood RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Pushbuttons. A stuck trap circuit will be indicated on the RTC screen by the presence of the word “TRAP” above the interlocking diagram. A track circuit within the interlocking will indicate occupied. In the event of a stuck trap circuit at the Leewood Interlocking, proceed as follows:

- 1) The train crew shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the Homewood RTC for authorization to use the Emergency Release Pushbuttons.
- 2) Upon receipt of the report from the train crew that the tracks are clear, the RTC should click on the “TRAP” indication at Leewood Interlocking to initiate the trap release.
- 3) With authorization from the RTC, the train crew can unlock the Trainman’s Emergency Release Pushbutton box. Inside the box are a lamp and a pushbutton. The lamp will light when the RTC initiates the trap release. With the lamp lit, the train crew should push the pushbutton for at least 3 seconds. The lamp should extinguish indicating that the trap has been released. The train crew should lock the Trainman’s Emergency Release Pushbutton box.
- 4) The RTC should observe that the “TRAP” indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.
If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC shall contact the signal maintainer.

*** Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.

8 MEASURED MILE

- MP 162 and MP 161
- MP 41 and MP 40

CENTRAL DIVISION TIME TABLE

9 SPECIAL CONDITIONS**(a) RULE 411 - Locomotive Whistle Quiet Zones - in effect**

- From Michigan Ave. (MP 177.1) to and including Kendall St. (MP 175.14)
- South Bend - from Fir Rd (MP 106.09) to and including Ford St. (MP 99.18)
- At White Oak Road Munster (MP 32.65)
- At Kennedy Ave., Highland (MP 34.23)
- At Broad St. Griffith (MP 36.09)
- CSX - Elsdon Subdivision between MP 27.49- Volbrecht Rd. and MP 30.39- Wentworth Ave.

(b) CLOSE CLEARANCE - It is prohibited to ride on the side of equipment at the following location(s): MP 67.6 on Main 1 and Main 2- Acoustic Bearing Detector (ABD)**(c) HANDBRAKE REQUIREMENTS NIL****(d) ENGINE RESTRICTIONS - Prohibited 6 Axle Locomotive Locations**

Kalamazoo Spur- Track MK40 off the Upjohn Lead

(e) HTUA - High Threat Urban Area is in effect on:

All trackage West of Griffith

Michigan Paper Track (MP 176.06) - Due to Close Clearances, do not ride south side of cars.

Trains destined to the IHB Gibson - All Trains destined to the IHB Gibson, must notify Homewood RTC when clear of CN Main at CP Munster – MP 31.1.

Movements on Adjacent Track where Blue Signal Protection is Present - When train movements will be made on an adjacent track where blue signal protection is present the following procedure is required prior to any movement being made.

The Conductor or Yardmaster must contact the employee in charge of the blue flag and make them aware of the movement(s) to be made on the adjacent track or near the planned work area. Radio Channel (092-092) is designated for the Mechanical Department, if you are unable to establish communication using these channels please contact the Yardmaster or Trainmaster for further instruction.

*Please observe the below air brake requirements per tonnage at a grade by terminal. These requirements are in place whenever any movement is pulling towards the mainline where there is a risk to affect the mainline.

Battle Creek: North or West End of Yard

-0.3% grade at yard switch for 0.6 miles then +0.14%

- 5 cars on air for 5k tons

CENTRAL DIVISION TIME TABLE

- 9 cars on air for 10k tons (1 car for every 1130 tons)

During switching operations, it is prohibited from kicking or letting more than 5 loaded cars go in motion.

Battle Creek Extension Track - For Roadway Workers to occupy, they must make track inaccessible at each entrance utilizing a method as outlined in OTS Rule 500 (Work on Non-Controlled Track). Derails must never be placed within this signalized section of track. Derails can only be placed in non-signalized track to prevent access.

AMTRAK and NS Trains - prior to arrival onto CN property between Baron and Gord, Amtrak and NS trains entering from the NS Railroad must obtain all required documentation, i.e. bulletins, mandatory directives and orders from the NS move expeditiously between Baron and Gord and exit CN property immediately upon reaching NS's lines in order to eliminate all delays once such trains are on the CN.

Kalamazoo Spur - Rule 520 governs movement on the following tracks: Kalamazoo Spur between Pavilion and Pavilion Jct. including Kilgore Yd.

GDLK Trackage - Upjohn Industrial between Pavilion Jct. and Gibson.

GDLK Trackage - BO secondary between Gibson and CP 143 (Old BO).

BO to Botsford Yard - Eastward movements on NS Michigan Line with the current of traffic will be governed by signal indication. NS Track Authority is required for movements against the current of traffic.

McKinley to Flower - Track Authority issued between McKinley and Flower does not authorize occupancy of the NS trackage at South Bend.

NS South Bend - All trains to operate over NS Trackage must contact the NS Chicago East Dispatcher approximately 10 minutes prior to arrival to provide ETA. Once ETA has been provided, any delays incurred in excess of 20 minutes must be communicated to Homewood RTC. Contact NS Chicago East Dispatcher on AAR channel (034 034), use tone 6-4-4 on radio keypad to call up NS Dispatcher if no response to initial call. All Trains destined to NS Elkhart Yard must notify CN Homewood RTC once entering NS Main at South Bend for transportation to hotel and/or home terminal.

Staging at Griffith - Westbound trains staging at S. Colfax St. waiting for a route at Griffith are to stage as close as possible to the "Stage Here" sign located 200ft east of S. Colfax St., MP 36.82.

Munster - All westbound trains must contact Homewood RTC and report clear of the South Bend Subdivision at Munster.

CN Trains which are actively operating PTC on the subdivision, the requirement of USOR 1000 MANDATORY DIRECTIVES (MD) and USOR 1001 ALL EMPLOYEES ISSUING, COPYING, AND REPEATING MANDATORY DIRECTIVES is amended for the following:

- GBO
- Track Authority

The above Authorities/MD's will be transmitted to the train via the PTC on-board system and the following will apply:

- RTC read of Authorities/MD to the train crew, will not be required.
- Once an Authority/MD is created, the Authority/MD will be automatically sent to all PTC trains operating on the territory.
- PTC will immediately display and protect limits of the Authority/MD.
- When received on the CDU, crewmembers will review, discuss and acknowledge Authority/MD.
- When contacted by the RTC to ensure Authority/MD accuracy on the CDU, crewmember only will repeat only the item number of the Authority/MD displayed on the CDU to the RTC. (the read back of all lines on the Authority/MD is no longer required)
- The RTC will verify Authority/MD is accurate.

If a discrepancy is present, or the Authority/MD is incorrect, the Authority/MD is to be verbally issued to the train and immediately reported to the PTC Help Desk.

When an Authority/ MD is voided by the RTC, active PTC trains will no longer display the Authority/MD. Train crew may consider the Authority/MD is no longer in effect. RTC will contact the train crew to ensure the Authority/MD has been removed from the CDU.

CENTRAL DIVISION TIME TABLE

If PTC CDU display fails enroute, the following will apply:

- If no Authorities/MD(s) have been delivered electronically while enroute, the train may continue operating by observing GBO(s) included in the trains TGBO.
- If Authorities/MD(s) have been electronically delivered while enroute, stop the train, consistent with good train handling, contact the RTC to verbally receive the Authority/MD information.
- If crew is unsure if Authorities/MD(s) have been electronically delivered, or of the location of such Authorities/MD(s) restrictions, stop the train, consistent with good train handling, and contact the RTC.
- When the RTC has been contacted due to CDU failure, the RTC will determine if any Authorities/MD(s) are needed by the train. If an Authorities/MD(s) are required, the RTC will verbally deliver all details of the Authorities/MD(s). Once RTC has delivered necessary Authorities/MD(s), the train may proceed.

Train crews are responsible for complying with electronically transmitted Authorities/MD(s) when notified by the prompt on the PTC display. This includes when operating in Restricted Mode and/or Disengaged State.

Any discrepancy/failure with an Authority/MD is to be immediately reported to the RTC and the PTC Help Desk.

10 HPTA EXCEPTIONS

HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 175 to MP 172.0- Westward
- MP 55.6 and MP 51.7- Eastward

11 LOCATIONS NOT SHOWN AS STATIONS

<i>Name</i>	<i>Location</i>	<i>Length</i>	<i>Connection</i>
Harborlite	150.2	420	West off Main 1
Banks Lumber	113.7	300	West off Main 1
Fir Road Ind. Spur	105.9	RMM Only	West off Main 2
Kingsbury	75.3	Industry	East off Main 2

STRATHROY SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			55.6	BLACKWELL		CTC		(063 009) RTC *1# or *5426# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			56.3	MODELAND				
			57.2	SARNIA YARD				
			57.9	MACGREGOR				
			59.2	HOBSON				
			61.7	Jct with Flint Sub				

1 MAXIMUM SPEED

60 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
MP 55.6 to MP 59.1 – North and Main Tracks (curve)	45	45
MP 55.6 to MP 56.4 – South Track (curve)	25	25
MP 57.9 – WWD movements from Signal 575S until crossing MacGregor Road is occupied	35	35
MP 57.6 to MP 59.1 – South Track	45	45
MP 334.2 to MP 332.1 – (No. 1)	45	45
MP 334.2 to MP 333.3 – (No. 4)	45	45
MP 333.3 to MP 332.1 – (No. 4)	40	40

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars must not be operated without special clearance



CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Greater Detroit Area DOB	Southwest Terminal DOB between MP 0 and MP 332.4 Flint Subdivision between MP 332.39 and MP 250.6
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(b) **YARD LIMITS**

NIL

(c) **SIGNAL RULES**

NIL

(d) **CTC**

CTC - in effect between	Controlled by
Blackwell to Tappan	Canadian RTC

(e) **ABS**

NIL

(f) **TRACK AUTHORITY LIMITS**

NIL

(g) **RULE 520**

NIL

(h) **RULE 901**

NIL

7 RAILROAD CROSSINGS AT GRADE

NIL

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

(a) **RULE 411**

NIL

(b) **CLOSE CLEARANCE**

NIL

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location.**

Location	Track ID	Total Number of cars	Minimum Number of Handbrake(s) Required
Port Huron	WH10 - WH20, WH27, WH42, WH66	1 or more	1
Sarnia Yard	A005 - A011	2 or more	2

(d) **ENGINE RESTRICTIONS**

CENTRAL DIVISION TIME TABLE

NIL

(e) **HTUA**

NIL

Emergency Phone Number – Cveco Dispatcher Center (Chemical Emergency) (519) 344-2445.

Daily Operating Bulletin (DOB) - DOB takes effect 0300 Daily and is effective on main tracks, signaled sidings and other tracks as may be specified in special instructions.

End to End Radio Channel – The designated standby END TO END Channel between Blackwell and Tappan is (079 025). The designated standby END TO END Channel for Sarnia Trainmaster is (017 017).

Dual Control Derail and Switch – Movements operating under CROR Rule 564 authority eastward signals 3340T1, 3340T2, 3340T3, 3340T4, or westward signal 617 will be governed by CROR Rule 104.2 (USOR Rule 713) at dual control split switch derail located at MP 334.2. Track Units moving over this derail and dual control switch at Point Edward Spur, MP 59.3 Strathroy Subdivision, must operate these switches in “hand” position, and not restore them to power until all track units have cleared the switch.

Switching Signals – When signals indicate “Proceed at Restricted Speed,” switching movements may be made in both directions, RTC must be informed when switching completed as per CROR Rule 576(b):

- Modeland – Signals 563S and 564S
- MacGregor – Signals 581S1, 582S and 583D.

Custom Instructions - Crew on L-45081 must contact CN Transborder Operations at 810-989- 4232, 1 hour in advance and all crew members on board must identify themselves at that time.

Sarnia – Westward Trains destined to Port Huron which have been scanned by the VACIS and stopped for any reason prior to entering the tunnel, must immediately contact U.S. Customs Border Patrol on Channel 6 and advise the reason stopped.

Port Huron-Sarnia Tunnel - Traveling the descending grade, the speedometer and accelerometer should be closely monitored.

On DP Trains the MOVE TO BACK key should be pressed to put the DP fence up before the Lead locomotive enters the tunnel. At that time use the LESS TRACTION key to reduce DP Remote throttle to Idle, if it is not already in Idle.

When the Lead locomotive arrives at the bottom of the tunnel (MP 60.6), start the footage counter and then as the train begins to start up the ascending grade quickly advance the Lead locomotive throttle one notch at a time.

On DP trains, use the footage counter to judge when the DP Remote consist reaches the bottom of the tunnel. At that time begin to use the MORE TRACTION and LESS TRACTION keys to maintain DP Remote throttle 2 positions less than the Lead locomotive throttle position. (For example, if Lead locomotive throttle is in Position 5, have DP Remote throttle in Position 3; if Lead locomotive throttle is moved to Position 6, then move DP Remote throttle to Position 4, etc.)

On all trains, when cresting the grade closely monitor the counter to know exactly where the rear of the train is located. As the rear of the train begins ascending reduce the Lead throttle to Position 6 or lower to reduce the RUN OUT DRAFT FORCE produced as the rear of the train begins ascending the grade.

On DP trains, maintain DP Remote throttle 2 positions less than Lead locomotive throttle until the DP Remote reaches the crest or reduction of throttle is required to control train speed. At that point press the MOVE TO FRONT key to remove the DP fence and DP Remote throttle will step up or down to match the Lead locomotive throttle setting.

NOTE: if there is more than one locomotive in the DP Remote consist, follow the same procedure but maintain DP Remote throttle 3 positions less than the Lead locomotive throttle position.

Port Huron Live Lift Operation & Procedures - All trains that are required to perform live lift operation in Port Huron where locomotives are attached and occupied are required to comply with procedures outlined in USOR 418. Intermodal Facilities. In addition, the Engineer is required to make a full automatic brake application prior to containers being removed or added to the train to ensure there are no unexpected movements.

Sarnia Running Track – Track runs directly south of the main track is non-bonded Rule 105 applies. Permissive signal to enter does not convey track occupancy. Roadway Worker must obtain TOP to occupy this track.

CENTRAL DIVISION TIME TABLE

If movement stops by emergency brake application, initiate an emergency call, giving identification and location. Immediately contact Canadian RTC, and be governed by instructions received.

If necessary to perform emergency work under or about the train, air brakes must be maintained as follows:

- Place automatic brake valve in emergency position, and leave in that position until contact has been made with all members of the crew
- If leaving a portion of the train on a grade, apply a sufficient number of hand brakes.
- Ascertain if train is carrying any hazardous materials cars that may be disabled in the tunnel. If the presence of hazard is suspected, evacuate the tunnel immediately, taking all documentation pertaining to the movement.
- Notify Canadian RTC when crew members are clear of the tunnel.
- If smoke or fire is present in the tunnel, the ventilation system is capable of controlling the direction of smoke travel. Notify the RTC, and advise the direction to blow the fans. Employees and/or passengers must be instructed to evacuate in the opposite direction.

Trains required to perform work within the tunnel must work on channel CN-6, (079 025).

Port Huron (Sarnia Tunnel Restricted Clearances) – At Port Huron-Sarnia Tunnel overhead and side clearances are not identified by sign, i.e. tower, anchors and tunnel. Employees are prohibited from riding on the side of equipment at this location.

Port Huron (Sarnia Tunnel) - Trains entering the US, engineers are NOT to initialize PTC until stopped on the US side of the border.

Port Huron (Eastward Train Inspections) – Unless otherwise instructed, eastward trains will be inspected prior to entering Port Huron-Sarnia Tunnel. If it cannot be performed at either Tappan or Port Huron, the incoming CN crew will perform the inspection. Results of the inspection will be conveyed to the outgoing crew by radio communication, Cabooseless Train Inspection Report, or other suitable form which will be filled out by the incoming Michigan Division crew. If none of this can be performed, outgoing train crew will perform the inspection.

Special Dangerous Commodities – Do not exceed 35 MPH between MP 60.4 and MP 55.6 unless inspected by Defective Equipment Detectors at MP 326 on the Flint Sub or MP 48.6 on the Mt. Clemens Sub. If not inspected by either of these detectors a visual inspection must be performed between these detectors and Port Huron. The visual inspection must be at no more than 5 MPH, past car inspectors, crew members of another train, roll-by performed by the crew handling the cars, or a walking inspection back to the second car behind the last Special Dangerous Commodity Car.

CANADIAN RAIL OPERATING RULES Items

US Crews operating into Canada are governed by USOR, except where modified by CROR Rules that follow:

Reduced Speed – A speed that will permit stopping within one-half the range of vision of equipment.

RULE 127 – CONDUCTING EMERGENCY RADIO TEST

- (a) In order to ensure emergency communication channels are in operation, and to ensure employees are familiar with the emergency procedures, the RTC may contact a crew member of any movement or an engineering field employee and direct them to initiate an emergency test call on their respective RTC channel.
- (b) These tests will be made randomly and employees receiving a request for an emergency test will initiate it on the applicable RTC channel, using the following example for wording:
"Emergency test, Emergency test, Emergency test. ABC 1234 East at mile 12 Canada Sub, testing the Emergency call."
- (c) Upon completion of the test, the RTC will inform the employee if the test was successful. Employees will then return to their designated standby channel.

RULE 27 – SIGNAL IMPERFECTLY DISPLAYED

- (a) Except as provided in paragraph (b), a fixed signal which is imperfectly displayed, or the absence of a fixed signal where one is usually displayed, must be regarded as the most restrictive

CENTRAL DIVISION TIME TABLE

indication that such signal is capable of displaying. An imperfectly displayed signal must be communicated to the proper authority as soon as possible.

- (b) Where a block or interlocking signal is observed with one or more lights extinguished, and at least one light remains displaying either green or yellow, movements may proceed reducing to SLOW speed through turnouts, when practicable, preparing to stop at the next signal.

EXCEPTION: Where a signal displays a solid yellow on the bottom position and one or all of the remaining positions are extinguished, a movement approaching such signal operating:

- at restricted speed;
 - prepared to stop; or
 - prepared to comply with restricted or reduced speed; must consider the signal as displaying RESTRICTING.
- (c) When a signal is known or suspected of being damaged, it must be regarded as displaying the most restrictive indication that can be given by that signal.
- (d) When a block or interlocking signal displays an indication that is in other than the normal progression in relationship to the indication of the advance signal to that signal, the movement must stop immediately consistent with safe train handling practices and contact the RTC or signalman for further instructions.
- (e) Repairs to damaged signals must not be made by other than qualified employees. Signals that have been knocked over must not be re-erected by other than an authorized employee. If it is known or suspected that a signal bungalow has been damaged, such fact must be reported to the RTC immediately.

RULE 66 - SECURING EQUIPMENT AFTER AN EMERGENCY BRAKE APPLICATION ON GRADE

- (a) When a **movement** experiences an emergency brake application on a heavy or mountain grade, the operating crew must immediately provide details of the situation to the proper authority, and be governed by any additional instructions received from the proper authority.
- (b) When a **movement** experiences an emergency brake application and any portion of the **movement** is located on a **heavy or** mountain grade, the entire **movement** must be considered to be on mountain grade.
- (c) In the event of a derailment or a **movement** separation on heavy grade or mountain grade, the portion of the movement at greatest risk of unintended movement must be secured first.
- (d) When a **movement** experiences an emergency brake application on a mountain grade, the handbrakes must be immediately applied as per (f) before attempting to recover the air brake system.
- (e) When a **movement** experiences an emergency brake application on a heavy grade
- i the movement must be secured immediately per (f) if any of the following conditions exist:
 - ambient temperature is -20 degrees Celsius or colder;
 - ambient temperature is between -15 and -19 degrees Celsius, and snow is three inches or greater above the top of rail;
 - the crew has experienced unusual braking conditions or difficulty controlling speed;
 - doubt exists as to the ability to safely recover and control the movement;
 - more than one emergency brake application has occurred on the grade; or
 - operating conditions do not permit a recovery attempt
 - ii If none of the conditions in (e) (i) apply, attempt to recover from the emergency brake application. If air does not recover, the movement must be immediately



CENTRAL DIVISION TIME TABLE

inspected for cause. If cause cannot be determined or immediately corrected, so that air can recover, the **movement** must be secured per (f).

- (f) When securing the **movement** using the handbrake requirement table, the following apply
 - i If less equipment is present in the movement than required by the following table, handbrakes must be applied on all equipment.
 - ii The retarding force of locomotive(s) is not included in the following handbrake requirements, and must not be used to diminish these requirements.

Totals Tons	Minimum Required Number of Handbrakes							
	Heavy Grade %				Mountain Grade %			
	1.01-1.2	1.21-1.4	1.41-1.6	1.61-1.8	1.81-2.0	2.01-2.2	2.21-2.4	>2.4
0-2000	4	5	6	7	8	9	11	11
2001-4000	8	11	13	15	16	18	20	23
4001-6000	14	16	19	23	25	28	31	34
6001-8000	19	23	26	30	34	37	41	45
8001-10000	25	28	33	38	41	47	52	57
10001-12000	28	35	40	46	50	57	62	68
12001-14000	34	40	47	53	59	66	73	79
14001-16000	39	47	53	61	68	75	83	91
16001-18000	45	52	60	69	77	85	94	102
18001-20000	50	59	68	77	85	95	105	113
20001-22000	53	64	74	84	93	104	115	125
22001-24000	59	71	82	92	102	114	126	136
24001-26000	64	77	89	100	111	124	136	147
26001-28000	70	83	95	107	119	134	147	159
28001-30000	75	89	102	116	128	143	157	170
30001-32000	78	95	110	125	136	153	168	181
32001-34000	84	101	116	132	145	163	179	193
34001-36000	89	107	124	141	154	173	189	204
36001-38000	98	114	132	151	164	184	200	216

RULE 105 – SPEED ON NON-MAIN TRACK Special instructions will indicate when this rule is not applicable on a specific track. Unless otherwise provided by signal indication, a movement using non-main track must operate at REDUCED speed and be prepared to stop short of the end of track or the red signal prescribed by Rule 41.

- (a) In CTC, movements may only enter a siding by signal indication or with permission from the RTC.
- (b) Unless otherwise provided by signal indication or special instructions, movements operating on non main tracks must not exceed fifteen (15) MPH.
- (c) In addition to moving at REDUCED speed, a movement using a non-signalled siding or using other non-main tracks so designated in special instructions, must operate at a speed that will allow it to stop within one-half the range of vision of a track unit. Not applicable where Siding Control Territory (SCT) rules are in effect.

RULE 564 – AUTHORITY TO PASS STOP SIGNAL

- (a) A train or transfer must have authority to pass a block signal indicating Stop
- (b) The RTC may authorize the train or transfer to pass the signal but before doing so must:
 - i ensure that there are no conflicting trains or transfers within, or authorized to enter, the controlled block affected (other than one authorized by Rule 567 or 577); and
 - ii provide protection against all opposing trains or transfers
- (c) When signal blocking devices are used, they may be removed after the authorized train or transfer has entered the controlled block affected. The RTC must not permit any opposing trains or transfers to enter the controlled block until the authorized train or transfer has cleared such block.
- (d) The train or transfer so authorized need not stop at the signal but must positively identify the signal by number; operate at RESTRICTED speed to the next signal or Block End sign, and must

CENTRAL DIVISION TIME TABLE

be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches, Rule 104.3 at power-operated switches and Rule 611 at automatic interlockings.

- (e) When a known condition prevents clearing of controlled signals into an affected block, the RTC may authorize operation at REDUCED speed to the next signal or Block End sign. The train or transfer will be advised whether or not equipment is present in the block. REDUCED speed remains applicable unless the block is known to be clear of equipment. REDUCED speed commences when the leading piece of equipment has passed entirely through the controlled location. The train or transfer must approach the next signal prepared to stop and there be governed by the indication displayed.
- (f) The authority granted and instructions received must be in writing and, where applicable, specify the route to be used. The locomotive engineer or remote control operator must be made aware of the route to be used before moving.

RULE 577 – WORK AUTHORITY

- (a) A train or transfer may be given work authority in writing which permits moving in either direction within specified limits. Before issuing such authority, the RTC must:
 - i ensure that there are no other trains or transfers within, or authorized to enter, the required limits, and;
 - ii block at Stop all devices controlling signals governing other trains or transfers into such limits.
- (b) Other trains or transfers may be authorized to work within the limits of one or more trains or transfers authorized to work provided such trains or transfers are restricted on their authority as follows: "Protect against work (number) between (location) and (location)".
- (c) When entry is to be provided by signal indication, the signal may only be requested when the train or transfer is within:
 - i two controlled blocks of the limits; or
 - ii 25 miles of the limits when there is no controlled block prior
 - iii The RTC must ensure the authorized train or transfer is the only one which will encounter the signal governing entry into the limits.
- (d) Trains or transfers so authorized as outlined in paragraph (b) must not enter or move within the working limits until a written understanding has been established with the conductor and locomotive engineer of each train or transfer. This understanding must include information with respect to the intended operation of each train or transfer and remain in place until the affected train(s) or transfer(s) has left the working limits.
- (e) The RTC must maintain signal blocking against trains or transfers and must not authorize any train or transfer, other than one authorized by Rule 567.3 or as outlined in paragraph (b), to enter the affected limits until the work authority has been cancelled. Each train or transfer must be clear of the affected limits before its work authority is cancelled.

EXCEPTION: If the work authority remains to be cancelled to only one train or transfer, it may be cancelled while that train or transfer is within the affected limits. In such case, the conductor or locomotive engineer must inform the RTC of the intended direction of operation. The RTC must maintain signal protection against opposing trains or transfers until the protected train or transfer has cleared the controlled block.

The locomotive engineer of a train or transfer so authorized must be made aware of the track limits before moving.

A track warrant may be issued superseding a Rule 577 work authority already in possession of the crew of the train or transfer addressed.

When superseding:

- i The track warrant must include that section of track which includes limits the train or transfer is occupying

CENTRAL DIVISION TIME TABLE

- ii If the superseding track warrant restricts the authority already in possession of the train or transfer addressed, the RTC must not take further action until the complete time has been acknowledged by the conductor and locomotive engineer.
 - iii The RTC must not supersede a work authority when a train or transfer is within the limits of a “protect against” restriction or when another train or transfer has a “protect against” within the limits.
- (f) Controlled signals within the limits other than the entry and exit signals of the authority that are indicating STOP may be considered as indicating “proceed at RESTRICTED speed”. Not applicable at automatic interlocking’s or interlocking’s controlled by a foreign railway. Rule 104.2(b) is not applicable when advised by the RTC that dual control switch(es) are lined for the route to be used.
- The RTC must ensure the authorized train or transfer is the only one which will encounter the signal governing entry into the limits.
- (g) Trains or transfers so authorized as outlined in paragraph (b) must not enter or move within the working limits until a written understanding has been established with the conductor and locomotive

RULE 577.1 – SIGNAL INDICATION SUSPENDED WHILE SWITCHING

- (a) A train or transfer may be authorized to manually operate specific dual control switches at a controlled location as prescribed by Rule 104.2, paragraph (d). Such authority must be included with work authority, as prescribed by Rule 577. The indications of signals governing operation over such switches may be considered suspended while switches are in the “hand” position, but only while switching is being performed at the designated controlled locations.
- Note:** Verbal permission may be given to manually operate specific dual control switches within the limits of Rule 577 authority that did not include Rule 577.1 authority for those switches.
- (b) When switching is to be performed over a spring switch, which is included in the limits of a work authority prescribed by Rule 577, the indication of the signal governing operation over such switch may be considered suspended if the switch is properly lined.
- When switching is to be performed at a controlled location that includes ONLY a hand operated switch, which is included in the limits of a work authority prescribed by Rule 577, the indication of the signal governing movement through the controlled location may be considered suspended but only when switching movement are being made through that switch.

RULE 567.2 – ENTERING FOREMAN’S LIMITS

Trains or transfers may be authorized to enter or move within the limits of a TOP.

- (a) Each time a train or transfer is so authorized, the train or transfer must be restricted as follows: “Protect against foreman (name) between (location) and (location)”.
- Such restriction must be provided to the train or transfer when it is within:
- i two controlled blocks of the limits; or
 - ii 25 miles of the limits when there is no controlled block prior.
- The RTC must ensure that the authorized train or transfer is the only one that will encounter the signal indication to enter the limits.
- (b) No entry into TOP limits may be made until both the conductor and locomotive engineer are aware of the authority and limits granted and have received instructions from the foreman named in the authority. Such instructions must be repeated to and acknowledged by the foreman before being acted upon.
- When permission is granted from the foreman, the current time and location / mileage of the movement must be recorded next to the restriction on the track warrant. All crew members, other than the employee that recorded it, must acknowledge and initial the time and location. This track warrant must be retained until the completion of the shift.

567.3 PROCEEDING THROUGH WORK LIMITS

CENTRAL DIVISION TIME TABLE

Trains or transfers may be authorized to enter or move within work limits of other trains or transfers.

- (a) Each time a train or transfer is so authorized, the train or transfer must be restricted as follows: "Protect against work (number) between (location) and (location)".
- (b) A train or transfer authorized as outlined in paragraph (a) must not enter or move within the working limits until a written understanding has been established with the conductor and locomotive engineer or each train or transfer. This understanding must include information with respect to the intended operation of each train or transfer and remain in place until the affected train or transfer has left the working limits.
- (c) Prior to entering the limits, the train or transfer must also be authorized by signal indication or under the provisions of rules 564 or 568.
- (d) When entry is to be provided by signal indication, the restriction may only be issued when the train or transfer is within:
 - i Two controlled blocks of the limits; or
 - ii 25 miles of the limits when there is no controlled block prior

The RTC must ensure the authorized train or transfer is the only one which will encounter the signal governing entry into the limits.

RULE 569 – CANCELLING AUTHORITIES

- (a) Authority or permission granted by Rules 564, 567.3 or 568 may be cancelled provided the train or transfer has not entered the controlled block affected
- (b) When authority granted by Rules 564, 567.2, 567.3 or 577 or the permission in writing granted by Rule 568 is cancelled, the cancellation does not take effect until it has been correctly repeated and acknowledged by the conductor and locomotive engineer of the train or transfer affected. These employees must acknowledge the cancellation by repeating the authority number, cancelled time and initials of the RTC to the RTC.

80 (b). MAIN TRACK AUTHORIZATION

(b) If a movement occupies or fouls a main track or siding controlled territory without authority, or passes a block or interlocking signal indicating stop without authority to pass such signal; it must be stopped and protection as required by Rules 35 and 125 initiated. The RTC or signalman must be advised as soon as practicable.

- i The RTC or signalman will issue instructions as necessary
- ii If the instructions include the authority to proceed or reverse direction, unless relieved of the requirement by the RTC or signalman:
 - any dual control or power-operated switches occupied by the movement must be examined to ensure that the switch points are properly lined for the route to be used and no part of the switch is damaged or broken.
 - Rule 104.2(b) must be complied with at dual control switch(es). In application of Rule 104.2(b), the movement may be moved before the dual control switch is operated by hand, but only sufficient distance to clear the wheels from the actual switch points.

RULE 573 – REVERSING DIRECTION

- (a) A train or transfer, having passed beyond the limits of a block, must not back into that block until the RTC has been informed, and such train or transfer is authorized by;
 - i the indication of a block signal, other than a Restricting Signal equipped with a plate displaying the letter "R", or a Stop and Proceed Signal;
 - ii Rule 564 or 567.3; or
 - iii Rule 577.

CENTRAL DIVISION TIME TABLE

NOTE: (iii) does not dispense with the requirements of Rule 564 at a Stop Signal except in the application of Rule 577(f).

- (b) When a train or transfer has entered a controlled location on signal indication, and stops with its trailing end within such controlled location, it may only move in the opposite direction within the controlled location with permission from the RTC. Unless relieved by the RTC, the movement must comply with Rule 104.2(b). RTC permission does not authorize occupancy outside of the controlled location.
- (c) Provided it will not re-enter a block it has cleared, a train or transfer may reverse direction within a block without Rule 577 protection as follows:
 - i to reverse a distance of 300 feet or less, a crew member must take up a position to see the section of track to be used is clear and will remain clear of equipment or a track unit; or
 - ii to reverse a distance greater than 300 feet, a flagman must take up a position beyond the farthest point to which the train or transfer may extend. Stop signals must be given by the flagman from a point where they can be plainly seen from an approaching train or transfer from not less than 300 yards

GENERAL DESCRIPTION AND LOCATION OF FIXED SIGNALS**RULE 403 – APPEARANCE OF COLOUR LIGHT SIGNALS**

- (a) Block and interlocking signal aspects will be displayed by the colour, position, flashing of lights, or combinations thereof.
- (b) The indications of any such signal may be qualified or modified by an attached arrow and/or plate(s). The attached plate(s) may have permanent lettering, and/ or illuminated (flashing or solid) lettering. Where illuminated lettering plates are used, modification to the indication of the signal applies only when lit.
- (c) Lights may be attached to either side of the signal mast and number plates may be provided for the purpose of identifying the location

CENTRAL DIVISION TIME TABLE

RULE 409		Clear to Slow	Proceed, approaching next signal SLOW speed.
RULE 417		Limited to Limited	Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at LIMITED speed.
RULE 418		Limited to Medium	Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at MEDIUM speed.
RULE 419		Limited to Slow	Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at SLOW speed.
RULE 419A		Limited to Diverging	Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at DIVERGING speed.
RULE 423		Medium to Limited	Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at LIMITED speed.
RULE 424		Medium to Medium	Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at MEDIUM speed.
RULE 425		Medium to Slow	Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at SLOW speed.

CENTRAL DIVISION TIME TABLE

<p>RULE 425A</p>	<p>Medium to Diverging Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at DIVERGING speed.</p>
<p>RULE 432</p>	<p>Slow to Limited Proceed, SLOW speed passing signal and through turnouts, approaching next signal at LIMITED speed.</p>
<p>RULE 433</p>	<p>Slow to Medium Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at MEDIUM speed.</p>
<p>RULE 433A</p>	<p>Diverging to Medium Proceed, DIVERGING speed passing signal and through turnouts, approaching next signal at MEDIUM speed.</p>
<p>RULE 434</p>	<p>Slow to Slow Proceed, SLOW speed passing signal and through turnouts, approaching next signal at SLOW speed.</p>
<p>RULE 439</p>	<p>Stop Stop. Unless required to clear a switch, crossing, controlled location, or spotting passenger equipment on station platforms, a movement not authorized by Rule 564 must stop at least 300 feet in advance of the STOP signal.</p>

<p>ADVANCE PSO SIGNS</p> <p>Advance speed restriction signs will be placed 3000 yards in advance of speed restriction point.</p> <p>Note: To avoid overlapping and redundancy, Advance PSO signs will not be placed when adjoining or consecutive PSOs are within 2000 yards of each other. An Advance PSO sign will be placed to indicate the commencement of any grouping of consecutive PSOs and defined above. PSO Restricting and Resume Speed signs (Item 2.4) will always be placed to define the actual limits of each PSO.</p>	<p>When a rail break has been detected by engineering personnel and it is safe to operate a train over the break at a speed less than posted speed, the RTC will provide GSO advice to affected trains stating the authorized speed over the break and how such location is marked in the field. The break will be marked by use of a Rail Break Sign or the foreman may be located at the location of the break. Signals required by Rule 43 will not be in place.</p>
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10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



CENTRAL DIVISION TIME TABLE

WATERLOO SUBDIVISION
STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
				↓ W 10m T	↑ E A S T			
			271.97	HILLTOP		CTC		
				3.8				
			275.8	WATERLOO		ABS YL 520		(054 054)
				1.7				
			277.5	WEST WATERLOO				
				1.1				
			278.6	JAXTON				
				2.4				
			281.0	MONA JCT.			281.3	
				2.5				
			283.5	CEDAR FALLS JCT.				
				9.0				
	6,990	292.1 293.5	292.5	NEW HARTFORD				
				5.7				
			298.2	SINCLAIR			298.2	
				7.8				
			306.0	APLINGTON				
				2.8				
			308.8	ERIKA			308.4	
				6.9				
		315.7	ACKLEY					
			9.9					
7,275	323.9 325.4	325.6	MILLS				(072 072) RTC 1# or 5080#	
			2.2					
		327.8	LYNCH			319.2		
			4.8					
		332.6	ALDEN				Diesel Doc 3#	
			8.0			335.28		
		340.6	EAST WILLIAMS				MS Rep 8#	
			1.5					
		342.1	WEST WILLIAMS				PTC 5#	
			4.1					
		346.2	BLAIRSBURG			349.9	TSC 9#	
			6.6					
		352.8	DANA				Emergency 6#	
			2.7					
7,131	355.6 357.0	355.5	WEBSTER CITY					
			4.2					
		359.7	HIGHVIEW					
			4.5					
7,275	362.7 364.2	364.2	DUNCOMBE					
			1.3					
		365.5	FARMLAND WYE					
			8.1			369.0		
		373.6	LAKE OLEY					
			1.5					
		375.1	FORT DODGE					
			1.1					
		376.2	CHRIS					
			0.8					
		377.0	LIMESTONE					
			4.2			379.5		
		381.28	TARA					

1 MAXIMUM SPEED

50 MPH

2 PTC LIMITS

Hilltop and Tara



CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
Hilltop - through turnout DCS	25
MP 273.0 to MP 274.2	25
Hilltop Thoroughfare – MP 271.97 to MP 275.2	20
West Waterloo to Jaxton	25
Jaxton Thoroughfare – MP 276 to MP 278.6	20
Jaxton – Interchange Tracks	20
Jaxton – through turnout DCS	25
MP 282.6 to MP 284.2 – curves	25
MP 312 to MP 313 – curve	40
MP 315.0 to MP 317.0	40
Mills to MP 326.6- UP Crossing and curve	25
MP 355.6 – UP Crossing	25
MP 372.4 to MP 381.28	25
Tara - UP Crossing (HER)	10
Tara - through turnout DCS to Omaha Sub	10

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

DOB LIMITS - Waterloo DOB	Dubuque Sub between MP 271 and MP 271.97 Waterloo Sub between MP 271.97 and MP 284 Osage Sub between MP 0 and MP 2 Hawkeye Sub MP 145.66 and MP 150.3
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(b) **YARD LIMITS - in effect between**

- **MP 272.1 and MP 274.2**

(c) **SIGNAL RULES**

CENTRAL DIVISION TIME TABLE

Rules 803-816

(d) **CTC**

Hilltop	Homewood RTC
West Waterloo and MP 381.28	Homewood RTC

(e) **ABS - in effect between**

Hilltop and MP 274.2

(f) **TRACK AUTHORITY LIMITS**

NIL

(g) **RULE 520**

Trackage between MP 274.2 and MP 277.5 is designated Non-Main Track.

(h) **RULE 901 - Switches where trains must not clear the Main Track:**

A-Line E.D.S. (MAIN 1)	MP 273.69
Con-Agra Foods	MP 280.10
New Hartford East Elevator Switch	MP 292.3
New Hartford West Elevator Switch	MP 292.6
Parkersburg West Elevator Track Switch	MP 301.2
Aplington East Elevator Switch	MP 305.8
Aplington West Elevator Switch	MP 306.2
Austinville East Elevator Switch	MP 309.8
Austinville West Elevator Switch	MP 310.3
Murry Track Switch	MP 315.4
Macy	MP 319.9
Alden West Switch South Side	MP 332.7
Van Diest Spur	MP 348.0
Tasler Pallet	MP 353.2
Webster City Iron & Metal	MP 355.5
Van Diest Supply	MP 358.9
Limestone - Cerne Calcium	MP 377.0
Limestone - Martin - Marietta South	MP 377.0

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Mills	UP Crossing	Homewood RTC Requested*
Webster City	UP Crossing	Homewood RTC*
Tara	UP Crossing	Homewood RTC

*At Mills, the west siding switch and UP crossing are within the same control point.

At Webster City, the east siding switch and the UP crossing are within the same control point. RTC

CENTRAL DIVISION TIME TABLE

When signal displays Stop indication, first contact the RTC. If instructions include authority to pass signal displaying Stop indication, key release at the crossing must be operated according to the posted instructions, before movement passes the absolute signal.

On-Track Safety	Mills	Webster City**	Tara
Verbal Protection	X		X
Track Authority	X		X
Planned Work			
Train Approach Warning	X	X	
Lock-out Box		X	X
Signal Maintainer	X	X	

** Instructions for use of the Interlocking Trainman’s Emergency Release Pushbuttons

Note: CN employees must contact the RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Pushbutton.

A stuck trap circuit will be indicated on the Dispatch System screen by the presence of the word “CN TRAP” for the specified location. A track circuit within the interlocking will indicate occupied.

In the event of a stuck trap circuit at the Interlocking, proceed as follows:

1. The CN employee shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.
2. Upon receipt of the report from the CN employee that the tracks are clear, the RTC should click on the “CN TRAP” indication at Webster City Interlocking to initiate the trap release.
3. With authorization from the RTC, the CN employee can unlock the box and activate the pushbutton for the appropriate track. The lamp should extinguish indicating that the trap has been released. The train crew will relock the Trainman’s Emergency Release Pushbutton box after use.
4. The RTC will observe that the “CN TRAP” indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC is to contact the S&C Help Desk.

8 MEASURED MILE

- MP 292 and MP 293
- MP 368 and MP 369

9 SPECIAL CONDITIONS

- (a) **RULE 411**
NIL
- (b) **CLOSE CLEARANCE - Employees must not ride on the side of equipment at the following locations.**

Location	Track ID
Waterloo Yard	1-7
South side	WA07

- (c) **HANDBRAKE REQUIREMENTS - Minimum requirement for the application of handbrakes by location.**

CENTRAL DIVISION TIME TABLE

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Waterloo Yard	WA01-WA16 & WA18	1-10	1
		11-20	2
		21 or more	3

(d) **ENGINE RESTRICTIONS**

NIL

(e) **HTUA**

NIL

DTMF Switch Locations – DTMF Switch as prescribed by USOR Rule 717. When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch on AAR 054-054:

East End Runaround Switch

2-7-5-1-5-1 to be lined normal (Yard Track) (Green Aspect)

2-7-5-1-5-2 to be lined reverse (Runaround turnout) (Yellow Aspect)

Crossover MP 276.8 - Crossover is DTMF controlled by an approaching engine. AAR channel (072 072), Code #9289, to operate the crossover from its current position. If engine is within 50 feet of the switch, DTMF will not operate, and the crossover must be lined by hand or by pushbutton at the switch. If crossover fails to line and lock via DTMF signal, after 5 seconds it will return to its original position. Flashing yellow light at the switch indicates when switches are out of correspondence.

North Waterloo Industrial Lead - Hand operated switches connected to the North Waterloo Industrial Lead must be left lined and locked for the lead when not in use. Iowa Northern crews must contact Waterloo Yardmaster before entering.

Mills and Webster City - When taking the dual control switch in hand position at west siding switch Mills (UP Crossing) and east siding switch Webster City (UP Crossing), be governed as follows:

Movements that leave the control point during the time the dual control switch is in hand position, must operate the key release at the diamond before re-entering the control point.

Williams - Alliant Energy leases the track north of the Main Track between East and West Williams, maximum speed 10 MPH.

Fort Dodge - Derails on the west ends of Hill Tracks 1, 2, and 3 are to be placed in the derailing position only when cars are left unattended. Trains and engines must approach these derails prepared to find derail in the derailing position.

Waterloo Yard - Cutting off in motion or kicking cars in WA01 is prohibited, unless there are 3 properly applied and tested handbrakes in WA01 prior to kicking.

10 HPTA EXCEPTIONS

HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- P 283.5 and MP 286- Westward
- MP 313.5 and MP 319.5- Westward
- MP 319.5 and MP 322- Eastward
- MP 377.7 and MP 380.0- Westward
- MP 348.5 and MP 354.9- Eastward
- MP 372.5 and MP 375.0- Eastward

CENTRAL DIVISION TIME TABLE

11 LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGHT	CONNECTION
Con-Agra Foods	280.1	2500	WEST
Parkersburg	301.1	520	WEST
Austinville	310.0	2770	BOTH
Macy-Cargill	319.9	1324	EAST
Van Diest Spur	348.0	600	WEST
Tasler Pallet	353.2	530	WEST
Van Diest Supply	358.9	715	WEST



CENTRAL DIVISION TIME TABLE

WAUKEGAN SUBDIVISION

STATION TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNEL CALL INS
			72.8	WAUKEGAN 5.7	Rule 520	**63.3	(091 091) RTC *2# or *5145#
			67.1	UPTON 1.6	TA		Diesel Doc *3#
			65.5	RONDOUT 5.2	CTC		MS Rep *6#
			60.3	LEITHTON 0.25			PTC *5#
			60.05	LAKE			TSC *9#

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3

1 MAXIMUM SPEED

25 MPH

2 PTC LIMITS

NIL

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	MPH
MP 65.5 - CP Crossing	10
MP 60.3 - over diamond	10
Lake - through crossover to Waukegan Sub	25

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

NIL

CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS** NIL

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC**

CTC - in effect between	Controlled by
Lake and Rondout	Homewood RTC

(e) **ABS** NIL

(f) **TRACK AUTHORITY - in effect between**

MP 72 and Rondout

(g) **RULE 520**

Trackage north of MP 72 is designated Non-Main Track.

(h) **RULE 901** NIL

7 RAILROAD CROSSINGS AT GRADE



CENTRAL DIVISION TIME TABLE

RAILROAD CROSSINGS AT GRADE		Controlled by
Upon	UP Crossing	Automatic
*Rondout	CP Crossing	CP Chicago Dispatcher (044 044) Call-in *51# (612) 904-5830
**Leithton	Waukesha Subdivision	Homewood RTC (079 079) Tone *5145#

On-Track Safety	Upton	Leithton
Verbal Protection		X
Track Authority		X
Train Approach Warning	X	X
Lone Worker	X	
Signal Maintainer	X	
Planned Work		X***

*Homewood RTC must obtain blocking protection from CP Chicago Dispatcher prior to issuing a Track Authority on either side of Rondout, Railroad Crossing at Grade. Track Authority Computerized (TAC) must not be used at this location.

**Homewood RTC must obtain blocking protection internally prior to issuing a Track Authority on either side of Leithton, Railroad Crossing at Grade. Track Authority Computerized (TAC) must not be used at this location.

*** Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.

8 MEASURED MILE

NIL

9 SPECIAL CONDITIONS

- (a) **RULE 411 - Locomotive Whistle Quiet Zones – in effect:**
From Martin Luther King Drive (MP 69.75) to and including Butterfield Road (MP 60.42)
- (b) **CLOSE CLEARANCE** NIL
- (c) **HANDBRAKE REQUIREMENTS** NIL
- (d) **ENGINE RESTRICTIONS - Prohibited 6 axle locomotive locations:**
West Rock (MP 70.65)
- (e) **HTUA** NIL

Upton - Signal will display after train occupies the long approach to the interlocking, but will timeout after 8 minutes, and signal will display Stop. Train must enter the re-clear circuit to operate the interlocking. Then be governed by instructions in the release box.

Waukegan Yard - Waukegan Yard is out of service north of Water Street, MP 72.8 to end of subdivision. Derail located north of Water Street.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL



WAUKESHA SUBDIVISION



STATION TABLE



CENTRAL DIVISION TIME TABLE

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			57.7	STATELINE 1.5	CTC	54.3	
			56.2	COACH YARD 0.5			
			55.7	ANTIOCH 2.6			
			53.1	LAKE VILLA 4.6			
			48.5	ROUND LAKE 2.39			
			46.11	RAM 2.11			
			44.0	GRAYS LAKE 3.5			
			40.5	LOMOND 1.9			
			38.6	TRAFTON 0.7			
			37.9	LEIGHTON 3.2			
			34.7	PRAIRIE VIEW 2.7			
			32.0	BUFFALO GROVE 1.8			
			30.2	NORTH WHEELING 2.8			
			27.4	SOUTH WHEELING 2.7			
			24.7	PROSPECT 1.3			
			23.4	DEVAL 0.6			
			22.8	DES PLAINES 1.9			
			20.9	O'HARE 2.2			
			18.7	JCT. 19 0.9			
			17.8	SCHILLER PARK 0.8			
		17.0	JCT. 17 0.5				
		16.5	CP LEAD 0.6				
		15.9	JCT. 16 0.4				
		15.5	TOWER B-12 0.3				
		15.2	PARK 4.2				
		11.0	FOREST PARK 0.1				
		10.9	MADISON ST.				

**49.41

39.8

28.6

(079 079)
RTC
*6#
or
*5145#

Diesel Doc
*3#

MS Rep
*8#

PTC
*5#

TSC
*9#

Emergency
*0#

**13.92
**11.12

End to End
(054 054)

**CENTRAL DIVISION TIME TABLE**

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

1 MAXIMUM SPEED

Passenger 60 MPH / Freight 50 MPH

2 PTC LIMITS

Stateline to Park

CENTRAL DIVISION TIME TABLE

3 SPEED RESTRICTIONS

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
Stateline- through turnout	45	45
MP 56.2 to MP 55.4 (Mains 1 & 2)	50	-
Antioch - through crossover	45	40
Lake Villa - through crossover	40	40
Round Lake- through turnout DCS	45	45
Ram - through turnout	40	40
Grays Lake – CP Crossing	50	40
Grays Lake - through turnout end multiple main tracks	40	35
Grays Lake - connection track to CPR and turnout	25	25
MP 41.78 to MP 42.38 (HER) (Southward Only)	50	-
Lomond - through turnout	55	45
Trafton - through north crossover	30	30
Trafton - through middle crossover	30	30
Trafton - through South crossover	30	30
Trafton - through turnout to Leithton Main 1	30	30
Trafton - through turnout to Leithton Main 2	30	30
Prairie View - through crossovers	40	40
Buffalo Grove - through turnouts	40	40
MP 31 to Park - Key Trains	-	35
North Wheeling - through turnouts	40	40
South Wheeling - through turnouts	40	35
Prospect - through turnout	55	45
MP 24.2 to MP 23.5	40	40
MP 23.5 to MP 23.3 (UP Crossings)	25	25
Des Plaines – through turnout	40	40

CENTRAL DIVISION TIME TABLE

SPEED RESTRICTIONS	Passenger MPH	Freight MPH
MP 23.3 to MP 20.1 (HER) (All Main Tracks)	40	40
O'Hare – through crossovers	40	40
MP 20.9 to MP 18.7 (Main 2)	40	35
Jct. 19 – through crossovers	25	25
Schiller Park Yard Lead - through turnout MP 19.9	20	20
Schiller Park Yard Lead - MP 19.9 to MP 18.7	20	20
Jct. 17 - through turnouts	25	25
MP 17.8 to MP 17.12 - Brush Lead	20	20
MP 17.1 to Tower B-12 - West Freight Lead	25	25
MP 17.1 to Tower B-12 (Main 1)	50	40
MP 17.1 to Tower B-12 (Main 2 & 3)	25	25
Jct. 16 - through Main 1/Main 2 crossover	25	10
Tower B-12 – connections to Metra/CPR and turnouts	25	25
B-12 to Park	25	25
Park – through turnout to IHB	25	25
Park to MP 14	-	10
MP 14 to Madison St	10	10

4 SIDING SPEEDS

NIL

5 FREIGHT CAR WEIGHT RESTRICTIONS

- Heaviest 4 axle car permitted – 286,000 lbs.
- Loaded 24 ft. ore cars are cleared between Stateline and Trafton only, maximum 180,000 lbs, with the following speed restrictions:
 - Maximum Speed 40 MPH
 - 10 MPH over Bridge at MP 40.55

Loaded 24 ft. ore cars must not be operated between Trafton and Madison St. without special clearance from Bridge Department.

CENTRAL DIVISION TIME TABLE

6 OPERATING CHARACTERISTICS

(a) **DOB LIMITS**

Chicago Terminal DOB	Joliet Subdivision between MP 3.75 and MP 36.7 Chicago Subdivision between MP 1.5 and MP 31.7 Freeport Subdivision between MP 2.1 and MP 38 Leithton Subdivision between MP 60.85 and MP 0.0 Waukesha Subdivision between MP 57.7 and MP 10.9 Illinois River Subdivision between MP 9.8 and MP 27.0 Matteson Subdivision between MP 46.4 and MP 0.0 City Track Subdivision between MP 0.3 and 0.0 Lakefront Subdivision between MP 9.8 and MP 1.83 South Bend Subdivision between MP 31.1 and MP 43 Waukegan Subdivision between MP 60.05 and MP 72.8
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(b) **YARD LIMITS - in effect between**

Forest Park and Madison St. - Northward Trains contact RTC before entering.

(c) **SIGNAL RULES**

Rules 803-816

(d) **CTC**

CTC - in effect between	Controlled by
Stateline and Forest Park	Homewood RTC

(e) **ABS - in effect between**

Forest Park and Madison St. Northward Main is signaled for the north and Southward Main is signaled for the south.

NOTE: Roadway Workers must contact RTC before occupying either track

(f) **TRACK AUTHORITY LIMITS NIL**



CENTRAL DIVISION TIME TABLE

(g) **RULE 520** NIL

(h) **RULE 901**- Switches where trains must not clear the Main Track:

Lake Villa – House Track (Main 1)	MP 51.1
Libertyville – Zeller Plastic (Main 1)	MP 41.8
Vernon Hills – Amcorp (Main 1)	MP 36.9
Buffalo Grove – Rexam (Main 1)	MP 32.4
Wheeling – Sunny Side Corp (Main 2)	MP 29.3
Wheeling – Clearshield (Main 2)	MP 28.1
Franklin Park – US Global	MP 14.5

7 RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE		Controlled by
Grays Lake	CPR Crossing	Homewood RTC
Leithton	Waukegan Sub Crossing	Homewood RTC
Deval	UP Crossing	UP Northeastern Dispatcher (800) 726-1113
Tower B-12	Metra/CPR Crossing	Metra Control Operator (094 094) (312-322-2846)

On-Track Safety	Grays Lake	Leithton
Verbal Protection	X	X
Track Authority	X	X
Train Approach Warning	X	X
Planned Work		X*

* Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.

8 MEASURED MILE

- MP 31.0 and MP 30.0



CENTRAL DIVISION TIME TABLE

9 SPECIAL CONDITIONS

(a) **RULE 411- Locomotive Whistle Quiet Zone - in effect:**
 From Rt. 83 (MP 56.05) to and including Forest Ave. (MP 12.10), effective 24/7.

(b) **CLOSE CLEARANCE - NIL**

(c) **HANDBRAKE REQUIREMENTS - Minimum requirement for application of handbrakes by location.**

Location	Track ID	Total Number of Cars in Track	Minimum Number of Handbrakes Required
Schiller Park	SO01-SO04	1	1
		2 or more	2

(d) **ENGINE RESTRICTIONS - Prohibited 6 axle locomotive locations:**

- Hidden ValleyMP 28.3
 - JW Allen MP 28.4
 - Valspar MP 30.3
 - Coach YardMP 56.2
- * Exception Metra 500 series locomotives are permitted.

(e) **HTUA** High Threat Urban Area is in effect on all trackage south of MP 31.

Trafton - Homewood RTC's will confer with each other before lining trains between the Waukesha Subdivision and Leithton Subdivision. Trains receiving a proceed indication at Trafton are authorized to operate onto the other subdivision without further authority.

Grays Lake - This interlocking is equipped with a trap circuit. A train pulling into the interlocking and backing off without crossing the diamond will set the trap. A track occupancy light will remain illuminated on the RTC's console. The trap can be released by pushing the release button at the bungalow or a train crossing the diamond. Two trap release buttons are installed, one labeled Metra and one labeled CN.

MP 20 - Unless otherwise instructed by the RTC, Northward Trains must not pass MP 20 until a proceed indication is received at O'Hare.

CP ELGIN - Canadian Pacific (CP) road channel for the Elgin Sub is AAR (094 094). CP Elgin Dispatcher may be contacted at 612-904-5834. All movements must verify with the CP Elgin Dispatcher that no restrictions exist prior to traversing the diamond.

Rule 528 - Automatic Warning Devices:

Wall St. - on Vulcan Materials Spur only (MP 52.5)

Rule 530 - Infrequently Used Automatic Warning Devices:

Chestnut St. (MP 15.23) to and including Madison St. (MP 10.9).

NOTE: This does not apply to movements to the IHB at Park.

Track Authority Issuance between Jct. 17 and Park - Before a Roadway Worker receives a Track Authority from the CN RTC to travel or work between Jct. 17 and Park, they must first obtain protection from the Metra B-12 Dispatcher as follows:

- 1) Roadway Worker informs the CN RTC that they would like to receive track authorities between Jct. 17 and Jct. 16, and between B-12 and Park, so the CN RTC can set up blocks with the Metra B-12 Dispatcher (i.e., Metra B-12 blocks will be placed on track(s) where track authorities will be issued).
- 2) CN RTC will contact the Roadway Worker via radio after having the Metra B-12 Dispatcher place blocks and will give details of the blocks put in place (i.e., Metra B-12 block applied on CN Main #1 and CN Main #2 between Jct. 16 and Jct. 17, OK 1030).



CENTRAL DIVISION TIME TABLE

- 3) Roadway Worker will repeat Metra B-12 block information with CN RTC.
- 4) CN RTC issues the Track Authorities to the Roadway Worker.
- 5) After receiving the Track Authorities from the CN RTC, the Roadway Worker needs to contact the Metra B-12 Dispatcher to obtain Foul Time in order to travel between the CN Track Authorities (i.e., between Jct. 16 and B-12).

Note: If a Roadway Worker does not intend to travel or work between the limits stated above, rather work within the individual CN Track Authorities (i.e., between Jct. 17 and Jct. 16, or between B-12 and Park), the requirement to have the RTC set up a block with Metra B-12 dispatcher still applies.

Track Authority Removal between Jct. 17 and Park - All protection issued between Jct. 17 and Park must be removed using the steps above in reverse order:

- 1) Roadway Worker must contact the Metra B-12 Dispatcher to any release Foul Time obtained between Jct. 16 and B-12.
- 2) Roadway Worker
- 3) contacts CN RTC to release Track Authorities.
- 4) CN RTC will contact the Metra B-12 Dispatcher to remove blocks.
- 5) CN RTC will contact Roadway Worker via radio after having the Metra B-12 Dispatcher remove blocks and will give details of the blocks removed (i.e., Metra B-12 blocks removed on CN Main #1 and CN Main #2 between Jct. 16 and Jct. 17, OK 1130).
- 6) Roadway Worker will repeat Metra B-12 block information with CN RTC.

Park - IHB Dispatcher and CN RTC will communicate with each other before lining trains between the CN and IHB. If the signal cannot be lined:

- Northward movement from IHB to CN must have permission from IHB dispatcher to pass the Stop Indication, and CN RTC to occupy the track north of Park.
- Southward movement from CN to IHB must have permission from CN RTC to pass the Stop Indication, and IHB Dispatcher to occupy the track south of Park.

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA, between Stateline and Tower B-12. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

10 HPTA EXCEPTIONS

NIL

11 LOCATIONS NOT SHOWN AS STATIONS

NIL