



**TOLEDO TERMINAL  
SUBDIVISION  
TIMETABLE NO.1**

**EFFECTIVE  
WEDNESDAY, NOVEMBER 1, 2017  
AT 0001 HOURS  
CSX STANDARD TIME**

**Updated Through June 26, 2023**



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## GENERAL INFORMATION

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## SUBDIVISIONS

NAME	CODE	DISP	PAGE
TOLEDO TERMINAL	TT	RL	1

## CONTACT NUMBERS

EMERGENCY CONTACT VIA RADIO	
Using the Dispatcher Channel, press 9 on the DTMF Key Pad to initiate an emergency call into the Operations Center Office.	
<b>Network Operations</b>	[REDACTED]
<b>Public Safety Coordination Center</b> Police Fire Department Unsafe Motorist Reporting Company Hazardous Materials Hot Line	[REDACTED]
<b>Employee Assistance Group</b>	[REDACTED]
<b>RL Dispatcher</b>	[REDACTED]

# TIMETABLE LEGEND

## STATION LISTING AND DIAGRAM PAGES

### 1 – HEADING

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

### 2 – COLUMN HEADINGS AND LISTINGS

#### A. AUTHORIZED SPEED

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

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

#### B. MILEPOST

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

28.0
29.0

#### C. STATION

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

#### D. TRACK DIAGRAM

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

#### E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

#### F. NOTES

Where station page information may need to be further defined, a number will refer to an item listed to the right under the "NOTES" column.

### 3 – SYMBOLS USED

#### A. TRACK

N – North    S – South    E – East    W – West  
 YL – Yard Limits  
 NB – Northbound                      NE - North End  
 SB – Southbound                      SE - South End  
 EB – Eastbound                        EE - East End  
 WB – Westbound                        WE - West End

## B. SPEED REFERENCES

### SP – Refer to Speed Tables

Where a speed is shown in the Authorized Speed Column of the Station Listing and Diagram pages or the Additional Speed Table, the speed shown is the maximum speed and does not supersede any additional requirements that may be imposed by Rules, System Bulletins, Division Bulletins, Dispatcher messages or form EC-1.

## C. ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

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

## D. ROAD CROSSINGS

### Crossing Types:

FQ – Four Quadrant Gates  
 LO – Location  
 PB – Public Crossing  
 PC – Private Crossing  
 PD – Pedestrian Crossing  
 PS – Passenger Station

### Types of Activation:

C – Conventional Track Circuits  
 M – Motion Sensor  
 P – Speed Predictor

## E. DEFECT AND CLEARANCE DETECTORS

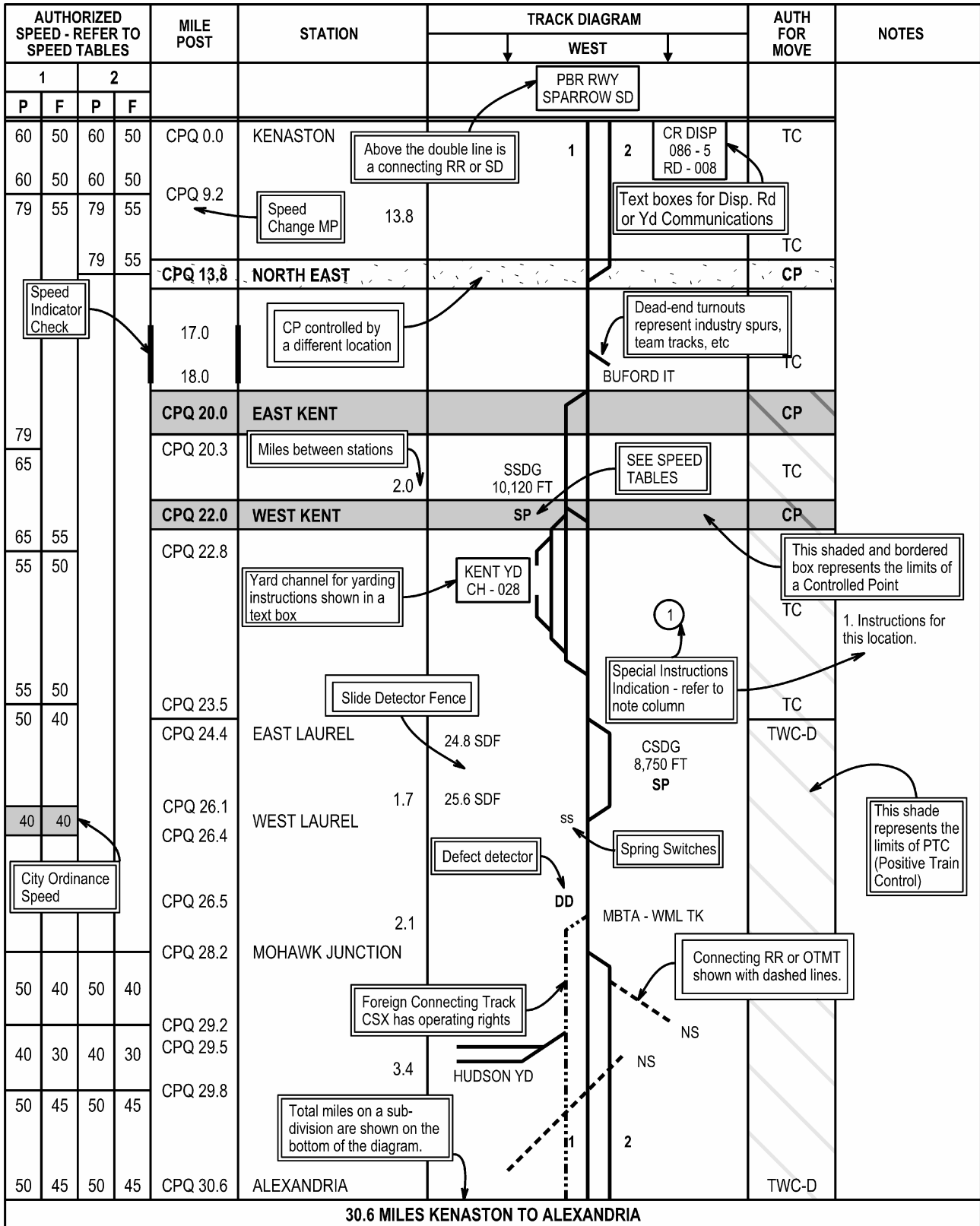
ABD - Acoustic Bearing Detector  
 DED – Dragging Equipment Detector  
 HBD – Hot Box Detector  
 HIWI – High or Wide Clearance Detector  
 HWD - Hot Wheel Detector  
 OGD - Optical Geometry Detector  
 WPD - Wheel Profile Detector  
 WTD - Wheel Temperature Detector

## F. COMMUNICATIONS TEXT BOXES

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

CM DISP
094-7
RD - 008

# LEGEND - SAMPLE SUBDIVISION - SS



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# Notes

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# TOLEDO TERMINAL SUBDIVISION - TT

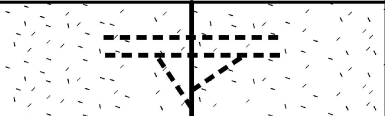
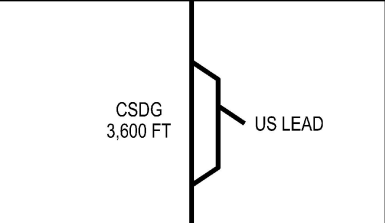
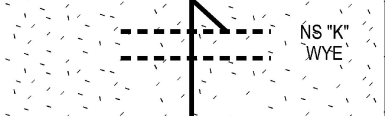
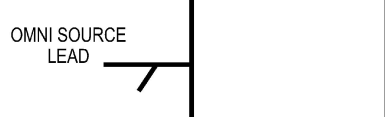

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES	
				↓ SOUTH	↓			
2	1 SINGLE							
40	40	CC 104.9	SAS CARLETON 0.2	SP		CP		
35	35	CC 105.1 CC 105.2 CC 105.3	CARLETON	SP CN				
45	45	CC 114.3 118.0 CC 122.4 124.0	20.2	CSDG 4,118 FT SP CC 106.1 DD DD 2	CSDG 5,369 FT SP CC 106.3 RL DISP 035 - 7 RD 008 1		TC	
45	45	CC 125.3	ERIE INTERLOCKER				CP	
		CC 130.0	5.0	AA		TC		
30	30	CC 130.1 = CCA 130.1 CCA 130.3 CCA 130.4	ALEXIS			CP		
	30				NS CCA 130.5			
			1.4		CCA 130.7 HALLETT STG 3,153 FT CCA 131.4	TC		
		CCA 131.7 CCA 131.8 = CTT 30.4	H TOWER			CP		
			1.5	AA		TC		
30	30				TO LANG YD			
20	20	CTT 29.1 CTT 29.0	GTW CROSSING	CN	CONN SP	CP		
30	30	CTT 28.9	1.3	2	1	TC		
		CTT 27.7	LOWER RIVER BRIDGE	DB		CP		
30	30	CTT 26.8	1.1			TC		
20	20	CTT 26.6	MILLARD AVE		INBOUND OUTBOUND	CP		
20	20							

# TOLEDO TERMINAL SUBDIVISION - TT

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
				↓	↓		
2	1						
20	20		0.3		LAKEFRONT DOCK	TC	
20	20	CTT 26.3	IRONVILLE (NS CONTROLLED)	NS	---	CP	
30	30	CTT 26.2			TO HOMESTEAD YD	TC	
			0.9	2	1	TC	
		CTT 25.4	CONSAUL AVE			CP	
			2.4			TC	
		CTT 23.0	PICKLE ROAD			CP	
			1.1			TC	
		CTT 21.9	VICKERS (NS CONTROLLED)	---	NS	CP	
			1.0	2	1	TC	
		CTT 20.9	DRY CREEK		CDA 118.4 OUTBOUND MAIN INBOUND MAIN	CP	
			0.6	2	1	TC	
					TO UNION STREET CARROTHERS SECONDARY	TC	
		CTT 20.3	WR	ROCKEWILL IT	UNION ST	CP	
			0.8		NO 1 MYERS YD	TC	
		CTT 19.5 = QT 4.0 = QTE 4.0	STANLEY	BIG FOUR WYE	OUTBOUND INBOUND TO ROSS CS WYE	CP	
		CTT 16.9	3.1	ROSSFORD YD		TC	
		CTT 16.4 = BE 196.4	BATES	2.7	TO OWENS	TC	
30	30	BE 193.7	PERRY	2	1	CP	
				TOLEDO SD LOUISVILLE DIV			
43.6 MILES SAS CARLETON TO PERRY							



## TOLEDO TERMINAL SUBDIVISION - TT H TOWER TO END OF TRACK

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
10	CCA 131.6 CTT 2.0	H TOWER			CP	
	CTT 2.3	EE STICKNEY 0.3			TWC-D	
	CTT 3.0	WE STICKNEY 0.1			TWC-D	
	CTT 3.1 CTT 3.2	TOWER K (NS CONTROLLED)			CP	
	CTT 3.3	1.9			TWC-D	
10	CTT 5.0	(END OF TRACK)			TWC-D	
3.0 MILES H TOWER TO END OF TRACK CTT 5.0						

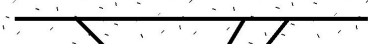
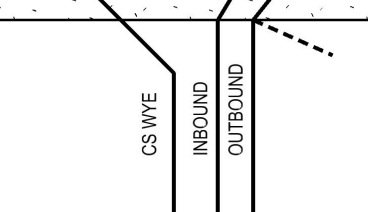

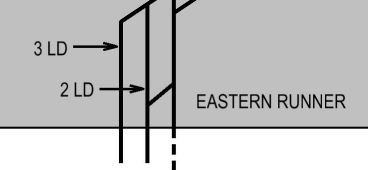
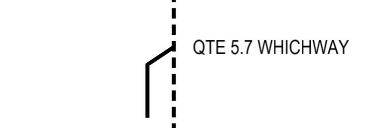
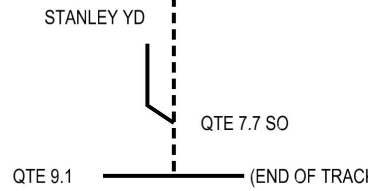
## TOLEDO TERMINAL SUBDIVISION - TT DRY CREEK TO VR TOWER

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
				↓ EAST ↓	↓ EAST ↓		
2	1			INBOUND MAIN	OUTBOUND MAIN		
25	25	CTT 20.8 = CDA 118.4	DRY CREEK	2	1	CP	
		0.5				TC	
		CDA 117.9	UNION STREET	2	1	CP	
25	25	CDA 117.7		INBOUND OUTBOUND CAR SHOP			
30	30		0.9			TC	
		CDA 117.0	WE YARD D			CP	
			2.1			TC	
		CDA 114.9	VR TOWER			CP	
30	30	CDA 114.6 = CD 114.6	0.3	SWITCHING LEAD EXTENSION	2	1	TC
				PEMBERVILLE SD			
3.8 MILES DRY CREEK TO CDA 114.6							

# TOLEDO TERMINAL SUBDIVISION - TT STANLEY TO OWENS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
15	QT 4.0 = QTE 4.0 = CTT 19.5	STANLEY	WEST		CP	
		0.1	TO PB 9 TO PB 12		TC	
	QT 4.1	LAKE			CP	
		0.5	PASSENGER WYE	FREIGHT WYE SP	TC	
15	QT 4.7	OWENS			CP	
			<div style="border: 1px solid black; padding: 2px; display: inline-block;">           TOLEDO BRANCH SD GREAT LAKES DIV         </div>			
0.7 MILES STANLEY TO OWENS						

# TOLEDO TERMINAL SUBDIVISION - TT STANLEY TO ROSS

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
15	QTE 4.0 = QT 4.0 = CTT 19.5	STANLEY			CP	
		0.2			TC	
					TC	
15	QTE 4.2  QTE 4.3	ROSS	0.1			CP
						OTMT
						OTMT
0.3 MILES STANLEY TO QTE 4.3						

# TOLEDO TERMINAL SUBDIVISION - TT CARROTHERS SECONDARY

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
			TO WR			
10	QTC 80.5	0.2			TC	
10	QTC 80.3=CDA-117.9	UNION STREET 0.1			CP	
10	QTC 80.2				OTMT	
10	QTC 79.7				OTMT	
25	QTC 70.0				OTMT	
10	QTC 67.0	(END OF TRACK)			OTMT	
0.3 MILES QTC 80.5 TO QTC 80.2						

# TOLEDO TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- TOLEDO TERMINAL

Trk	MP/Location	F
Both	CC 104.9 - 105.1	40
Both	CC 105.1 - 105.3	35
Both	CC 105.3 - 130.0	45
Both	CC 130.0 - 130.1	30
Both	CCA 130.1 - 130.4	
SG	CCA 130.4 - 131.7	
Both	CCA 131.7 - 131.8	
Both	CTT 30.4 - 29.1	
Both	CTT 29.1 - 28.9	20
Both	CTT 28.9 - 26.8	30
Both	CTT 26.8 - 26.2	20
Both	CTT 26.2 - 16.4	30
Both	BE 196.4 - 193.7	

### AUTHORIZED SPEEDS -- H TOWER TO END OF TRACK

Trk	MP/Location	F
SG	CTT 2.0 - 5.0	10

### AUTHORIZED SPEEDS -- DRY CREEK TO VR TOWER

Trk	MP/Location	F
Both	CDA 118.4 - 117.7	25
Both	CDA 117.7 - 114.6	30

### AUTHORIZED SPEEDS -- STANLEY TO OWENS

Trk	MP/Location	F
SG	QT 4.0 - 4.7	15

### AUTHORIZED SPEEDS -- STANLEY TO ROSS

Trk	MP/Location	F
SG	QTE 4.0 - 4.3	15

### AUTHORIZED SPEEDS -- CARROTHERS SECONDARY

Trk	MP/Location	F
SG	QTC 80.5 - 80.2	10
OTMT	QTC 80.2 - 79.7	
OTMT	QTC 79.7 - 70.0	25
OTMT	QTC 70.0 - 67.0	10

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

Location	Track Type	F
CC 105.2 - 106.3	CSDG	10
CC 105.2 - 106.1		
CTT 29.0 - 29.0	CONN	

### ADDITIONAL SPEED RESTRICTIONS

**CC 104.9** – Do not exceed 10 MPH thru North Crossover

**CC 105.1** – Do not exceed 25 MPH thru South Crossover

**CCA 131.6** – Head End must not exceed 25 MPH at this

location.

**QT 4.0 - 4.7**– Freight Wye not to exceed 15 MPH.

### 110.4 TRAINS AND ON-TRACK EQUIPMENT

#### Pilot Crews

When a pilot crew is called to pilot a train, the crew requesting a pilot will remain on the lead locomotive, the locomotive operator requesting a pilot will also remain at the controls of the locomotive until final destination or the expiration of hours of service. The pilot engineer will ride in the lead unit, and depending on the available seating on the lead unit, the conductor and any other piloting crew members will ride in the trailing unit.

#### Pilot Requests

Each train crew destined for Toledo Terminal is required to fax a Pilot Request Form from the on-duty location whenever a pilot may be required to operate to the final destination.

A. The fax is to be sent to Chicago Chief Toledo Terminal at Bell [REDACTED]

B. If the fax receipt is not obtained, call the Manager of Toledo Terminal at Bell [REDACTED]. If audix is received, a message may be left.

C. The fax receipt is to be retained until the completion of your tour of duty.

D. If you are placed on a different train assignment, you must submit a new Pilot Request Form or inform the Manager of Toledo Terminal of the changed assignment.

E. Inform the train dispatcher of the pilot request. Request that he/she contact the Manager of Toledo Terminal and inform him/her of your pilot request. Under no circumstance will a train's departure be delayed due to inability to fax a Pilot Request Form.

F. Crews departing Chicago must inform the crew caller at the time of call if a pilot is needed. If the crew caller is not informed of the request for a pilot, the crew must contact the Manager of B&OCT or Chicago Network Operations Manager directly at the time of call.

G. If there are any questions regarding the train's final destination or its route, contact the Toledo Terminal - Bell [REDACTED]

When a pilot crew is called to pilot a train, the crew requesting a pilot will remain on the lead locomotive until final destination or the expiration of H.O.S. The pilot locomotive operator will ride in the lead unit, and depending on the available seating on the lead unit, the conductor and any other piloting crew members will ride in the trailing unit.

### 115 DUTIES WHEN PROVIDING FLAG PROTECTION AT WORK LOCATIONS

A. Rule 115 is modified to include the following flagman checklist and flagman train log.

B. CSX Flagman Check list

1. Safety briefing with a manager or yardmaster on first assigned day and once each week thereafter. Self-safety

briefing all other days of the assignment.

- a) Flagging Equipment, including radio and spare battery
- b) Review flagman's check list
- c) Have current Dispatcher, System and General Bulletins
- d) Have PPE, clear safety glasses, hearing protection, etc.

2. Job briefing with the contractor daily

- a) Identify contractor employee in charge and/or designee
- b) Review contractors work plan for the day
- c) Review with contractor type/amount of equipment being used that is subject to fouling track and have a general understanding when equipment will be used.
- d) Review hazards related to the work
- e) Have an understanding of what is required before fouling the track
- f) Have an understanding of what is required to clear the track
- g) List the steps to clearing the track for train movement
- h) Confirm understanding of the job briefing with contractor
- i) Follow-up with additional job briefings if work changes or on an as-needed basis.

3. Daily briefing with train dispatcher

- a) Discuss the sequence of work events planned by contractor
- b) Discuss expected time needed and current train line up
- c) Follow-up at last every two hours or more as needed
- d) Maintain flagman train log for entire shift (Item 4 below)
- e) Notify dispatcher that you are leaving the work site when work day is complete

4. Self Job Briefing

- a) Flagging equipment including radio and spare battery
- b) Review CSX Operating Rule 115
- c) Review current dispatcher, System and General Bulletins
- d) Have PPE, clear safety glasses, hearing protection, etc.
- e) Job Briefing with contractor

C. Flagman Train Log - Refer to the Flagman Train Log.

**302.1 LOCATIONS THAT MUST BE APPROACHED PREPARED TO STOP**

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

**CTT 27.7** – Trains must obtain permission from the bridge tender before fouling the movable span of the bridge.

Provided EC-1 Authority is granted from the RL Dispatcher in Jacksonville and permission is received from the Lower River Bridge, bridge tender, it will not be necessary for trains to stop prior to fouling the moveable span of the Lower River Bridge.

**304 WAYSIDE SIGNS**

**Warning Signs**

**H Tower, CCA 131.7 – Bates, CTT 16.4**

A. Temporary Speed Restrictions – Warning Signs will be placed far enough in advance of the restricted area to permit a reduction from maximum authorized speed to the speed specified in the Dispatcher Message. They will be located no more than two miles and not less than two thousand one hundred (2,100) feet from the beginning of the restriction.

B. Work Limits – Warning Signs will be placed far enough in advance of the beginning of the working limits to permit a reduction from maximum authorized speed to a complete stop at the working limit specified in the Dispatcher Message. They will be located no more than two and one half (2 1/2) miles and not less than two thousand one hundred (2,100) feet from the beginning of the working limit.

**311 RAILROAD CROSSINGS AT GRADE**

MP	Location	RR	Type	Rule
CC 105.1	Carleton	CN	Remotely Controlled	504.24 Note 1
CCA 130.5	Alexis	NS		504.24
CTT 2.1	H Tower	AA	Automatic	504.25
CTT 26.3	Ironville	NS	Remotely Controlled	504.24 Note 2
CTT 21.9	Vickers			504.24 Note 3
CTT 3.1	Tower K			
CTT 29.0	GTW Crossing	CN		504.24
CDA 118.0	Union St	CSX		

**Note 1: CC 105.1 Carleton** – When Stop aspect is displayed by Absolute Signal governing movement over CN crossing, after contacting train dispatcher, the conductor or locomotive operator will:

- a) Determine CN train or engine is not fouling or approaching this crossing by observing white light marked CN located in CSX instrument case. If this light is out, do not depress “CSX push button” because a train is on the CN circuit.
- b) If light marked “CN” is on, depress and hold “CSX push button” for 5 seconds, (CSX white light located in CSX instrument case should light).
- c) Wait 8 minutes.
- d) Absolute Signal governing movement over CN diamond should clear. If signal does not display aspect to proceed, secure permission of train dispatcher, and;
- e) Pass signal at least 30 feet, but do not foul crossing.
- f) Wait 15 minutes and:
- g) Proceed in accordance with Rule 504.22.

A time out feature is provided for northward and southward approach circuits on No 1 and No 2 Trks at CN crossing as follows:

Northward trains on No 1 Track using more than 19 minutes between signal 1105-1 at CC 110.6 and Absolute Signal (NAS) Carleton CC 105.0, must approach NAS Carleton prepared to Stop at this signal, unless proceed indication is observed.

Northward trains on No 2 Track using more than 19 minutes between signal 1105.2 at CC 110.6 and Absolute Signal (NAS) Carleton CC 105.0, must approach NAS Carleton prepared to Stop at this signal, unless proceed indication is observed.

Southward trains on No 1 Track using more than 21 minutes between signal 1021-1 at CC 100.1 and absolute signal (SAS) Carleton CC 105.0 must approach SAS Carleton prepared to stop at this location, unless proceed indication is observed.

Southward trains on No 2 Track using more than 21 minutes between signal 1002.2 and CC 100.1 and Absolute Signal (SAS) Carleton, must approach SAS Carleton prepared to stop at this signal, unless proceed indication is observed.

Southward trains from Lincoln SD, using more than 15 minutes and 50 seconds between QQL 117.9 and absolute signal (SAS) Carleton CC 105.0, must approach SAS Carleton prepared to stop at this signal unless proceed indication is observed.

**Note 2: CTT 26.3 Ironville** – Trap Release Instructions: The box containing the Trap Release is located in the southeast quadrant of Ironville crossing on a pole between the tower and the diamond. It contains four lights and four buttons. Contact the NS Dispatcher for permission to operate Trap Release buttons. Determine the NS train or engine is not fouling or approaching crossing.

Operate Trap Release buttons as follows:

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

After operating push buttons as instructed above, contact the NS Dispatcher for further instructions. Advise NS Dispatcher of any indicator lamp that failed to turn off after its push button has been operated. If you should fail to get a signal to proceed after complying with the above instructions, contact the NS Dispatcher for instructions. NS Dispatcher can be reached at 313-323-5861 or Channel 064.

**Note 3: CTT 21.9 Vickers and CTT 3.1 Tower K** – When stop signal is displayed, contact the NS Dispatcher for instructions. If the NS Dispatcher states he has control of the railroad crossing at grade and after receiving his permission, proceed in accordance with Rule 504.23.

If the NS Dispatcher states he does not have control of the railroad crossing at grade trains will reference Rule 504.24.

**312 HIGHWAY-RAIL CROSSINGS AT GRADE**

MP	Location	Instruction
QTC 78.20	Lemoine Rd on Carrothers CSDG	Crews must approach crossings prepared to stop & not foul the xing until warning devices are functioning or flag protection is provided
QTE 7.55	Latcha Rd	

**312.2 HIGHWAY-RAIL CROSSINGS AT GRADE**

MP	Location	Instruction
CC 105.00	Carleton	No cars shall be switched across, along or within the lines of any street or public highway within the village of Carleton unless it is attached to a locomotive
CC 128.42	Sterns Rd	Southward trains passing Erie must pull to Sterns Rd before stopping unless signal aspect indicates a favorable signal at Alexis or otherwise instructed by train dispatcher
CTT 16.91	Rossford, Lime City Rd	Trains, cars &/or locomotives are not to be left closer than 20 car lengths (1,800 Ft) from the north or west side of Glenwood Rd. All trains approaching on all trks will not foul xing until gates are down & flashing lights have operated for at least 20 seconds unless protected by crew member on the ground
CTT 17.42	Rossford, Glenwood Rd	

**312.2 HIGHWAY-RAIL CROSSINGS AT GRADE**

When movement is required over a road crossing on an industrial track or industry track where snow, ice or mud conditions prevail, extra precaution must be taken to avoid derailment or accident. When necessary, the engine must be used to cut the flange away at road crossing (public or private) prior to switching or servicing the industry. If operating conditions are such that the engine cannot be used and car(s) must be shoved over the crossing, under no circumstances will an employee ride on the car over the crossing. Employees on the ground must be alert and prepared for a possible derailment.

Except for switching or making up trains within yards, crew members must provide on-ground protection for all movements not headed by an engine at private road crossings with private industry.

**State Laws**

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

State	Excessive Period of Time
Michigan	Over 5 minutes



If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the Network Operations Manager in charge of the territory.

**314.6 PROVIDING PROTECTION AT HIGHWAY-RAIL CROSSINGS AT GRADE**

MP	Location	Activation
QTE 7.55	Latcha Rd	Crews must approach xing prepared to stop & not foul the xing until warning devices are functioning or flag protection is provided

**401 OPERATING SWITCHES AND DERAILS BY HAND**

MP/Location	Normal Position
CDA 120.0 / Toledo Docks, No 4 Coal Machine	Power & electrically locked switches are controlled by the Retarder Operator. Switches may be operated locally by trainmen after securing permission. Instructions are posted in control boxes
CDA 120.0 / Toledo Docks	Various coal testing companies will provide protection while sampling coal. Protection will consist of locking the trk & applying a yellow fluorescent tag to the switch station
CDA 118.0 / Toledo Terminal Ladder of East Bound East & West End Yards	Note 1

**Note 1:** The switches on the Ladder of the East Bound East and West End Yards have indicator lights attached. The following is the meaning of each indication.

- Green – Route is lined for straight movement
- Yellow – Route is lined for diverging movement
- Red – Circuit is occupied and the track is in the foul
- Flashing Red – Switch out of correspondence or switch failure
- White – Switch is locked out

**Toledo Docks Yellow Tag:  
DANGER  
DO NOT OPERATE EQUIPMENT  
LOCKED OUT FOR COAL INSPECTORS**

**P97, P98 , P99 East End Lead** - Switch point derail installed on East End of the P97, P98, P99 Lead. The derail is located just west of the Millard Ave Overpass. The normal position is locked in derailing position. Crews are permitted to place the derail in the non-derailing position while switching Midwest Terminals. Crews must restore the derail to the derailing position when done switching Midwest Terminals.

**401 OPERATING SWITCHES AND DERAILS BY HAND**

**POWER ASSISTED SWITCHES (PAS)**

There are two types of radio controlled switches 'PAS'. Instructions for these switches are as follows:

1. The two types are:
  - a. Standard lever type switch 'SLT'
  - b. Hydraulic pump type switch 'HPT'
2. Definitions for both types:
  - Power Assisted Switch (PAS) – A switch identified as 'PAS' can be controlled remotely by use of a DTMF keypad located on a radio or manually.
  - Switch Point Indicator – A visual L.E.D. display fixed at a switch location to indicate the position of the switch points.

3. Signage – The following signs will be used at power assisted switch locations:
  - "Begin OS" and "End OS" - These signs identify the limits of the on switch locations.
  - "Switch control" – Signs placed a distance from a Power Assisted Switch for the purpose of notifying the crew they must enter the proper DTMF.

**Operating A Power Assisted Switch (PAS)**

To operate a PAS, a crew member must perform the following:

1. When a train is given an authority that will require the train to operate over a 'PAS', follow instructions prescribed in No. 2 below. Employees will also secure permission from the train dispatcher to handle the 'PAS' when applicable.
2. Upon passing the wayside sign reading "Switch Control", a crew member must enter on the road channel the proper DTMF sequence for the desired switch position as follows:
  - A. Lining the switch points to the normal position (switch normal command); Switch normal command ensures the switch remains in the normal position; W.E. Alpha-Proper DTMF sequence to ensure switch remains lined in the normal position is #123411.
  - B. Switch Reverse command ensures the switch is in the reverse position; W.E. Alpha-Proper DTMF sequence to line switch in the reverse position is #123433.

3. After entering the proper DTMF sequence, you will receive a confirmation message, repeated once, that the switch is properly lined for requested movement. Examples of confirmation messages: 'CSX west end Alpha MP 123.4 switch is normal, switch is normal, CSX west end Alpha out. "CSX west end Alpha MP 123.4, switch is reverse, switch is reverse, CSX west end Alpha out.'

4. A train must approach a 'PAS' prepared to stop short of the "begin OS" sign until A, B and C below are fulfilled:
  - a. DTMF command has been issued to request the switch for the desired position,
  - b. Radio confirmation message has been received that the switch is properly lined for desired movement, and
  - c. The switch point indicator displays the switch is properly lined for the desired movement as follows:

Indicator Light	Switch Status
Green	Switch lined in normal position
Yellow	Switch lined in reverse position
Red	Switch out of correspondence

**NOTE:** If the train will not pass the 'Begin OS' sign within 10 minutes after a confirmation message is received that the switch is properly lined for their movement, the train must stop before passing the 'Begin OS' sign and repeat proper DTMF sequence prescribed in paragraph No. 2. Train may proceed when switch point indicator displays the switch is properly lined.

### **Train Operations – Exceptions**

1. The train must stop short of the 'Begin OS' sign if any of the following occurs:
  - a. No message is received, or
  - b. Switch indicator displays red or is dark.

Train crew will repeat the proper DTMF sequence described in paragraph 2 and notify the train dispatcher. The train dispatcher will notify signal personnel of the failure. If, after repeating a second time, and A or B above occurs, see item 3 below.

2. If the switch does not respond to the proper DTMF sequence, the 'PAS' must be operated as follows:
  - a. Unlock "N/R" box, located on side of switch point indicator bungalow or switch indicator mast,
  - b. Push the button or insert switch key and turn key to position that will line switch for proper route and
  - c. Train may proceed when the switch point indicator displays the switch is properly lined.

3. To Change the Original Requested Route  
If a change is needed from the original requested route, train crew must stop short of 'Begin OS' sign, notify the proper authority and wait 15 minutes from received confirmation, then enter the proper DTMF sequence described in normal train operations, No 2.

### **Manual Switch Operations**

#### **1. Standard lever type switch (SLT)**

If switch indicator light does not respond to proper key controller sequence, 'PAS' must be operated as follows:

- A. Notify the proper authority that switch will be operated by hand.
- B. Unlock switch lock
- C. Place select lever in hand position.
- D. Operate hand throw lever until switch points are completely lined to the opposite position and back to normal position with movement of hand throw lever to ensure points are controlled by operation of hand lever. This must be done whether or not switch points are lined for desired route.
- E. Line the switch for the proper route.
- F. When making a facing point movement the entire movement must clear switch points before selector lever may be restored to "motor" position.
- G. When making a trailing point movement, restore selector lever to "motor" position after leading wheels of the movement have moved onto the switch point.
- H. Notify the proper authority when switch has been restored to "motor" position
- I. The same employee who places a 'PAS' in "hand" position, must restore 'PAS' to "motor" position unless other arrangements have been made in accordance with Rule 401.12.
- J. Train may proceed after visually examining switch to ensure the points fit properly.

#### **2. Hydraulic Pump Type Switch (HPT)**

If the switch does not respond to proper "push button

sequence" the 'PAS' must be operated as follows:

- A. Notify the proper authority that the switch will be operated by hand.
- B. Remove the pump handle from the holder located on the side of the switch machine.
- C. Open the hand throw cover and insert the pump handle in the pump cartridge actuating head.
- D. Select the direction of point of travel by moving the directional valve lever, sticking through the end of the switch machine, in the direction the points are to move. If the direction of travel is incorrect, reverse the position of the valve lever.
- E. Operate the hand throw by moving the pump handle back and forth. It will take approximately 15 strokes to fully throw the switch points. The switch points may move quickly once the throw lever in the switch machine has rotated past center.
- F. Operate hand throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand throw lever to insure the points are controlled by the operation of the hand throw lever. This must be done whether or not the switch points are lined for the desired route.
- G. Line the switch for the proper route. The directional valve lever may be left in either position. It has no bearing on the electrical operation of the switch machine.
- H. The pump handle must be returned to its location on the side of the switch machine.
- I. The train may proceed after visually inspecting the switch to ensure the points fit properly.

### **Other Instructions**

1. Train meets at a power assisted switch – A train that will be met or passed at a 'PAS' must not attempt to line the switch for the opposing or passing train.

2. Switch Position Awareness Form – In TWC (non-ABS) territory, the conductor must verbally confirm the radio confirmation message and switch point indicator display with all crew members. When the 'PAS' is operated by hand (as per Manual Switch Operations), the conductor will complete the Switch Position Awareness Form.

### **Engineering Department Operations**

If all on-track equipment that will operate over the switch reliably shunts signal systems, the group will be governed the same as described in "Train Operations-Exceptions" section.

**Note:** If any on-track equipment operating in a group does not reliably shunt signal system, the entire group will be governed by manual switch operations as listed above depending on switch type. In non-signalized territory, the indication of these signals will govern movement over the self-restoring power operated switch only. A train that is operating with EC-1 Authority may not exceed Controlled Speed, regardless of the signal indication at the self restoring power operated switch.

### **POWER ASSISTED CLEARING SWITCHES (PACS)**

#### **Train Movements**

- A. **From Main Track to Main Track** -Block signals and signal rules will authorize and govern movements.

**B. Main Track to Industrial Tracks**

1. Stop movement occupying the switch circuit but not fouling the switch (within 100 Ft of the switch point of the switch).
2. Obtain permission from the train dispatcher to open the key control box door. Reverse the switch and authority to enter the Industrial Track.
3. Unlock and remove padlock from the key control box located on the side of the signal bungalow, and identify with a red lock arm.
4. Open the key control box door; The door must remain open until the process has been completed.
5. Open the "Switch Reverse" controller cover, insert key, and turn clockwise.
6. "SW-Reverse" indicator light will begin to flash indicating the reverse switch command was received and the switch will begin to reverse. If the switch fails to respond to the key controller, follow the procedures for operating the switch by hand.
7. When the switch is secured in the reverse position the "SW-Reverse" indication light will stop flashing and will be illuminated. If the switch position indicator light fails to illuminate, follow the procedures for operating the switch by hand.
8. Visually determine the switch points are lined properly.
9. Remove the key from the controller and close the "Switch Reverse" controller cover.
10. Close and secure the control box door by reapplying the padlock to lock arm identified in red.
11. Movement may enter the Industrial Track.
12. The switch will self-restore to normal position after the movement clears the circuit.

**C. Industrial Track to Main Track**

1. Stop movement short of the signal and split the rail derail.
2. Obtain authority from the train dispatcher to enter the Main Track and permission to reverse the switch.
3. Unlock and remove padlock from the key control box located on the side of the signal bungalow, and identified in red.
4. Open the key control box door. The door must remain open until the process has been completed.
5. Open the "Switch Reverse" controller cover, insert key, and turn clockwise.
6. The "SW-Reverse" indicator light will begin to flash indicating the reverse switch command was received, and the switch will begin to reverse. If the switch and indicator light fail to respond to the key controller, follow the procedures for operating the switch by hand.
7. When the switch is secured in the reverse position the "SW-Reverse" indication light will stop flashing and will be illuminated. If the switch position indicator light fails to illuminate, follow the procedures for operating the switch by hand.
8. Visually determine the switch points are lined properly and there is a signal to enter the Main Track.
9. If the signal displays a stop indication, receive permission from the train dispatcher to pass the stop signal.
10. Remove the key from the controller and close the "Switch Reverse" controller cover.
11. Close and secure the key control box door by reapplying the padlock to the lock arm identified in red.
12. Movement may enter the Main Track in compliance with signal indication or permission to pass the stop signal.
13. The switch will restore to normal position after the movement clears the circuit.

**Operating Instruction - On-Track Equipment Movements**

**A. From Main track to Main Track**

Movements will be authorized by Form EC-1.

**B. Main Track to Industrial Track and Industrial Track to Main Track**

1. Stop movement not fouling the switch.
2. Obtain permission from the train dispatcher to operate the switch in hand and authority to enter the Main Track or Industrial Track.
3. After entering the Main Track or Industrial Track and clearing the switch, restore the switch to normal position and power mode.

**Operating Switch and Switch Point Derail by Hand**

**A. When required to operate the switch and switch point derail by hand:**

1. Obtain permission from the train dispatcher to place the switch and switch point derail in hand.
2. Unlock and place both the switch point derail and the switch in hand position.
3. Ensure the switch point lever of each device controls the switch points by fully operating to the opposite position and back. This must be done for each device.
4. Line the switch point derail and switch for movement and lock both devices in hand.

**B. After Properly Lining the Switch and Switch Point Derail by Hand**

\*If moving from the Main to the Industrial Track:

1. Proceed onto the track.
2. Verify that the rear of the movement clears the switch point derail and the switch.
3. Restore the switch point derail to the derailing position,
4. Restore the switch point derail to power and lock.
5. Restore the switch for movement on the Main Track,
6. Restore the switch to power and lock

\*If moving from the Industrial Track to the Main Track

1. Receive authority from the train dispatcher to enter the Main Track.
2. Receive permission from the train dispatcher to pass the stop signal.
3. Proceed onto the Main Track, ensuring the entire movement clears both the switch and the switch point derail.
4. Restore the switch and switch point derail to power and lock the motor/hand lever in motor.
5. Do not make any reverse movements after the devices have been restored to power.

**401.10 OPERATING SWITCHES AND DERAILS ON OTHER THAN CONTROLLED TRACK BY HAND**

MP/Location	Normal Position
CDA 118.0 / Walbridge Yard	Back Lead J05 Switch will be lined for the Back Lead. It must be lined in this position after use

**402 SPRING SWITCHES-APPROACH INDICATORS**

MP/Location	Aspect Displayed	Indication
CTT 3.2 / No 4 Coal Machine, Presque Isle Docks	Manually Positioned	Mvmt must not be made on loaded trks until a crew member has positioned switch for mvmt. Rule 401.1 applies

**405.6 KICKING CARS**

Prior to kicking cars, it must be confirmed that there is properly secured equipment on the opposite end of the track the cars will be kicked into.

**408.2 GENERAL SECUREMENT REQUIREMENTS**

When continuous switching is completed and before leaving the track unattended, it must be confirmed that all track that cars were switched into are coupled and secured with tested hand brakes to ensure the hand brakes are sufficient to hold the cars.

**502 OTHER THAN MAIN, SIGNALLED, OR SIDING TRACKS**

**QTC 80.5 Walbridge and End of Track QTC 67.0** – All movements will be made in accordance with Rule 502. This track is under the jurisdiction of the Walbridge Yardmaster.

**503.2 MAIN, SIGNALLED, AND SIDING TRACKS**

On the Toledo Terminal SD the following Main Track designations apply:  
The track to the east is identified as No 1 Track and the track to the west is identified as No 2 Track.

**504 GENERAL SIGNAL RULES**

**SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH OPERATING RULES AS FOLLOWS.**

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

**504.1 GENERAL SIGNAL RULES**

MP/Location	Signal Rules
Entire Subdivision	1281-1298

**902.1 REMOTE CONTROL ZONES**

Yard Name	Zone Name	Description of Zone
Walbridge	Inbound	100 Ft west of road xing at eastbound west end to clearance point near east end of freight xovers; length is 4,176 Ft

Yard Name	Zone Name	Description of Zone
Walbridge	Eastbound East Switching Lead	Eastbound East End Switching Lead zone extends from the clearance point in each trk at the eastbound east end to the sonce sign 100 Ft west of Latcha Rd xing on the Switching Lead
	E-19	100 Ft west of the rd xing at eastbound west end to clearance point near east end of freight house xovers; length is 4,176 Ft
	Old Main	100 Ft west of rd xing at Yard D to clearance point near east end of SO-7 (Shop7); length is 4,925 Ft
	Jeep Lead	From the east end of the xover from the Switching Lead to the end of trk at east end of Jeep Lead
Toledo Docks	Torco Trk T-24	From the Torco overhead bridge at Otter Ck to the north end of T-24 Stub Trk
Lakefront	Trks L07, L09, L11, L13, L15, L16, & L17	East end limits are the clearance point of all trks; West end limit is the zone sign T-24

**Locking out East End of active Lakefront Yard Zone Tracks**

Before activating any of the remote control zones in the Lakefront Yard Zone Tracks (L07, L09, L11, L13, L15, L16, or L17), the remote foreman who will activate the zone must first verify that the track is clear and that the switch that provides access to the East End of the track has been lined and locked with a Transportation Lock for the lead and away from the track that the zone will be active on. Before deactivation any of the Lakefront Zone Tracks (L07, L09, L11, L13, L15, L16, or L17), the Transportation Lock on the East End of the track must be removed.

A Transportation Lock on the East End of the Lakefront Yard Zone Tracks (L07, L09, L11, L13, L15, L16, or L17) will indicate that the remote zone in the track is active. Employees who want to enter the East End of any of the Lakefront Yard Zone Tracks (L07, L09, L11, L13, L15, L16, or L17) must first contact the Walbridge Yardmaster to confirm the track does not have an active remote control zone. Employees who encounter a Transportation Lock on the East End of the Lakefront Yard Zone Tracks (L07, L09, L11, L13, L15, L16, or L17) must not remove the lock or use the track until receiving permission from the remote foreman in charge or until the remote zone in the track has been properly deactivated.

**RCO Procedures**

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

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

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

2) Transferring a RCZ is Prohibited. All RCO Zones must be

swept by each crew at the beginning of their tour of duty before they can utilize the zone without point protection.

3) Procedure for handling locks.

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

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

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

4) The Highway Rail Crossing located at Latcha Rd on the Eastbound End Switching Lead is equipped with barricades to Eastbound East End Switching Lead / Jeep Lead Zone.

5) After the ROCF has complied with Rule 902.3 for both the Eastbound East End Switching Lead Zone and the Jeep Lead Zone, these zones may be used as one continuous zone under the control of a single RCOF. The length of the combined zones is 3,900 feet. The Walbridge Yardmaster must be notified when the combined zone is activated. Positive Stop Protection is not required on this zone.

Sign and radio channel information for defined Remote Control Zones:

Yard	Zone	Sign Locations	Sign Display
Walbridge	Inbound	Westward - on the north side of E19 Trk; Eastbound - east end of Freight House Xover on south side of Inbound Trk	Cont
	Eastbound East End Switching Lead	No sign	
	E-19	Westward - 100 Ft west of rd xing at eastbound west end on the north side of E-19; Eastbound - clearance point at the east end of Freight House Xovers on south of Inbound Trk	
	Old Main	Westward - 100 Ft west of rd xing at Yard D on the north side of Old Main Trk; Eastbound - clearance point at the east end of S0-7 (shop 7) on the south side of Old Main Trk	
	Jeep Lead	East end of the xover from the Switching Lead of the Jeep Lead and the east end of the xover switch from the extension to the Jeep Lead	
Toledo Docks	Torco Trk T-24	No sign	No sign

Yard	Zone	Sign Locations	Sign Display
Lakefront	Trks L07, L09, L11, L13, L15, &L17	No sign	No sign

The following crossings must be made inaccessible:

Yard	Zone	Crossing
Walbridge	The combined Eastbound East End Switching / Jeep Lead	Latcha Rd / East End Switching Lead is equipped with barricades to prohibit vehicular traffic. The xing must be made inaccessible prior to activating the Eastbound East End Switching Lead Zone

After the ROCF has complied with Rule 902.3 for both the Eastward East End Switching Lead zone and the Jeep Lead Zone, these zones may be used as one continuous zone under the control of a single RCOF. The length of the combined zones is 3,900 feet. The Walbridge Yardmaster must be notified when the combined zone is activated. Positive Stop Protection is not required on this zone.

**SPEED AND TONNAGE RESTRICTIONS**

Yard	Zone	Tonnage	Locomotive	Entry Speed	Cars With Air
Walbridge	Jeep Lead	3,500	One 6-Axle RCL	N/A	N/A
		3,500	Two 4-Axle RCL	N/A	N/A
		2,000	One 4-Axle RCL	N/A	N/A
Toledo Docks	Torco Trk T-24	10,200	Two 6-Axle	4 MPH	63 Loads & 62 Empties
		3,500	One 6-Axle	4 MPH	63 Empties

RCL must be at the head end of movement or leading end of locomotive consist entering a Pullback Trk. RCO's must provide Point Protection for movements when PSP override is active.

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

**1003.6 GENERAL RADIO RULES**

MP	Location	Hours	Channels Assigned	Type Station
CTT 29.0	CN Lang YD	Cont	049	Terminal
CTT 27.7	Lower River Bridge		008	
CTT 26.5	Rossford & Blvd		070	
	Dock Torco		080	
			082	

866-885-4027

MP	Location	Hours	Channels Assigned	Type Station
CTT 26.3	Homestead YD	Cont	076/076	NS YM
CTT 21.9	Vickers		064	NS Disp
CDA 117.8	Walbridge YM		009/059, 070	Terminal
	Car Dept		086/007 Note	
QT 4.6	Yard		048	
	Road		008	
	Car Dept		048	
	Fuel Pad		042	
	Wallbridge Yardmaster		008, 048, 009/059	

**Note:** xxx/xxx indicates split channel transmit / receive channel TX/RX. NS Train Dispatcher can be reached by telephone at 404-877-9528.

**CCA 130.4 Toledo Terminal** – On Track Equipment, either insulated or non-insulated must get a blocking device applied from the NS Toledo Terminal Dispatcher who can be reached on Channel 64 or by phone at 404-877-9528.

All crews operating into and out of Stanley Yard must contact the Walbridge YM on Channel 048 before any movement is made.

When radio communication between train crew members are required, specifically those directing the locomotive operator in the shoving, yarding, spotting, picking up, setting out, etc. of equipment at a location, the road channel (RD) will be used.

**1007.1 TRANSMITTING BY RADIO**

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:

A. Locomotive Radio - Select the "touch tone" function for the keypad by depressing the button labeled "DTMF". Key in the appropriate 2 digit DTMF access code for the closest dispatcher radio base station as indicated in the current timetable.

B. Mobile radios equipped with "touch-tone" microphones - Key in the appropriate 2 digit DTMF access code for the closest dispatcher radio base station as indicated in the current timetable.

2. Within ten (10) seconds after a call in has been performed, an answer back tone will be heard. Wait for the control station to answer the call. If the answer back tone is not heard, wait for one minute and try again.

**2. INSTRUCTIONS RELATING TO SAFETY RULES**

**2000 SAFETY RESPONSIBILITIES**

The Safety Hotline will be used to report unsafe conditions, safety concerns and safety ideas. When leaving a message on the Safety Hotline, include your name, location, the date and time, and a brief explanation of the safety related issue. The Safety Hotline will be checked on a daily basis and all items will be addressed promptly. Safety Hotline number is

**2009 PERSONAL PROTECTIVE EQUIPMENT (PPE), CLOTHING, HEARING PROTECTION, AND JEWELRY**

**Spike Boots**

When snow or ice are on the ground, company provided spike boots must be worn at all times.

**Exception:** It is not necessary to wear spike boots inside an office environment or inside the cab of the locomotive.

**2102 RIDING EQUIPMENT**

Employees are prohibited from mounting or dismounting moving equipment when working within BP Facilities. BP Facilities on the Chicago Division are:

Toledo, OH

In addition to the requirements of Safe Way Rules contained in Safe Way Rule Group 2102, employees must not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

- E05
- E08
- E09
- E12

Do not ride the side of equipment between Tracks E15 and E16 due to close track centers.

**3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS**

**HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:**

MP	Instruction
BE 193.7 - BE 199.6	In Effect - All Tracks
CC 118.6 - CC 130.1	
CCA 130.1 - CCA 131.8	
CDA 114.6 - CDA 118.4	
CTT 0.0 - CTT 5.0	
CTT 16.4 - CTT 28.9	
QT 4.0 - QT 4.7	
QTC 70.5 - QTC 82.7	
QTE 4.0 - QTE 9.1	

**LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA.**

Any train identified as restricted to 40 MPH within the limits of a High Threat Urban Area when required by train documents or rule must not exceed 40 MPH at these locations.

From MP	From [TYPE]	To MP	To [TYPE]
CC 118.0	[MilePost]	CC 130.0	[MilePost]

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

**4300 DEFECT DETECTORS AND CLEARANCE DETECTORS**

MP	Location	Note
CC 114.3	West Elm	HBD-DED-HWD
CC 122.4	Erie	HBD-DED

**4400 THRU TRUSS BRIDGES**

Thru Truss Bridges are at the following locations:

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

**4450 RAIL CAR DOORS**

The closing of auto rack doors by T&E employees is prohibited.

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

**5309.2 REPORTING LOCOMOTIVE DEFECTS**

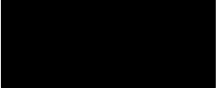
**Locomotive Mobile Radio Access to Mechanical Desk**

**1. Train Handling Rules Requirement:**

A. To improve locomotive/train safety and efficiency, Mechanical Department personnel will be available to locomotive operators 24 hours a day. This will enable the locomotive operator to advise the Mechanical Department directly, by radio or mobile access, of problems they are encountering.

B. The Mechanical Department can be reached at the following numbers:

Mechanical Department Telephone Numbers



C. Details of the malfunction or failure must be properly reported on the locomotive work report Form 5001B.

**2. Dispatcher / Mechanical Communication:**

A. A mobile telephone system is in place on locomotive radios.

B. This telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive operator and Mechanical Department personnel by radio.

C. If the locomotive is in an area that does not have mobile access, the locomotive operator will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with Mechanical Department personnel via the road channel.

D. If the train dispatcher needs to end the conversation between the operator and the Mechanical Department personnel, he will directly notify the Mechanical Department personnel to end the conversation. At this time, the

conversation between the locomotive operator and the Mechanical Department personnel will end and may be continued at a later time.

**3. Radio Rules compliance:**

A. All applicable radio rules will apply.

B. Communication between the operator and the Mechanical Department personnel must not be attempted on a moving train if it will impair the safety of the train.

C. The conductor will continue to monitor the road channel while the operator is talking with the Mechanical Department personnel.

**4. Mobile units – to telephone:**

From the directory of base locations below, find the frequency (TX/RX=19/77), 16/88, 87/52 or 42/770 and the access / disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

A. Select the desired radio channel (TX/RX = or 19/77, 16/88, 87/52 or 42/77)

B. Depress the access code for the desired base and wait for dial tone

C. If the base station is on the CSX network, dial the desired telephone number

D. If the base station is SDN, dial 1-700 then the CSX network number

E. If the base is non-SDN, you cannot make a call on the CSX network. However you can call an 800 number

F. Upon completion of the call, depress the disconnect code to disconnect the mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

**5. Base Locations – Note:**

A. (SDN) denotes SDN PBX location. SDN locations telephone number is [redacted]

B. (CSX) denotes CSX PBX location. CSX (network) locations telephone number is [redacted]

**Locomotive Mobile Access**

Location	TX	RX	Acc	Dis
Oregon (CSX)	019	077	701*	701#

When the locomotive completes a trip at an outlying point, the work report must be data-faxed to the mechanical facility at the Chicago Service Center at [redacted] RNX 476-5013, if any defects exist. This report will include any defects which are observed, any malfunctions that occurred and any adjustments or repairs that were made enroute.

Locomotive work reports are to be faxed to the locations as listed:

**Locations:** Garrett, Bedford Park, BRC, Ottawa, Lake Front, 59th St, Forest Hill, Gibson, Miller, and Curtis Yard

Service Center: Chicago Service Center  
 Company Number: [REDACTED]  
 Bell Number: [REDACTED]

**5555 CONDITIONING BRAKES**

When yarding trains at Bedford Park and 59th Street, the following will apply:

- \* If the power is to be left on the train, the locomotive operator will make a 20-PSI brake pipe reduction.
- \* If the power is to be cut away from the train, the locomotive operator must reduce the brake pipe pressure to 20 PSI before cutting away from the train.

**5556 SWITCHING**

When switching cars, the following tonnage/car counts must be adhered to. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	9,000 or less	None
	9,001 or more	5
Two or More Locomotives	11,000 or less	None
	11,001 or more	5

**5708.3 DISTRIBUTED POWER OPERATING INSTRUCTIONS AND RESTRICTIONS**

Trains received at interchange from the Union Pacific Railroad (UPRR) equipped with UPRR distributed power (DP) locomotives are exempt from the mid train placement requirements and may operate with the DP remote consist up to 10,000 feet from the head end consist. This exception only applies to this subdivision and all other DP rules still apply.

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

MP	Location	Equipment	Restriction
CDA 117.7	TDSI Facility	6-Axle Locomotives	Permitted
CDA 120.0	Toledo Docks Dumper No 4	Cars with gross weight exceeding 270,000 lbs	Prohibited
	Toledo Docks Dumper No 4	Locomotives	Prohibited on Barney inclines on Lead Trk, beyond switches on empty trks, on trestle on empty Run Trk, over car thawing equipment
	Docks - Trks Overseas Term	High or wide loads	Prohibited under Gantry Crane

MP	Location	Equipment	Restriction
CDA 120.0	Toledo Docks Torco Ore Load Out House	Locomotive (s)	Maximum authorized speed of 5 MPH when operating locomotive(s) only, when going under the Torco Ore Load Out House
QTC 67.5	Area Aggregates	6-Axle Locomotives	Permitted

**Long Cars On Wye Track**

Cars 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

**Handling Cabooses / Shoving Platforms**

- A. Cabooses/Shoving platforms must not be:
- a) Cut off in motion
  - b) Struck by any car moving under its own momentum
  - c) Coupled into with more force than is necessary to complete the coupling
  - d) Placed in a classification track without the express permission of the yardmaster

B. Yardmasters must:

- a) Discuss the locations of any cabooses/shoving platforms in their yard during shift turnover
- b) Arrange for cabooses/shoving platforms to be isolated away from the general classification tracks as soon as practicable to avoid switching damage.

**7. CLOSE CLEARANCE**

MP	Location	Remarks
CC 125.1	R.J. Marshall	At Entry Gates
CTT 3.0	Perstorp	Between North & South Trks
CTT 3.2	Omni Source	Entry gate into Omni Source - Employees are not permitted to ride the side of equipment by the close clearance at the Omni Source Gate
CTT 19.0	Univar	Bldg & fence
CTT 19.5	Stanley Yard	Employees are prohibited from riding sides of cars between B-19 thru 26
CTT 19.8	Alpha Tube	Bldg & fence
CTT 20.0	PFM Material Science	Stop & dismount equipment prior to entering facility
CTT 27.1	West Way	At Loading/Unloading Station
BE 198.0	Pilkington	At Loading Shed
BE 198.0	BIDS Terminal	At Fixed Equipment
CDA 120.0	Port of Toledo	Gates 5 & 7 at Warehouse



MP	Location	Remarks
CDA 120.0	Marselux	Do not ride the sides of equipment into this location
CDA 117.7	TDSI	Entrance Gate
QT 4.5	Jones Hamilton	Bldg
QT 5.0	J-Starr Industries	
QTC 68.6	Woodville Yard	Yard Trks 11, 13 & 15
QTC 69.0	Martin Marietta	Bldg & overhead platform

## 8. MISCELLANEOUS

### EXCEPTED TRACK

**Lake Front Yard** – All tracks at Lake Front Yard are excepted tracks with the following exceptions:

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

**CTT 3.2 Presque Isle Docks** – All tracks at Presque Isle Docks are excepted track with the following exceptions:

MI Cabin Area

A, B, C, D, and E Leads

Tracks 93-99

BP Lead

95 Extension

Track Y21

Tracks 66 through and including 72 end to end Lake and Ladder from 66 towards Three Pocket B26 and B25 in their entirety

### GENERAL MISCELLANEOUS

All foreign line crews that will need CSX orders on the Toledo Terminal will need to contact the RL Dispatcher with the following information:

1. Crew Names and On Duty Time
2. Engine Consist
3. Length
4. Tonnage
5. Where orders are to be sent

### BNSF Interchange Instructions:

Any train that is destined to BNSF at Chicago must not depart their terminal unless the locomotives have a minimum of 2500 gallons of fuel on each locomotive. If the locomotives do not have sufficient fuel, notify the yardmaster on duty or the appropriate MTO and the Chicago Operations Center at 904-381-5228. Permission must be granted before a BNSF bound train can depart the terminal with insufficient fuel.

**CTT 29.0 CN Lang Yard** – CSX trains operating from the Toledo Terminal into CN Lang Yard must contact the CN Yardmaster before occupying the GTW Wye Track. All CSX trains must obtain permission to enter Lang Yard and their routing instructions through Lang [REDACTED]

### All crews working in and out of the Toledo Terminal:

A. All conductors / yard foremen must report to or call the yardmaster or Manager Train Operation (MTO) at on duty time to receive a safety and job briefing. Crews who have not received dispatcher bulletin and release form or their train profile when reporting for duty must contact the proper yardmaster.

B. All crews are responsible for reporting to assigned starting location at on duty time, prepared to start work. Away from home crews are responsible for securing transportation in sufficient time to ensure they report to the proper location on time. The hotel shuttle will make continuous round trips between the administration building and the hotel. In the event that transportation is not provided at on duty time, the Toledo MTO or Walbridge Yardmaster must be advised immediately and every fifteen minutes thereafter until transportation is provided.

C. It is not permissible to make stops at stores, restaurants, and etc. while enroute to or from a train. It is not permissible to make stops at stores, restaurants, and etc. after call time. Employees needing to make stops must plan to do so prior to their on duty time.

### CTT 3.2 Omni Source Operation

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

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

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

4. The crew is to notify the WalbridgeYardmaster when they have completed their work and departed Omni Source.

5. WalbridgeYardmaster will then notify Omni Source south scale that the crew is clear of their plant and all work completed.

6. Hard hats required to be worn while on their property, except while inside locomotive cab. Hard hats are located in a yellow storage box, inside of fence, near the rail entrance.

7. Sound horn at all Internal Road Crossings on Omni Source property.

### CTT 20.1 AK Tube Industry

1. Hard hats required to be worn when inside the building, except while inside locomotive cab. Hard hats are located inside the door, hanging on the wall.

2. When on the ground walking, use the man-door to enter and exit the building. Do not walk thru the overhead door entrance.

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

Permission must be received from the yardmaster, Homestead Yard before entering. The yardmaster may be contacted via Channel 076-076. The following information

should be furnished to the yardmaster: On-duty time, train size, and lead engine number. After receiving yarding instructions from yardmaster, train can only proceed to east end of Homestead Yard and must not foul lead without further instructions from yardmaster.

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

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

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

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

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

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

**Low level Track** – Movements in either direction will not be made until member of crew making movement has secured permission from the WalbridgeYardmaster.

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

Employees must locate themselves inside of the locomotive cab when passing under the Torco load-out gates. At times there may be a possibility of ore pellets falling out of the overhead load-out gates.

**CTT 26.5 Lakefront Dock (Torco)** – Permission of the WalbridgeYardmaster must be obtained before moving over bridge connection, Lake Front Dock and Presque Isle Docks. Trains departing Lake Front Dock will obtain their permission from the WalbridgeYardmaster. Equipment moving under the Ore Loading Station must not exceed 5 MPH.

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

**CDA 118.0 Walbridge Yard** – Trains awaiting movement in

the vicinity of Union St, Walbridge, must secure permission of Walbridge Yardmaster before lining switches or fouling tracks in that vicinity.

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

**CDA 120.0 Toledo Docks Stone Company** – Crews working the stone plant at the Toledo docks are not permitted to work the facility while the plant is unloading vessels or the vessel booms are extended over tracks.

**CDA 120.0 MARCULEX** – When servicing MARCELEX and shoving equipment across Otter Creek Rd from the Toledo Docks, a crew member is required to place a burning fusee on each side of the crossing before the leading end of the movement occupies the crossing.

#### **Gate and Derail Instructions for Chemtrade**

T&E employees are required to open and secure the entrance gate and remove the derail prior to switching Chemtrade. A CSX switch lock is installed on the gate. When finished switching of the industry, the derail must be reapplied and gate closed and secured.

#### **Connecting Yard Air to locomotives**

The following instruction applies to the following locations:

CDA 118.0 – Walbridge  
CDA 120.0 – Toledo Docks  
QT 5.0 – Stanley Yard

When instructed to shut locomotives down and connect the yard air to the locomotives you must do the following: Engineers will place the automatic in handle off then cutout then leave independent brake in full position cut in.

The conductor can connect the yard through the locomotive and cut in the air. When cutting out the air brakes this allows the air to flow through the locomotives to the trainline. Any questions, contact your Manager Train Operations (MTO).

#### **Taxi Transportation**

Crews scheduled to be transported via taxi who have not been picked up within 30 minutes of scheduled pick up time must:

- \* If on line of road – call the train dispatcher or the Network Operations Manager.
- \* If in terminal – call the yardmaster and/or Manager Train Operations (MTO).
- \* If additionally delayed, crews should continue to call at 30 minute intervals if still awaiting taxi.

#### **Transporting End-of-Train Devices**

An end-of-train device (EOT) will not be stored or transported in the cab of a locomotive. Employees required to transport an end-of-train device on a locomotive consist will mount the end-of-train device to the leading or trailing knuckle.

#### **Procedures for Reporting Locomotive Problems**

Instructions when operating on any Foreign Railroad:

When an engine problem occurs, you are required to report the engine trouble to both the Foreign RR Dispatcher and the CSXT Train Dispatcher. This must be done prior to marking off duty.

**ADDITIONAL STATIONS**

MP	Station	Switch Opening
CC 125.0	R.J. Marshall	#1 North
CTT 29.5	Office Pocket	#2 North
CTT 27.1	Westway	#1 South
CTT 24.2	Delta Fuels Lead	#2 South
CTT 20.0	PFM	
CTT 18.9	Univar	
CTT 18.4	Dixie	
CTT 0.3	GTW Long Wye	#1 South

**9. HIGHWAY ROAD CROSSINGS**

**ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES**

MP	Location	DOT#	Type	
CC 105.07	Ash St	232161L	M	
CC 105.17	Monroe St	232160E		
CC 106.81	Sigler Rd	232158D		
CC 107.80	Labo Rd	232157W	C	
CC 108.68	N Stoney Creek Rd	232156P		
CC 109.68	S Stoney Creek Rd	232155H	M	
CC 110.04	Steiner Rd	232154B	P	
CC 110.79	Stumpmier Rd	232153U		
CC 111.28	Heiss Rd	232152M	M	
CC 111.56	Hurd Rd	232151F		
CC 112.25	Lasalle Rd	232149E		
CC 112.82	Mall Rd	233685B		
CC 113.50	Stewart Rd	232148X		
CC 114.78	Elm St	232147R		
CC 115.11	Front St	232146J		
CC 115.34	Seventh St	232142G		
CC 116.35	Dunbar Rd	232140T		
CC 117.70	Albain Rd	232139Y		
CC 119.21	N Otter Creek Rd	232136D		
CC 119.32	S Otter Creek Rd	232135W		
CC 119.98	Swartz Rd	232134P		
CC 120.56	Stein Rd	232133H		
CC 121.79	Wood Rd	232132B		P
CC 122.84	Rauch Rd	232131U		M
CC 123.96	151 / Luna Pier Rd	232129T		P
CC 125.20	Erie Rd	232126X	M	
CC 128.42	Sterns Rd	232124J		
CC 129.46	Lavoy Rd	232123C	P	
CC 129.88	St Line Rd	232122V		
CC 130.07	Dixie (Detroit) Ave	232121N	M	
BE 197.75	Glenwood Rd	155842C		
BE 197.08	Lime City Rd	155841V		
BE 197.03	Schreier Rd	155840N		
BE 196.37	Bates Rd	155839U		
BE 195.02	Ford Rd	155838M	P	
BE 194.99	White Rd	155837F		
BE 194.68	Hufford Rd	155835S		

MP	Location	DOT#	Type
CTT 29.00	Manhattan Blvd	867101H	P
CTT 29.34	Hoffman Rd	851542H	M
CTT 2.42	Stickney Ave	867103W	
CTT 3.28	Matzinger Rd	872644J	
CTT 3.90	Bennett Rd	867106S	
CTT 4.07	Burnham Rd	851534R	
CTT 4.41	Lewis Ave	867108F	
CTT 16.91	Lime City Rd	851580S	
CTT 17.42	Glenwood Rd	851578R	P
CTT 18.97	Tracy Rd	851572A	
CTT 19.75	East Broadway	851571T	
CTT 22.66	Oakdale Ave	851563B	
CTT 23.13	Pickle Rd	851561M	
CTT 26.64	Seaman	851556R	M
CTT 25.20	Consaul St	851554C	
CTT 25.25	Paine Ave	851553V	P
CTT 25.61	Wheeling St	851552N	
CTT 25.81	York St	851551G	
CTT 28.15	Summit St	867115R	
CTT 28.18	Erie St	867099J	
CTT 28.55	Suder Ave	867100B	
QT 4.40	Tracey Rd	509371W	
QTE 7.06	East Broadway	509363E	M

**Carrothers Secondary - QTC 67 to 82.66**

MP	Location	DOT#	Type
QTC 68.10	Anderson	509169L	M
QTC 68.10	S Route 20	509168E	
QTC 68.30	SR 105	509165J	
QTC 69.00	Lime	509160A	
QTC 73.88	SR 163	509152H	
QTC 77.50	Martin Rd	509146E	
QTC 78.20	Lemoyne Rd	509145X	
QTC 79.97	Main St	509143J	

**10. TERMINAL INSTRUCTIONS**

NONE

**11. LOADED UNIT CRUDE OIL TRAINS**

NONE

**12. POSITIVE TRAIN CONTROL**

Trains that have a PTC equipped locomotive should initialize and run with Positive Train Control on all controlled tracks within the specified limits as outlined in the table below.

MP	Instructions
CC 104.9 - CC 130.1	PTC IN EFFECT - ALL CONTROLLED TRACKS
CCA 130.1 - CCA 131.8	
CTT 30.4 - CTT 16.4	
BE 196.4 - BE 193.7	

MP	Instructions
CDA 118.4 - CDA 114.6	PTC IN EFFECT - ALL CONTROLLED TRACKS
QT 4.0 - QT 4.7	
QTC 80.5 - QTC 80.2	

**GENERAL INSTRUCTIONS**

All re-crews and road switchers taking charge of trains in PTC territory must contact the Train Dispatcher before initializing PTC.

**PTC INTEROPERABILITY**

CSX and Norfolk Southern locomotive operators operating over the Toledo Terminal Subdivision must perform a dual initialization if operating on both CSX and Norfolk Southern tracks.

During initialization process, the locomotive operator is prompted from the "Railroad Selection" screen to select railroad for initialization.

The Locomotive Operator will:

1. Select "Show All Railroads" if NS or CSX does not show on the railroad selection list,
2. Select and add CSX,
3. Select and add NS (Norfolk Southern) Railroads and press submit,
4. After accepting the legal notice screen, the locomotive operator will then select their employing railroad and submit to enter employee ID and PIN,
5. When the system transitions to the clearance number screen, the locomotive operator will enter the CSX and Norfolk Southern (NS) clearance numbers, and
6. Complete the initialization as required.

## SPEED TABLE

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