

**AVOID DAMAGE**  
**SWITCH CUSTOMERS CARS CAREFULLY**  
**Their Business is Our Business!**

**SPEED LIMITS**

Trains have speed limits depending on the track conditions and the train consists. Speed limits can be amended or changed by the Dispatcher. These speed restrictions listed below come in intervals with maximum limits:

**NORMAL SPEED** - Maximum authorized speed that the track will allow. Normally 60 MPH for freight and 79 MPH for Passenger

**LIMITED SPEED** - not exceeding 45 MPH for passenger and not exceeding 40 MPH for freight.

**MEDIUM SPEED** - Not exceeding 30 MPH

**SLOW SPEED** - Not exceeding 15 MPH

**RESTRICTED SPEED** - Prepare to stop within one-half the range of vision-short of a train, crossovers, obstruction or switch improperly lined. Be on the lookout for a broken rail. Speed must not exceed 10 MPH within Restricted area limits. This speed applies to the entire movement.

<b>MAXIMUM SPEED RESTRICTIONS</b>	<b>(MPH)</b>
• Passenger train	79
• Six and four axle locomotive	60
• Wreck derrick	25
• Locomotive crane	30
• Jordan Spreader	25
• Mineral freight (40 or more)	40
• Scale Test Car	30
• Movement on tracks other than main track – Restricted Speed	10
• Through crossovers, & side tracks	10
• Ore cars (loaded or empty)	35

**GCW**  
**Great Lakes**  
**District**  
**TIMETABLE**  
**#21**

**Including**  
**Operating Rules and**  
**Special Instructions**

**IN EFFECT 4:01 AM EST June 2, 2021**

J.A. Rivers – Division Superintendent

*All authorized Operating Train Crews must read and be familiar with these Special Instructions.*

*All Operations Personnel must have a copy of these Special Instructions on their person to operate at all times while on duty.*

**For the Government of Operating Crews Only**

Supersedes any Edition before June 2, 2021

## STANDARD TIME

1. Standard time signals will be transmitted daily at 00 A.M. Eastern Standard Time and 12 Noon Eastern Standard Time. Clocks indicating standard time will be maintained at stations designated by special instructions.

2. Employees in train and yard service, and other designated employees must use watches of a reliable railroad grade that have been examined and certified on prescribed form by a designated watch inspector.

Employees in yard service at designated locations may be relieved of compliance with Rules 2, 3 and 3-A when authorized by the Superintendent.

3. Watches of Conductors, Engineers, Yardmasters, Yard Foremen and other designated employees must be compared before commencing each day's work, with a clock designated by special instructions as a standard clock. The time when watches of Conductors, Engineers, Yardmasters and Yard Foremen are compared must be registered on a prescribed form.

3-A. Conductors, Engineers, Yardmasters and Yard Foremen who do not have access to a standard clock will obtain time daily from the Train Dispatcher or will compare time daily with Conductors or Engineers who have registered on the prescribed form.

Operators, at train order offices, must compare time with the Train Dispatcher at first opportunity after going on duty.

3-B. Before starting tour of duty, train and engine crew will compare time with each other when practicable.

## TIMETABLES

4. Each timetable, from the moment it takes effect, supersedes the previous timetable.

A train of the preceding timetable thereupon loses both right and schedule and can thereafter proceed only as authorized by the Train Dispatcher.

4-A. During a period commencing 24 hours before and continuing not less than 72 hours after a new Timetable or Supplement thereof becomes effective, the Train Dispatcher will, in other than Automatic Block Signal Territory, place a Train Order Form Q for delivery to all trains and Yardmasters or yard engines. In Automatic Block Signal Territory, bulletin instructions may be used instead of train order.

5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving time.

Scheduled times when shown in italics convey no timetable authority and are for information only.

Time applies at the switch where an inferior opposing train enters the passing siding; where there is no passing siding, it applies at the station. Where Rule D-251 or 271 is in effect time applies at the station.

## APPROACH SPEEDS

**APPROACH MEDIUM** - Proceed at Medium Speed until the entire train clears all switches then approach the next signal at Medium Speed.

This is similar to Medium Approach, but the train does not have to be prepared to stop at the next signal.

**APPROACH LIMITED** - Proceed approaching the next signal at Limited Speed

This is used well in advance to slow the train down to at least Limited Speed. The engineer does not expect to have to stop at the next signal.

**APPROACH SLOW** - Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Signal.

This is used to slow the train down even further to Slow Speed. It could follow the Approach Medium Speed to slow the train down to Slow Speed. Again, the engineer is not expecting to have to stop at the next signal.

## MOST RESTRICTIVE

**RESTRICTING** - Proceed at restricted Speed until the entire train has:

1. Passed a more favorable signal, **or**
2. Entered non-signaled DCS Territory, **or**
3. Passed a location where a more favorable cab signal was received.

This is used where something in the environment or the track condition itself does not permit the train to go any faster than Restricted Speed. In this case, the engineer must be prepared to stop the train for various conditions.

It has been reported that a train on the Gilford RR that was restricted to 10 MPH for 30 miles because of poor track condition. The train did not have to stop, just go slowly enough that minimal forces were applied to the track.

**STOP AND PROCEED** - Stop and then proceed at Restricted Speed until the entire train has:

1. Passed a more favorable signal, **or**
2. Entered a non-signaled DCS Territory, **or**
3. Passed a location where a more favorable cab signal was received.

Where the letter "G" (grade marker) or the letter "R" (restricting marker) is displayed in addition to number plate

(MP Sign) as part of these aspects, freight trains may observe the signals as though Restricting Rule was applied.

This indication is used on most intermediate signals. Normally it is the mile post sign on the signal that makes it a permissive signal. As an example, assume a train is traveling on a single track main line with 30 miles between control points. Half-way to the next control point, one of the intermediate signals is Stop. Instead of the train waiting for an inspection team, it is allowed to stop and proceed ahead while looking for the reason the signal is Stop. If the next signal is more favorable, the train can move ahead at that speed.

**STOP** - Train must stop and remain stopped until a more favorable signal aspect appears.

This is usually called an absolute stop or absolute signal. These signals are usually home signals located at a control point. Trains are not allowed to proceed ahead because this is the point where opposing or crossing trains pass each other.

### **TRAIN HANDLING INSTRUCTIONS**

#### **AUTHORIZED TRAINS**

- A Train shall be considered any lash up that consists of locomotives as a single or multiple unit and one car in tow (revenue, MOW, or caboose) that is intended for an authorized or cleared movement on a Main Line track.
- Other special locomotive or train movements authorized by the Dispatcher and cleared movement on a Main Line track.
- Hostler movements within Yard Limits are not considered authorized trains until authorized by the Dispatcher.

#### **SUPERIOR TRAINS**

- NORTH AND WEST TRAINS ARE SUPERIOR BY DIRECTION TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
- Passenger and Commuter trains are superior to all other trains unless otherwise directed by Dispatch.

#### **STEAM SPECIAL TRAIN RESTRICTIONS**

- Steam Specials locomotives must be accompanied with a diesel locomotive of sufficient power for emergency recovery on all track conditions.
- Exceptions can be made at the discretion of the Superintendent, but stand-by power must be readily available as needed so Main Line tracks are not fouled.

#### **FLAG PROTECTION**

- Flag protection shall be provided whenever a switch is aligned that diverts the Main to a secondary or spur track.
- Flag protection shall be provided to any train that is stopped, for whatever reason, on a Main Line if the stop is not authorized in advance by dispatch.

- Flagman shall be placed on both head and rear of the train.
- Dispatch shall be notified of stop and its estimated duration.
- A Flagman shall be placed on the lead locomotive of any assembled train in any yard or siding that is standing by for movement.

#### **EQUIPMENT RESTRICTIONS**

- Back-up and forward pushing movements are restricted to 3 working units
- Coupling speed is limited to 4 mph
- When coupling passenger cars, a complete stop must first be made before making connection.
- When a train parts twice between the same cars, the defective car(s) must be set out at the first available point.
- Jordan Spreaders, except those in operation, must face head end in the train's direction of movement.
- Unless otherwise noted, all MOW Equipment must be placed at least 2 cars ahead of caboose.
- Occupied MOW cars and Scale cars must be handled next ahead of caboose.

#### **MAXIMUM SPEED RESTRICTIONS (MPH)**

• Passenger train	79
• Six and four axle locomotive	60
• Wreck derrick	25
• Locomotive crane	30
• Jordan Spreader	25
• Mineral freight (40 or more)	40
• Scale Test Car	30
• Movement on tracks other than main track - Restricted Speed	10
• Through crossovers, & side tracks	10
• Ore cars (loaded or empty)	35

**UNLESS OTHERWISE PROVIDED, SPEED RESTRICTIONS APPLY TO THE ENTIRE LENGTH OF THE TRAIN**

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# Great Central & Western Great Lakes District Overview Timetable #21

## East and West Divisions

**All Westbound Scheduled and Extra Trains will  
be of Odd Numbers**

**All Eastbound Scheduled and Extra Trains will  
be of Even Numbers**

### Operator Reporting Stations (OS)\*

#### East Division

1. Davenport Junction Turnout R1 - EMP 0  
West Point Terminus of East Subdivision
2. Davenport Diamond – EMP 02
3. Portage Diamond – EMP 03
4. Portage Junction Turnout R2 – EMP 04
5. Toledo Junction Turnout R3 – EMP 04.5
6. Toledo Industrial Spur Switch R4 – EMP 10
7. Fullerton West Sub Connector Switch R5 –  
EMP 11
8. West Division Diamond – EMP 12
9. Portage Junction Diamond – EMP 14
10. Portage Junction East Turnout – EMP 16
11. Portage Engine Maintenance Spur – EMP 20
12. West Clinton – EMP 21
13. Clinton Station – EMP 23
14. Clinton Industrial Spur – EMP 25
15. Solvang Tunnel West Portal – EMP 30
16. Solvang Tunnel East Portal – EMP 34
17. Clinton Diamond – EMP 36
18. Santa Fe Station – EMP 40
19. Sumner Station – EMP 45 East Point  
Terminus of East Subdivision

#### West Division

1. Davenport Diamond – EMP 0 East Point  
Terminus of West Subdivision
2. Davenport Junction Tower – WMP 3
3. Fullerton Diamond – WMP 4
4. Fullerton Station, Crew Change Point –  
WMP 5
5. Stone Power Plant Turnout M3 – WMP 7
6. Gary Station – WMP 8.5
7. Gary Boat Docks Turnout M4 – WMP10
8. Toledo Junction Turnout M4 – WMP 12
9. Toledo Diamond – WMP 15
10. Fullerton Diamond – WMP 17

11. Acme Produce – WMP 25
12. Santa Maria Valley Station – WMP30
13. Bend Station – WMP35
14. Clinton Diamond – WMP 38
15. Moffat Tunnel West Portal – WMP 40
16. Moffat Tunnel East Portal – WMP 44
17. Clinton Station – WMP 46
18. West Clinton Freight House Spur Turnout  
M6 – WMP 47
19. West Clinton – WMP 48 West end  
Terminus for West Subdivision

#### \* Special Note regarding Reporting Stations listed below:

- OS - Operator Reporting Station
- CCP - Crew Change Point
- OS/CCP - Operator Reporting Station/Crew  
Change Point
- PCS - Passenger Commuter Station
  
- EM – East Division Mainline
- EMP – East Division Mile Post
- WM – West Division Mainline
- WMP – West Division Mile Post
  
- EBT – Eastbound Turnout
- EBX - Eastbound Crossover
- WBT – Westbound Turnout
- WBX - Westbound Crossover
- “Xx/Xx” - Numbered Interlocked Power  
Crossover
  
- HT - Hand Throw Turnout
- MT - Machine Throw Turnout
- LT - Left Turn
- RT - Right Turn

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# East Division - Subdivisions

## Davenport Junction - Davenport Subdivision

### West Point Terminus of East Division

MPW 0

Turnouts: R1/M1

Stations

Davenport Tower - OS /CCP

Overview

- Davenport Tower - Authorized Crew Change Point
- East and West Divisions Main Line Control Point
- Traffic Control Point for Fullerton, Toledo, and Gary.

Davenport Tower- Responsible for Control of:

- Davenport Junction and Interlocking Control of turnouts R1 and M1 between West Division Main and East Division Mains. Both East and West direction traffic.
- All through passenger and freight traffic
- All Flag Protection within territory

Davenport Junction Principle Turnouts:

- Turnouts R1 and M1 between West Division Main and East Division Mains.
- R1 and M1 are interlocked and are normally aligned to Mains. District Dispatch required for Interlock moves between Mains.

## Davenport Diamond - Davenport Subdivision

MPW 2

Turnouts: None

Stations

1. Davenport tower - OS

Overview

- R1/M1 East/West Crossing Diamond – M1 West Division Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- Turnout R1 is an Eastward direction access
- **No scheduled stops at this Station**

Davenport Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## Portage Diamond – West Portage Subdivision

MPW 3

Turnouts: None

Stations

Portage Station - OS

Overview

- East District East/West Reverse Junction Crossing Diamond – West Division Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

Portage Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## Portage Junction Turnout R2 – West Portage Subdivision

MP 4

Turnouts: R2/R6

Stations

Portage Station - OS

Overview

- Traffic Control Point for Clinton, Toledo, and Gary.
- East Main Junction turnout to East Division reverse Loop turnout R6 at EMP 16
- Portage Junction and Interlocking Control of turnouts R2 and R6 between East Division Main and East Division Mains. Both East and West direction traffic.
- East Division Main Line Control Point
- **No scheduled stops at this Station**

Portage Junction - Responsible for Control of:

- Interlocking traffic on East Division rerouting to east Division reverse Loop.
- Diverted Traffic thru Turnouts “R2” and “R6” Crossovers” for Clinton, Toledo, and Gary.
- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

Portage Junction Principle Turnouts:

- “R2”/”R6” - Turnouts are interlocked and normal aligned to Mains for thru traffic. District Dispatch required for Interlock moves between Mains.
- R2 is a WBT

## Toledo Junction - Toledo Subdivision

MP 4.5

Turnouts: R3/M5

Stations

1. Toledo Tower - OS

Overview

- Main traffic thru to Clinton and Toledo.
- Traffic Control Point for Davenport, Toledo, and Gary.
- East Main Junction turnout to West Division turnout M5 at WMP 12
- Toledo Junction and Interlocking Control of turnouts R3 and M5 between West Division Main and East Division Mains. Both East and West direction traffic.
- East Division Main Line Control Point
  - **No scheduled stops at this Station**

Toledo Junction - Responsible for Control of:

- Interlocking traffic on Thru East Division or rerouting to West Division Main.
- Diverted Traffic thru Turnouts “R3” and “M5” Crossovers” for Gary, Fullerton, Clinton
- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

Toledo Junction Principle Turnouts:

- “R3”/”M5” - Turnouts are interlocked and normal aligned to Mains for thru traffic. District Dispatch required for Interlock moves between Mains.
- Turnout R3 is an Eastward direction access

## Toledo Diamond - Toledo Subdivision

MP 6

Turnouts: None

Stations

TD Tower - OS

Overview

- East District /West District Crossing Diamond – West Division Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

Toledo Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## Toledo Industrial Park - Toledo Subdivision

MP 10

Turnouts: R4

Stations

Toledo Industrial Park - OS

Overview

- Main traffic thru to Clinton and Toledo.
- Industrial Spur services:
  - Superior Paper
  - Midwest Power
  - Prairie Mills
  - Blue Dot Flour
  - PilCorp Industries Food Processing Plant
  - Toledo Heavy Equipment
- East Main turnout to Industrial Spur at turnout R4 at EMP 10
  - **No scheduled stops at this Station**

Toledo Industrial - Responsible for Control of:

- Clearing switching traffic on Thru East Division Main.
- Reporting of all movements of freight traffic to Dispatcher.
- All Flag Protection within territory

Toledo Junction Principle Turnouts:

- R4 Turnouts is a Manual Throw and normal aligned to Mains for thru traffic. District Dispatch required for switches that are stopped or fowling Mains.
- Turnout R4 is a WBT

## Fullerton Junction – Fullerton Subdivision

MP 11

Turnouts: R5/M2

Stations

Fullerton Station - OS /CCP

Overview

- R5 West approach – M2 East approach Crossover
- East and West Divisions Main Line Control Point
- Traffic Control Point for Fullerton, Toledo, and Gary.
- Main Line – Passenger, Freight traffic and “Specials”
- Fullerton - Authorized Crew Change Points
- All Flag Protection within territory

Fullerton Junction - Responsible for Control of:

- Fullerton Junction and Interlocking Control of turnouts R5 and M2 between West

Division Main and East Division Mains.  
Both East and West direction traffic.

- Scheduled Passenger and Commuter Rail Operations.
- Passenger Extras and Rail Fan Excursions
- All US Mail and Rail Express shipments
- All through passenger and freight traffic
- All Flag Protection within territory

Fullerton Junction Principle Turnouts:

- Turnouts R5 and M2 between West Division Main and East Division Mains.
- R5 and M2 are interlocked and are normally aligned to Mains. District Dispatch required for Interlock moves between Mains.
- R5 is West approach Crossover
- M2 is East approach Crossover

### West Division Diamond - Fullerton Subdivision

MP 12

Turnouts: None

Stations

West Diamond Tower - OS

Overview

- East District /West District Crossing Diamond – West Division Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

West Division Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

### Portage Diamond - Portage Subdivision

MP 14

Turnouts: None

Stations

Portage Station - OS

Overview

- East District East/West Reverse Junction Crossing Diamond – West Division Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

Portage Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

### Portage Junction - Portage Subdivision

MP 16

Turnouts: R2/R6

Stations

Portage Station - OS/CCP

Overview

- Traffic Control Point for Clinton, Toledo, and Gary.
- East Main Junction turnout to East Division turnout R2 at EMP 4
- Portage Junction and Interlocking Control of turnouts R2 and R6 between East Division Main and East Division Mains. Both East and West direction traffic.
- East Division Main Line Control Point
- **No scheduled stops at this Station**

Portage Junction - Responsible for Control of:

- Interlocking traffic on East Division rerouting to East Division reverse Loop.
- Diverted Traffic thru Turnouts “R2” and “R6” Crossovers” for Clinton, Toledo, and Gary.
- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

Portage Junction Principle Turnouts:

- “R2”/”R6” - Turnouts are interlocked and normal aligned to Mains for thru traffic. District Dispatch required for Interlock moves between Mains.
- R2 and R6 are WBT’s

### Portage Engine Repair Facility - Portage Subdivision

MP 20

Turnouts: R7

Stations

Portage Engine House - OS

Overview

- Main traffic thru to Clinton and Toledo.
- Facility Spur services:
  - Engine and Car shop
  - Minor engine repairs
  - Car and Caboose RIP

- East Main turnout to Facility Spur at turnout R7 at EMP 20
- Turnout R6 is a WBT.
- **No scheduled stops at this Station**

Portage Shop - Responsible for Control of:

- Clearing switching traffic on Thru East Division Main.
- All Flag Protection within territory

Portage Shop Turnouts:

- R6 Turnouts is a Manual Throw and normal aligned to Mains for thru traffic. District Dispatch required for switches that are stopped or fowling Mains.
- Turnout R6 is a Westward direction access

### **Clinton Station and Passenger Terminal – Clinton Subdivision**

MP 23

Turnouts: None

Stations

Clinton Passenger Terminal – OS/PCS/CCP

Overview

- “West Division Track” – Primarily Passenger traffic
- “East Division Track” – Primarily Freight traffic and “Specials”
- Upon Dispatcher Authorization, Speed Restrictions on “East” and “West” Mains may be enforced
- Clinton Terminal - Authorized Crew Change Points
- Scheduled Passenger and Commuter Rail Operations from Clinton Terminal

Clinton Station - Responsible for Control of:

- Mains “East” and “West” traffic flow
- Reporting of all through passenger and freight traffic
- All Passenger and Commuter operations from Clinton Terminal
- Passenger Extras and Rail Fan Excursions
- All US Mail and Rail Express shipments
- All Flag Protection within territory

**No turnouts in this Territory**

### **Clinton Freight House - Clinton Subdivision**

MP 25

Turnouts: R8

Stations

Freight House - OS

Overview

- Main traffic thru to Clinton and Toledo.
- Freight House Spur services:
  - Freight House Dock
  - Engine Holding Track
- East Main turnout to Freight House Spur at turnout R7 at EMP 25
- Turnout R7 is EBT

▪ **No scheduled stops at this Station**

Freight House - Responsible for Control of:

- Clearing switching traffic on Thru East Division Main.
- All Flag Protection within territory

Freight House Turnouts:

- R7 Turnout is a Manual Throw and normal aligned to Mains for thru traffic. District Dispatch required for switches that are stopped or fowling Mains.
- Turnout R7 is a Eastward direction access

### **Solvang Tunnel West Portal – Solvang Subdivision**

MP 30

Turnouts: None

Stations

Solvang Tunnel West Portal - OS

Overview

- Portal entrance and blower house
- Maintenance buildings and service siding
- **No scheduled stops at this Station**

Solvang Tunnel West - Responsible for Control of:

- **Special Instruction** - Dispatch Authorized Traffic only onto Solvang Tunnel. Dispatch authorization required before entering West Portal
- East and West traffic flow
- Reporting of all through passenger and freight traffic upon exiting tunnel from the East
- All Flag Protection within territory

### **Solvang Tunnel East Portal – Solvang Subdivision**

MP 34

Turnouts: None

Stations

Solvang Tunnel East Portal - OS

Overview



- Portal entrance and blower house
- Maintenance buildings and service siding
- No scheduled stops at this Station

Solvang Tunnel East - Responsible for Control of:

- **Special Instruction** - Dispatch Authorized Traffic only onto Solvang Tunnel. Dispatch authorization required before entering East Portal
- East and West traffic flow
- Reporting of all through passenger and freight traffic upon exiting tunnel from the West
- All Flag Protection within territory

### Clinton Diamond – West Clinton Subdivision

MP 36

Turnouts: None

Stations

Clinton Diamond - OS

Overview

- East District /West District Crossing Diamond – West Division Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

Clinton Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

### Sumner Station - Sumner Subdivision

#### East Point Terminus of East Division

MP 45

Turnouts: None

Stations

Sumner - OS Station/Crew Change Point

Overview

- Authorized Crew Change Point
- US Mail and Rail Express Operations, Passenger Terminal Load and Unload with platform
- Traffic will Stop and Hold at station for Davenport Junction and Davenport Diamond Traffic Clearances.

Sumner - Responsible for Control of:

- Main Track territory
- Traffic will hold here until given Authority to proceed thru Davenport Diamond
- Reporting of all through passenger and freight traffic

- All Flag Protection within territory
- **No turnouts in this Territory**

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# West Division Subdivisions

## Davenport Diamond - Davenport Subdivision

### East Point Terminus of West Division

MP 0

Turnouts: None

Stations

Davenport Tower - OS

Overview

- East/West Crossing Diamond – West Division Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

Davenport Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## Davenport Junction Turnout M1 –

MP 0

Turnouts: M1/R1

Stations

Davenport Tower - OS /CCP

Overview

- Davenport Tower - Authorized Crew Change Point
- East and West Divisions Main Line Control Point
- Traffic Control Point for Fullerton, Toledo, and Gary.

Davenport Tower- Responsible for Control of:

- Davenport Junction and Interlocking Control of turnouts R1 and M1 between West Division Main and East Division Mains. Both East and West direction traffic.
- All through passenger and freight traffic
- All Flag Protection within territory

Davenport Junction Principle Turnouts:

- Turnouts R1 and M1 between West Division Main and East Division Mains.
- R1 and M1 are interlocked and are normally aligned to Mains. District Dispatch required for Interlock moves between Mains.

## Fullerton Diamond - Fullerton Subdivision

MP 4

Turnouts: None

Stations

Fullerton Station - OS

Overview

- West Division /West Division Crossing Diamond – Fullerton Subdivision Diamond Traffic has Right of Way. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

Fullerton Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## Fullerton Junction – Fullerton Subdivision

MP 5

Turnouts: M2/R5

Stations

Fullerton Station - OS /CCP

Overview

- M2 East approach – R5 East approach Crossover
- East and West Divisions Main Line Control Point
- Traffic Control Point for Fullerton, Toledo, and Gary.

Fullerton Junction - Responsible for Control of:

- Fullerton Junction and Interlocking Control of turnouts M2 and R5 between West Division Main and East Division Mains. Both East and West direction traffic.
- All through passenger and freight traffic
- All Flag Protection within territory

Fullerton Junction Principle Turnouts:

- Turnouts R5 and M2 between West Division Main and East Division Mains.
- M2 and R5 are interlocked and are normally aligned to Mains. District Dispatch required for Interlock moves between Mains.
- R5 is WBX
- M2 is EBX

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## Gary Power Plant - Gary Subdivision

MP 7

Turnouts: M3 - HT/WBT

Stations

Gary Station - OS

Overview

- Main traffic thru to Clinton and Gary.
- Industrial Spur services:
  - Midwest Power #2
  - Gary Stone and Gravel Works
- West Main turnout to Industrial Spur at turnout M3 at MP7
- Turnout M3 is Westward direction access.
- **No scheduled stops at this Station**

Power Plant Spur - Responsible for Control of:

- Clearing switching traffic on Thru West Division Main.
- Reporting of all movements of freight traffic to Dispatcher.
- All Flag Protection within territory

Power Plant Principle Turnouts:

- M3 Turnouts is a Manual Throw and normal aligned to Mains for thru traffic. District Dispatch required for switches that are stopped or fowling Mains.
- Turnout M3 is a Westward direction access

## Gary Harbor Complex - Gary Subdivision

MP 12

Turnouts: M4

Stations

Gary Station - OS

Overview

- Main traffic thru to Clinton and Gary.
- Industrial Spur services:
  - Hullett Unloading Facility – 3 tracks
  - Midwest Power Coal Receiving Facility
  - Gary Stone and Gravel Works
- West Main turnout to Industrial Spur at turnout M4 at MP10 services all spur tracks
- Turnout M4 is Eastward direction access.
- **No scheduled stops at this Station**

Gary Dock Spur - Responsible for Control of:

- **SPECIAL NOTICE** - Dock switching movements will require Dispatch

Authorization for all Switch Movements outside of Dock Spur line onto the West Main Line thru Toledo Diamond. All Main Line Switch Movements will be completed between 2300 hours and 0500 hours only.

- Clearing switching traffic on Thru West Division Main.
- Reporting of all movements of freight traffic to Dispatcher.
- All Flag Protection within territory

Gary Dock Principle Turnouts:

- M4 Turnouts is a Manual Throw and normal aligned to Mains for thru traffic. District Dispatch required for switches that are stopped or fowling Mains.
- Turnout M3 is a Westward direction access

## Toledo Junction - Toledo Subdivision

MP 12

Turnouts: M5/R3

Stations

Toledo Tower - OS

Overview

- Main traffic thru to Clinton, Gary, and Toledo.
- Traffic Control Point for Davenport, Toledo, and Gary.
- West Main Junction turnout to East Division turnout R3 at MP4.5
- Toledo Junction and Interlocking Control of turnouts M5 and R3 between West Division Main and East Division Mains. Both East and West direction traffic.
- East Division Main Line Control Point
- **No scheduled stops at this Station**

Toledo Junction - Responsible for Control of:

- Interlocking traffic on Thru East Division or rerouting to West Division Main.
- Diverted Traffic thru Turnouts “M5” and “R3” Crossovers” for Gary, Fullerton, Clinton
- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

Toledo Junction Principle Turnouts:

- “M5” and “R3” Turnouts are interlocked and normal aligned to Mains for thru traffic. District Dispatch required for Interlock moves between Mains.
- Turnout M5 is Westward direction access

## **Toledo Diamond - Toledo Subdivision**

MP 15

Turnouts: None

Stations

TD Tower - OS

Overview

- West District /East District Crossing Diamond – **West Division Traffic has Right of Way**. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance

- **No scheduled stops at this Station**

Toledo Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## **West Division Diamond - Fullerton Subdivision**

MP 17

Turnouts: None

Stations

2. West Diamond Tower - OS

Overview

- West District /East District Crossing Diamond – **West Division Traffic has Right of Way**. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance

- **No scheduled stops at this Station**

West Division Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## **Fullerton Diamond - Davenport Subdivision**

MP 17

Turnouts: None

Stations

3. Davenport Station - OS

Overview

- **West District /West District Crossing Diamond – Fullerton Subdivision Diamond Traffic has Right of Way.** Davenport Subdivision traffic must stop and

may not proceed through diamond without proper signals or Dispatchers Clearance

- **No scheduled stops at this Station**

Fullerton Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

**No turnouts in this Territory**

## **Santa Maria Valley Station – Valley Subdivision**

MP 30

Turnouts: None

Stations

Santa Maria Valley Station – OS/PCS/CCP

Overview

- Entire Subdivision is within Yard Limits. Speed Restrictions are in affect.
- Main Line – Passenger, Freight traffic and “Specials”
- Upon Dispatcher Authorization, Speed Restrictions on West Mains maybe suspended
- Santa Maria - Authorized Crew Change Points
- Scheduled Passenger and Commuter Rail Operations.

Santa Maria Station - Responsible for Control of:

- Mains “East” and “West” traffic flow
- Reporting of all through passenger and freight traffic
- Passenger Extras and Rail Fan Excursions
- All US Mail and Rail Express shipments
- All Flag Protection within territory

**No turnouts in this Territory**

## **Clinton Diamond - Valley Subdivision**

MP 38

Turnouts: None

Stations

Clinton Diamond - OS

Overview

- West Division /East Division Crossing Diamond – **West Division Traffic has Right of Way**. East Division traffic must stop and may not proceed through diamond without proper signals or Dispatchers Clearance
- **No scheduled stops at this Station**

Clinton Diamond - Responsible for Control of:

- Reporting of all through passenger and freight traffic
- All Flag Protection within territory

### No turnouts in this Territory

#### Moffat Tunnel East Portal – Moffat Subdivision

MP 40

Turnouts: None

Stations

1. Moffat Tunnel East Portal - OS

Overview

- Portal entrance and blower house
- Maintenance buildings and service siding
- **No scheduled stops at this Station**

Moffat Tunnel east - Responsible for Control of:

- **Special Instruction** - Dispatch Authorized Traffic only onto Solvang Tunnel. Dispatch authorization required before entering East Portal
- East and West traffic flow
- Reporting of all through passenger and freight traffic upon exiting tunnel from the West
- All Flag Protection within territory

#### Moffat Tunnel West Portal – Moffat Subdivision

MP 44

Turnouts: None

Stations

2. Moffat Tunnel West Portal - OS

Overview

- Portal entrance and blower house
- Maintenance buildings and service siding
- **No scheduled stops at this Station**

Moffat Tunnel west - Responsible for Control of:

- **Special Instruction** - Dispatch Authorized Traffic only onto Solvang Tunnel. Dispatch authorization required before entering West Portal
- East and West traffic flow
- Reporting of all through passenger and freight traffic upon exiting tunnel from the East
- All Flag Protection within territory

#### Clinton Station and Passenger Terminal – Clinton Subdivision

MP 46

Turnouts: M6

#### Stations

1. Clinton Passenger Terminal – OS/PCS/CCP
2. US Mail Express Terminal
3. Great Lakes District Administration Building

#### Overview

- “West Division Main” is Primarily Passenger traffic
- “East Division Main” – Primarily Freight traffic and “Specials”
- Upon Dispatcher Authorization, Speed Restrictions on “East” and “West” Mains may be Enforced
- Clinton Terminal - Authorized Crew Change Points
- Scheduled Passenger and Commuter Rail Operations from Clinton Terminal
- US Mail and Rail Express Operations from Express Terminal on Spur Line M6.
- Two Passenger Terminal Load and Unload Thru Tracks with platforms
- One Passenger Load and Unload , M6 HQ Building Stub Track with platforms
- One Holding Stub tracks on Spur M6
- One REA and Mail Track on Spur M6

Clinton Station - Responsible for Control of:

- Mains “East” and “West” traffic flow
- Traffic Turnout and Switch movements To Spur M6
- Reporting of all through passenger and freight traffic
- All movements within Terminal Spur tracks
- All Passenger and Commuter operations from Clinton Terminal
- Passenger Extras and Rail Fan Excursions
- All US Mail and Rail Express shipments
- All Flag Protection within territory

Clinton Subdivision Turnouts –

- “M6” at MP47 Mail Tracks – WM/RT HT Normal aligned to Main

#### West Clinton Station – Clinton Subdivision

#### West Point Terminus of West Division

MP 48

Turnouts: None

Stations

West Clinton Station – OS/PCS/CCP

West Clinton Station - Responsible for Control of:

- Mains “East” and “West” traffic flow
- Reporting of all through passenger and freight traffic

- All Flag Protection within territory
  - **No scheduled stops at this Station**
- No turnouts in this Territory**

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**Special Operating Instructions #21 –  
Great Lakes Division**

**All authorized Operating Train Crews must read and be familiar with these Special Instructions.**

**All Operations Personnel must have a copy of these Special Instructions on their person to operate at all times while on duty.**

**Special operating Instructions are for the information and guidance of Trainmen and others who have been authorized to use them ONLY.**

**Track diagrams are for general information only and are not to scale**

**TRAIN HANDLING INSTRUCTIONS**

**AUTHORIZED TRAINS**

- A Train shall be considered any lash up that consists of locomotives as a single or multiple unit and one car in tow (revenue, MOW, or caboose) that is intended for an authorized or cleared movement on a Main Line track.
- Other special locomotive or train movements authorized by the Dispatcher and cleared movement on a Main Line track.
- Hostler movements within Yard Limits are not considered authorized trains until authorized by the Dispatcher.

**SUPERIOR TRAINS**

- NORTH AND WEST TRAINS ARE SUPERIOR BY DIRECTION TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
- Passenger and Commuter trains are superior to all other trains unless otherwise directed by Dispatch.

**STEAM SPECIAL TRAIN RESTRICTIONS**

- Steam Specials locomotives must be accompanied with a diesel locomotive of sufficient power for emergency recovery on all track conditions.
- Exceptions can be made at the discretion of the Superintendent, but stand-by power must be readily available as needed so Main Line tracks are not fouled.

**FLAG PROTECTION**

- Flag protection shall be provided whenever a switch is aligned that diverts the Main to a secondary or spur track.

- Flag protection shall be provided to any train that is stopped, for whatever reason, on a Main Line if the stop is not authorized in advance by dispatch.
- Flagman shall be placed on both head and rear of the train.
- Dispatch shall be notified of stop and its estimated duration.
- A Flagman shall be placed on the lead locomotive of any assembled train in any yard or siding that is standing by for movement.

**EQUIPMENT RESTRICTIONS**

- Back-up and forward pushing movements are restricted to 3 working units
- Coupling speed is limited to 4 mph
- When coupling passenger cars, a complete stop must first be made before making connection.
- When a train parts twice between the same cars, the defective car(s) must be set out at the first available point.
- Jordan Spreaders, except those in operation, must face head end in the train's direction of movement.
- Unless otherwise noted, all MOW Equipment must be placed at least 2 cars ahead of caboose.
- Occupied MOW cars and Scale cars must be handled next ahead of caboose.

**MAXIMUM SPEED RESTRICTIONS (MPH)**

• Passenger train	79
• Six and four axle locomotive	60
• Wreck derrick	25
• Locomotive crane	30
• Jordan Spreader	25
• Mineral freight (40 or more)	40
• Scale Test Car	30
• Movement on tracks other than main track – Restricted Speed	10
• Through crossovers, & side tracks	10
• Ore cars (loaded or empty)	35

**UNLESS OTHERWISE PROVIDED, SPEED RESTRICTIONS APPLY TO THE ENTIRE LENGTH OF THE TRAIN**

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