

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

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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

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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