

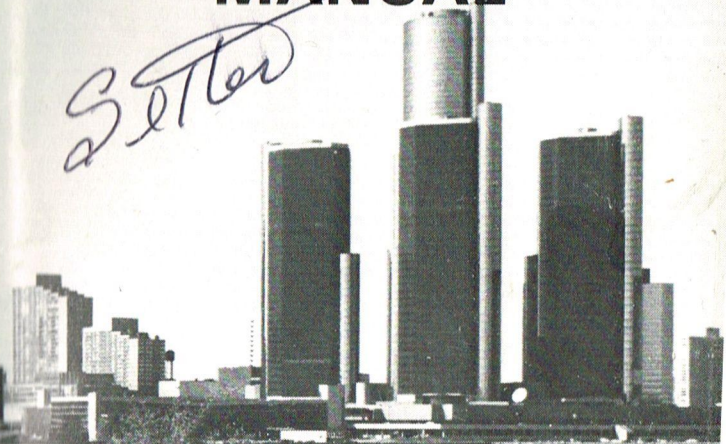
CANADIAN NATIONAL

CANADIAN PACIFIC

**CASO SUBDIVISION**  
**PELTON TO 24TH ST. DETROIT**  
**TERRITORY**

**OPERATING**  
**MANUAL**

*Setler*



Also includes operating instructions for movement  
over Conrail between 24th St. Detroit and CP Mill  
and

Operating instructions for movement over G.T.  
between Mill and Flat Rock

EFFECTIVE AT 0001 SUNDAY JUNE 7TH 1987

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**EMERGENCY TELEPHONE NUMBERS  
FOR TUNNEL OPERATION AT  
WINDSOR**

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**(AREA CODE 519)**

Ambulance Service	911
Fire Department	911
Emergency Measures Organization	439-0201
Allied Chemical Corp	336-4270
Dome Petroleum	252-5794

**POLICE**

CN — Windsor — Riverside	973-5271
CN Patrol car — Riverside	channel 4
CN Patrol car — Windsor South	channel 8
Conrail Police — Detroit	313/496-4357
	or 496-4358
Windsor City Police	911

**HOSPITALS — WINDSOR**

Grace (Crawford Ave.)	255-2100
Hotel Dieu (Ouellette Ave.)	973-4444
Metropolitan General (Lens Ave.)	254-1661
Windsor Western I.O.D.E. (Prince Road)	253-4261

**DANGEROUS COMMODITIES**

Inquiry: Van de Water Yard Car Control	973-5288
	or 973-5224
Chief Train Dispatcher — London	(519) 667-2492
	or 667-2409



Mileage	Yard Limits	CASO SUBDIVISION		Office Signals
		PELTON TO 24TH ST. DETROIT TERRITORY		
		STATIONS		
219.1	218.0	<div>ABS</div> <div>2 Tracks—Movement by Signal Indication</div> <div>2 Tracks—Movement by Signal Indication</div>	..... PELTON .....PX	
221.8	<div>↕</div> <div>224.4</div>		2.7 ..... HOWARD AVE. ....PXZ	
223.0			1.2 ..... VAN de WATER .....BPXZ	
224.4			1.4 ..... ERIE .....X	
224.7			0.3 ..... WINDSOR SOUTH .....X	DI
225.4			0.7 ..... EAST PORTAL .....X	
226.3			0.9 ..... INTERNATIONAL BOUNDARY .....	
226.9			0.6 ..... WEST PORTAL .....X	
227.2			0.3 ..... 15TH ST. DETROIT .....X	
228.1			0.9 ..... 24TH. DETROIT .....X	

These instructions apply on that portion of the CASO Subdivision between Pelton and 24th St. Detroit.

The two tracks between Pelton and Erie are designated Eastward Track and Westward Track.

The Eastward Track is signalled for Eastward Movements.  
The Westward Track is signalled for Westward Movements.

The two tracks between Erie and 24th St. Detroit are designated South Track and North Track and are signalled for movement in both directions.

For operating purposes the direction from Pelton to 24th St. Detroit is westward and from 24th St. Detroit to Pelton is eastward.

This territory is under the jurisdiction of the Canadian National Railways Terminal Superintendent Windsor, who will issue instructions as required.

### GENERAL INSTRUCTIONS

Employees of any railway affected by this manual are subject to the instructions contained herein and must have a copy accessible while on duty. Except as affected by such instructions all Operating Rules governing operations remain in force.

Engines will display a headlight to the front and rear by day and by night. Headlight on end coupled to cars may be extinguished.

Engine bell must be rung when an engine is about to move, while moving about stations and while passing a movement standing on adjacent track.



Air brakes must be in service on all movements when operating on any portion of this territory. All movements through the tunnel must have 100% of brakes operative leaving the initial terminal and must not be run with less than 85% at any time. When a movement is stopped by an emergency application of air brakes entering, in, or exiting the tunnel, the controller Windsor South must be notified immediately.

Movements disabled in the tunnel will immediately contact the controller at Windsor South for instructions. If unable to establish communication diesel units will immediately be cut away from the movement and proceed to the first point of communication.

#### **MAXIMUM SPEED MILEAGE**

#### **MILES PER HOUR**

219.1 to 224.7 (Pelton to Windsor South)	50
221.8 Eastward Movements (Howard Ave.) until crossing occupied	30
224.7 to 228.1 (Windsor South to 24th St.)	40

Unless otherwise provided by signal indication or special instructions movements using other than main tracks must proceed at restricted speed not exceeding 15 miles per hour.

Eastward movements destined Van de Water yard must obtain permission to use switches at the east end of the yard from yardmaster. When no yardmaster is on duty, permission must be obtained from the controller Windsor South.

#### **LOCATION OF TELEPHONES IN TUNNEL**

In passageway at air ventilating shaft 2051 feet from West Portal accessible from either track.

On wall of North Track, 4002 feet from West Portal, indicated by blue light.

On wall of South Track, 4002 feet from West Portal.

In passageway at air ventilating shaft, 4615 feet from East Portal accessible from either track and indicated by blue light.

On wall of North Track 25 feet from East Portal.

#### **RADIO CHANNELS**

Movements operating through the tunnel must stand by on one of the channels indicated below for communication purposes with controller Windsor South who monitors these channels

CN	CN8	161.025 MHZ
GT	GT1	160.590 MHZ
Conrail	CR2	161.070 MHZ
CSX	C & O1	160.230 MHZ

#### **SWITCHES AND DERAILS**

Switches and derails between Erie and 24th St. Detroit are power operated.

#### **MOVEMENTS ENTERING MAIN TRACK**

After obtaining permission from the controller, a movement which is to foul or enter a main track by other than signal indication, must wait five minutes after the main track switch has been opened before moving foul.

## **YARD LIMITS**

Yard limits are in effect between mileage 218.0 and mileage 224.4 (Erie).

Extra trains and engines must move within yard limits at restricted speed unless the main track is known to be clear.

Within yard limits the words "known to be clear" are defined as known to be clear of trains, engines, cars and track units.

Yard limits provide protection for track units against extra trains and engines.

A "Clear Signal" Rule 281 permitting trains or engines to proceed does not relieve trains or engines from the requirements of moving at restricted speed.

## **RESTRICTED SPEED**

Restricted speed is a speed that will permit stopping within one-half the range of vision. Where signal indications require movements at restricted speed, such movements must be made at a speed that will permit stopping within one-half the range of vision, also be prepared to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceeding slow speed;

SLOW SPEED — A speed not exceeding  
15 miles per hour

MEDIUM SPEED — A speed not exceeding  
30 miles per hour

LIMITED SPEED — A speed not exceeding  
40 miles per hour

## **DRAGGING EQUIPMENT DETECTORS**

**(This instruction does not apply to movements without a caboose)**

Dragging Equipment Detectors are located on both tracks at Mileage 224.9.

A lunar white light displayed adjacent to the dragging equipment detector indicates that the dragging equipment detector has been actuated and the movement must be stopped for inspection. A member of the crew on the rear of the movement must immediately contact a member of the crew on the engine to stop the movement. If unable to communicate with a member of the crew on the engine, communication must then be made with the controller Windsor South who will contact a member of the crew on the engine.

## **SPECIAL DANGEROUS COMMODITIES**

Movements handling Special Dangerous Commodities must not exceed 35 miles per hour between Pelton and International Boundary.

## **EQUIPMENT RESTRICTIONS**

Cars exceeding plate "E" must not be handled in the tunnel without handling instructions.

Heaviest car permitted gross weight, 263,000 lbs.

Cars exceeding 263,000 lbs. gross weight must be governed by handling instructions.

## **TRAIN HANDLING GUIDELINES**

Train handling in the Windsor-Detroit Tunnel requires consideration of the following items:

- a) The number of locomotives and total consist horsepower.
- b) The type of brake valve on the lead locomotive.
- c) The overall tonnage and length of train.
- d) The distribution of loads and empties throughout the train.

Minimum application should be applied at approximately 20-25 m.p.h. with throttle in No. 2 position, when approaching the tunnel entrance to ensure quick service activity and stability throughout the train.

If restricted in attaining speeds mentioned above account routing and train length a minimum application should be in place as train commences movement on the downgrade.

In either case a further light reduction may be made if train speed has to be regulated. At no time should a heavy split reduction be made.

Train should be kept stretched on the downgrade.

### **The use of dynamic brake is prohibited**

To assist in determining acceleration required to exit the tunnel and the point at which throttle increase should occur the speedometer must be closely monitored, with due consideration given above items A to D.

### **INTERLOCKING**

Railway crossing at grade  
C & O Railway      Mileage 219.1      Controlled  
Train dispatcher C&O controls all movements.

### **NON-INTERLOCKED**

Railway crossing at grade track CI 01 Van de Water yard crossing Essex Terminal Railway. Interlocking normal when lined for through movements on Essex Terminal Railway.

## **OPERATING INSTRUCTIONS**

**NOTE:** Wherever the word "**controller**" appears herein, it applies to the employee performing the duties.

Wherever the word "**foreman**" appears herein, it applies to the employee performing the duties.

1. All movements between Pelton and 24th St. Detroit will be supervised by the controller Windsor South who will issue instructions as required.

All switches and signals between Erie and East Portal controlled by controller Windsor South.

All switches and signals between West Portal and 24th St. Detroit controlled by Conrail operator West Detroit.

**The Conrail operator West Detroit must obtain permission from the controller Windsor South before authorizing an eastward movement beyond 24th St. by signal indication.**

2. Movements will be governed by signal indication. Block and interlocking signals as contained herein are located to the right of, and adjacent to the track they govern except signal 1E at 15th St. Detroit which is located to the left of track it governs.
3. **ISSUANCE OF AUTHORITIES**

Train and engine authorization must not be issued between East Portal and 24th St. Detroit until confirmation has been obtained from the Conrail operator at West Detroit that blocking has been applied.

When such confirmation has been received the controller will make the required record in the book provided for the purpose.



Such instructions must be checked and underscored, by the controller, as they are repeated by the Conrail operator at West Detroit.

4. When a movement consisting of three or more diesel units or cars is required to make a back-up movement, a member of the crew must be on the leading end of the movement and in a position from which signals necessary to the movement can be properly given. He must also be in position to warn persons standing on, or crossing, or about to cross the tracks.

#### 5. PROTECTION OF MAINTENANCE WORK ON OTHER THAN MAIN TRACK AND SIGNALLED YARD TRACKS.

Trackmen, before undertaking any work which may render a track, **other than main track or signalled yard track**, unsafe for movements at normal speed, or if rendered unsafe from any cause, must provide protection as follows:

- (i) When practicable, switches must be spiked or locked with special locks in the position which will prevent movements operating on the portion of track where work is to be performed, and;
- (ii) Place a red flag by day and in addition, a red light by night, mounted and elevated on a staff, between the rails, in each direction from the working point. When practicable, such signals must be placed at least 100 yards from the working point and where there will be a clear view of them from an approaching movement of, if possible, 300 yards. When there is equipment on that track, which prevents a clear view from an approaching movement of 300 yards, the red signals must be placed to include such equipment;

- (iii) A movement approaching a signal prescribed by clause (ii) must stop before passing it and must not proceed beyond such signal until it has been removed. Employees of the same class who placed the red signals may alone remove them, but only when so authorized by the foreman;

- (iv) On the approach of a movement, from either direction on the track affected the foreman will arrange the display of stop signals.

- (v) Equipment must not be placed on the track being protected so as to block the clear view of the red signals.

#### 6. DETROIT RIVER TUNNEL

Caution must be exercised when using walkways and ladders in tunnel.

#### 7. PASSENGER TRAINS

Conductors of passenger trains entering Canada from the United States must receive release from Canadian Customs and Immigration Officers before allowing any person to detrain at Windsor South. Conductors of passenger trains entering the United States from Canada must receive release from United States Customs and Immigration Officers before allowing any person to detrain at Detroit.

On passenger trains, prior to entering the tunnel, lights must be lit, toilet doors locked, doors of passenger cars must be kept closed and all fans must be turned off. If any movement is stopped in the tunnel, diesel units must be shut down immediately and a full train brake service application made and the brakes must not be released until the movement is able to proceed. If the movement has parted, a sufficient number of hand brakes must be applied to detached portion to prevent its movement.

**8. PELTON**

Westward movements must not pass Pelton until permission is received from the controller Windsor South.

**9. 24TH ST.**

Eastward movements must not pass 24th St. until permission is received from the controller Windsor South.

**10. VAN de WATER YARD OFFICE**

Westward movements must approach walkway to Van de Water yard office prepared to stop when eastward movements on eastward track are stopped at yard office.

**11. PUBLIC CROSSINGS AT GRADE**

**Mileage 219.1 to Mileage 221.8** — Movements over all public crossings protected by automatic warning devices, on other than main tracks must be protected by a member of the crew unless it is known that the automatic warning devices have been operating for at least twenty seconds and, when so equipped, that the gates are in horizontal position.

**Mileage 221.8 (Howard Avenue)** — Eastward movements leaving Van de Water yard must not pass the end-of-circuit sign located 80 feet west of Howard Ave. until the crossover switches are lined for the movement and must not occupy the crossing until the gates are in horizontal position.

12. At locations where there is no approach signal to the signal governing movements into signalled territory, or an interlocking, all train and engine movements must approach such governing signal prepared to stop and there be governed by the indication displayed.

Protection against opposing and following trains and engines between the entering signal to signalled territory and the next signal is not required unless signals are declared inoperative.

13. When a movement is stopped by a signal indicating **STOP** and no conflicting movement is evident:

- (a) A member of the crew must immediately communicate with the controller Windsor South stating name, occupation, location and movement designation.
- (b) If there is no conflicting movement the controller may authorize the movement to pass the signal, but before doing so must provide protection against all opposing movements. Such authority must not be issued until the controller ascertains from the control panel indications, or from the signal maintainer, that the power operated switches are properly lined for the route to be used.
- (c) The movement so authorized must move at restricted speed to the next signal. No movement must be made over power-operated switches until it has been ascertained that the route to be used is properly lined.
- (d) Instructions received from the controller must be in writing and repeated before being acted on and the controller must make the proper record immediately.



14. A movement may be given exclusive occupancy of a track or tracks within specified limits and specified times to perform switching or other work when authorized by the controller in the following manner:

“ \_\_\_\_\_ may use \_\_\_\_\_ between  
(TRAIN OR ENGINE) (TRACK OR TRACKS)  
\_\_\_\_\_ and \_\_\_\_\_ (or at)  
(LOCATION) (LOCATION)  
\_\_\_\_\_ from \_\_\_\_\_  
(LOCATION) (TIME)  
until \_\_\_\_\_ ”  
(TIME)

When requesting track and time limits, employee will give name, occupation, location, movement designation and specify time and work limits and track or tracks to be used. When such authority is granted, the instructions must be in writing and repeated to the controller before being acted on. No movement may be made until the engineman has been advised and understands the track and time limits granted.

After the movement has entered the limits specified, the controller must block all levers controlling signals governing movements into such limits at **STOP** and must not remove lever blocks nor permit any other movement to enter the limits until the movement has reported clear of the track or tracks specified, **REGARDLESS OF THE TIME LIMITS GRANTED**.

The movement must be clear of the track or tracks specified before expiration of the time specified, and controller so advised. If additional time is required, authority must be secured from the controller before previously authorized time expires.

During the period track and time limits are authorized the movement may use the track or tracks specified in either direction without flag protection.

15. In the application of instruction number 14, joint authority may be issued when it is necessary for more than one movement to work within the same limits.

Before issuing such authority the controller must block all signal controls governing movements into such limits at **STOP** and must not remove such blocking nor permit any other movement to enter such limits until each movement has been reported clear, **REGARDLESS OF THE TIME LIMITS GRANTED**.

Before any movement is made under joint authority, the conductors and enginemen of such movements, required to protect against each other, must have a thorough understanding in writing as to the movements of each other and the protection to be provided. All movements within such limits must be made at restricted speed.

#### 16. JOINT AUTHORITY WITH FOREMAN

When operating authority contains the words:

“ Joint Authority granted with foreman \_\_\_\_\_  
(NAME)  
between \_\_\_\_\_ and \_\_\_\_\_  
(LOCATION) (LOCATION)  
train or engine must not proceed until instructions  
have been received from foreman \_\_\_\_\_ ”  
(NAME)

the movement must not enter the limits specified until instructions have been received from the foreman named in the operating authority.

These instructions may be received by telephone, radio or personal contact.



17. If any part of a movement overruns a signal indicating **STOP**, the engineman or other employee must immediately initiate an "EMERGENCY" call giving identification and location stating that the movement has overrun a signal indicating **STOP** and a member of the crew must immediately communicate with the controller and be governed by the controller's instructions.

**INSTRUCTIONS FOR THE  
PROTECTION OF TRACK UNIT(S) AND  
MAINTENANCE WORK  
BETWEEN  
ERIE AND 24TH STREET DETROIT**

**TRACK UNIT SPEED**

Track units must be operated at a speed that will permit stopping within one-half the range of vision and prepared to stop short of a switch not properly lined, also any obstruction or track defect that may prevent safe passage and in no case exceeding the authorized maximum speed of the track unit.

All movements within this territory controlled by controller Windsor South.

A "Track Occupancy Permit" issued by the controller at Windsor South is the only authority to occupy a main track or signalled yard track for the protection of a track unit(s) or maintenance work.

The controller must make a record of all track occupancy permits issued in the book provided for the purpose as they are transmitted.

When such authority is granted, protection against trains and engines is not required.

When requesting a Track Occupancy Permit the foreman will give occupation, name, track unit number, if any, location and specify times and work limits and tracks to be used.

If the controller requires the foreman to call before the expiration of the time limits granted, it will be so indicated in the space provided in the Track Occupancy Permit.

When a Track Occupancy Permit is issued or when the occupancy time is extended the instructions must be written and repeated by the foreman but must not be acted upon until the controller has given the repeated time, O.K. time and initials.

Occupancy time must not be extended more than once on any Track Occupancy Permit.

If additional time is required it must be obtained before previously authorized time expires.

Before using the Track Occupancy Permit the foreman must read aloud the contents to employee(s) accompanying him. Such employee(s) must then be given the opportunity to read and initial the permit to ensure they are aware of its requirements.

When a foreman is in charge of the protection of maintenance work or more than one track unit he must, before using the Track Occupancy Permit, read aloud the contents to at least one other employee, and when practicable, give him or them the opportunity to read and initial the permit to ensure he or they are aware of its requirements.

Employees who are aware of the contents of a Track Occupancy Permit must, if necessary, remind the foreman in charge of its requirements.

More than one Track Occupancy Permit may be issued to protect track unit(s) and maintenance work covering the same or overlapping limits. Track Occupancy Permits do not protect track units one from the other.

Track Occupancy Permits must describe the limits as being between two identifiable locations.

When the Track Occupancy Permit is no longer required the foreman must promptly advise the controller giving name and permit number. The controller will cancel the permit stating the permit number, time and initials.

The foreman must write this information on the authority and repeat it to the controller.

After the Track Occupancy Permit has been cancelled the foreman must draw an "X" across the authority to avoid misuse.

Before issuing a Track Occupancy Permit the controller must ensure there are no conflicting movements within the limits to be granted, must block all levers controlling signals governing movements into such limits at **STOP**, and when practicable, line and block track switch(es) against potential conflicting movements.

At locations where a signal controls movements over more than one route and where it is not practicable to block the signal at **STOP**, switch(es) must be lined and blocked away from the protected track by the controller.

Track Occupancy Permits must not be issued between East Portal and 24th St. Detroit until confirmation has been obtained from the Conrail operator, at West Detroit, that blocking has been applied.

When such confirmation has been received, the controller will make the required record in the book provided for the purpose.

Such instructions must be checked and underscored by the controller as they are repeated by the Conrail operator at West Detroit.

After Track Occupancy Permit has been issued blocking must not be removed, nor any train or engine permitted to enter such limits until the Track Occupancy Permit is cancelled, even if time limits have expired.

Should it become necessary to move a train or engine into limits protected by a Track Occupancy Permit to assist in work activities:

- all other Track Occupancy Permits within the limits must be cancelled.
- The Track Occupancy Permit to the foreman must contain the words: "Joint authority granted with .....(Train or Engine).....".

The foreman only may authorize this train or engine to enter the protected limits. Other Track Occupancy Permits must not be issued within the limits after joint authority has been issued.

### **RADIO REGULATIONS**

Radio is a recognized method of communication used for the transmission and reception of instructions or information, relating to the movement of trains, engines or track units, subject to the following regulations.

Radio is intended to be used in connection with railway business only. Employees must not transmit unnecessary, unidentified or personal information via radio. Indecent language must not be transmitted via radio.

Each employee concerned directly or indirectly with the movement of trains, engines or track units, who may be required by the use of radio, to transmit or receive instructions or information relative to such movements is subject to these regulations.

When not transmitting and when not working on other channels, employees must keep their receivers set on their assigned standby channels at the proper volume, to permit all affected employees present to hear incoming calls and transmissions.

Instructions or information relating to train, engine or track unit movements must be repeated by the person receiving them. All other instructions or information must be acknowledged to the sender by the person receiving them.

Positive identification of party called and party calling must be ensured when making initial calls, naming party called first followed by party calling. This includes giving employee's occupation followed by movement identification.




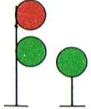
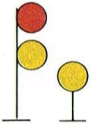
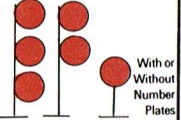
Emergency calls shall have absolute priority over all other transmissions. All employees who hear an emergency transmission shall immediately cease any transmission which may interfere with it, and shall listen on the frequency used for the emergency call.

An emergency call shall be repeated at frequent intervals until acknowledgement is received from the controller Windsor South, or other radio user.

Should an emergency call not be acknowledged it must be relayed to the controller Windsor South by an employee who does receive it, by any means of communication available.



## BLOCK AND INTERLOCKING SIGNALS

Aspect	Name	Indication
	Approach Limited Signal	Proceed, approaching next signal at limited speed.
	Approach Signal	Proceed, preparing to stop at next signal. Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal.
	Limited Approach Signal	Proceed at limited speed preparing to stop at next signal.
	Slow Clear Signal	Proceed, slow speed within interlocking limits or through turnouts.
	Restricting Signal	Proceed at restricted speed
	Stop Signal	Stop

## CONRAIL Territory

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OPERATING INSTRUCTIONS  
GOVERNING MOVEMENTS  
ON MICHIGAN LINE AND  
DETROIT LINE BETWEEN  
24TH ST. DETROIT AND CP MILL

---

Employees operating over Conrail territory must have in their possession copy of current Bulletin Orders as well as the Summary Bulletin Order.

This manual will be used in lieu of General Orders.

Conrail Rule C requires that when an employee passes a physical characteristics examination on the territory on which the employee is qualified must be shown qualified for service on the page of the employees Time table.

In the application of this Rule, when an employee has been qualified on the Conrail territory either the Master Mechanic, Terminal Superintendent or Trainmaster will endorse the back of the employees rules certificates.

MICHIGAN LINE		
Connection with Canadian National		
24th St.		2.0
CP Bay City Jct.		2.2
West Detroit		2.9
DETROIT LINE		
West Detroit		2.9
CP Waterman Ave.		3.7
Delray		5.3
Bridge		6.1
CP YD.		6.5
River Rouge		7.0
Visger		7.8
CP Mill		9.3
Connection with GT		

Movements from Windsor South will enter Conrail territory at 24th St., Detroit.

Method of operation on Conrail is TCS (Traffic Control System).

TCS is similar to CTC and is under the jurisdiction of the Dispatcher at Detroit.

Whenever and wherever rule numbers are indicated throughout the Conrail portion of this manual, they are Conrail rules.

All Conrail rule numbers quoted have been printed in the manual for your reference.

Trains or movements are operated by signal indication without train orders.

There is no current of traffic between these locations.

Before trains are permitted to enter the Conrail territory the following information must be provided to the Conrail Dispatcher:

- Initials and last name of conductor and engineer
- Time on duty and time due to expire
- Numbers of all units in consist
- Loads, empties and tons
- Information re Dangerous Commodities, dimensional loads, (including location in train) as well as speed restrictions if any.

This information will be provided to Conrail Dispatcher by controller Windsor South.

Standard time — The 12 hour system will be used for all purposes in connection with all movements on Conrail.

### EQUIPMENT RESTRICTIONS

Heaviest car permitted, gross weight, 315,000 lbs.

### 24th ST. TO WEST DETROIT

Direction from 24th St. to West Detroit is westward.

There are three main tracks between 15th St. and Bay City Jct., numbered 1, 2 and 3, from north to south, and are signalled for movements in both directions.

There are two main tracks between Bay City Jct. and West Detroit, No. 1 and passenger main, and are signalled for movement in both directions.

map II

At Bay City Jct.:

No. 3 track connects into No. 6 track.

No. 4 track and No. 6 track are "Running Tracks".

No. 2 track connects into No. 4 track.

No. 4 and No. 6 tracks may also be referred to as "Freight Mains" (FM 4 and FM 6).

Operator West Detroit controls interlockings at 15th St., 20th St., Bay City Jct. and West Detroit.

Operator at West Detroit may be contacted on Conrail Channel 2.

#### Maximum Speeds

Tracks No. 1, No. 2 and No. 3 . . . . . 40 miles per hour.

Within interlocking limits

West Detroit . . . . . 15 miles per hour

#### WEST DETROIT TO CP MILL

Direction from West Detroit to CP Mill is southward.

There are two main tracks between West Detroit and CP Mill numbered No. 1 and No. 2, from west to east.

Interlocking at CP Waterman Ave., is controlled by operator West Detroit.

Interlocking at Delray is controlled by operator Delray.

Interlockings at Bridge, CP YD and CP Mill are controlled by operator at Bridge.

Operators at Delray may be contacted on C & O Channel 1.

Yardmaster CSX Rougemere Yard may be contacted on C & O Channel 1.

Operator at Bridge may be contacted on Conrail Channels 1 or 2.

When there are train orders for GT they will be picked up at Bridge and color light signal will be lighted and will display yellow.

Such train orders will be accompanied by Conrail Clearance Form A as well as GT clearance.

Rule 98 applies at Bridge.

#### Maximum Speeds unless otherwise provided

No. 1 track	No. 2 track
-------------	-------------

West Detroit to Delray, including interlocking limits Delray	30	20
Delray to CP Mill	40	40

#### GENERAL

##### SP 12

Speed restrictions at control points or interlockings apply between the extreme outer interlocking signals.

##### SP 13

In the application of restricted speed trains other than passenger trains must not exceed 15 miles per hour.

#### PUBLIC CROSSINGS AT GRADE

**103-1** Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

The location and operation of automatic protection is a part of the physical characteristics of the railroad and new installations or changes will be made effective by Bulletin Order or General Order.

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit", trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. (Where flashing



light signals are in service without gates, the flashing lights must be operating for at least 30 seconds.)

At all crossings where signs are provided on main tracks to indicate "end of Circuit" trains and engines stopping on main track must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 30 seconds.)

Where highway control boxes are provided, push buttons must be operated in accordance with instructions posted in the control box. "X" sign will be provided where close clearance prohibits the use of "End of Circuit" signs.

**103-2** Trains or engines occupying approach circuits or crossings equipped with automatic protection must be operated as prescribed by the second paragraph of Rule 103e.

**103-3** Trains or engines stopping to perform switching or shifting of cars must stop within limit marked by yellow stripe on side of rail or sign (approximately 70 feet each side of crossing) but clear of highway, until protection is operating and highway is clear. If automatic protection fails to operate, the crossing must be protected in advance of each movement.

**103-4** To prevent the obstruction of crossings, trains governed by signal indication not permitting a complete movement over public or railroad crossing at grade must stop clear of such crossing and contact operator or train dispatcher for instructions.

**103-6** In the State of Michigan, no train or yard movement shall block any grade crossing for a period of longer than 5 minutes. When one movement has been on a grade crossing, no other train shall proceed over that crossing until all traffic has cleared, or 5 minutes has elapsed, whichever is shorter.

## DEFINITIONS

### Bulletin order

Order issued by authority of and over the signature of the superintendent which contains items affecting the movement of trains.

### Controlled point (CP)

A place where signals and other functions of a traffic control system are remotely controlled from the Control Station.

### Division Notice

Notice issued by authority of and over the signature of the superintendent which contains instructions which do not affect the movement of trains.

### General Order

Order issued by authority of and over the signature of the designated official, which contains changes in rules, time table or other instructions.

### Running Track

A designated track on which movements may be made by signal indication or at Restricted Speed under authority of the employee designated in the time table.

## Speeds

- NORMAL SPEED — The maximum authorized speed
- LIMITED SPEED — For passenger trains, not exceeding 45 mph. For freight trains, not exceeding 40 mph.
- MEDIUM SPEED — Not exceeding 30 mph.
- SLOW SPEED — Not exceeding 15 mph.
- RESTRICTED SPEED — Prepared to stop within one-half the range of vision, short of train, obstruction, or switch improperly lined, looking out for broken rail, but not exceeding 20 miles per hour outside interlocking limits, nor 15 miles per hour within interlocking limits. Speed applies to entire movement.

## Summary Bulletin Order

A Bulletin Order issued periodically containing all information remaining in effect from previous Bulletin Orders.

## Traffic Control System (TCS)

A block signal system in which train movements are authorized by block signals, cab signals or both, for trains moving in either direction.

## GENERAL RULES

### Rule Q

Employees subject to the Federal Hours of Service Act must familiarize themselves and comply with its requirements.

They must not exceed the maximum hours permitted by law unless authorized by the train dispatcher.

If an employee is called to report for duty before his legal rest period has expired, he must report that fact to the person ordering him to report.

Engine and train crews must notify the appropriate train dispatcher or other designated supervisor three hours before the expiration of their legal work period.

### Rule 17

The headlight facing direction of movement on every train and engine must be displayed brightly by day and by night.

Headlight must be dimmed:

- (1) While standing or passing through yards where other engines are working.
- (2) Approaching stations where train orders are to be received. *BRIDGE*
- (3) Approaching junctions, terminals and when standing or moving on main track at meeting points.
- (4) In multiple track territory when standing or when approaching another train operating in the opposite direction except when approaching or passing over public crossings at grade.

Should the headlight fail enroute, the bell must be rung continuously and whistle sounded frequently. Speed must be reduced and engine must approach all public crossings at grade at Restricted Speed. Train dispatcher must be notified of the engine with defective headlight.

### Rule 19

Except in yards, the rear of a train must be identified by a marker as prescribed below:

Passenger trains, light engines and engines operating at the rear of a train, must be equipped with an illuminated marking device or have the rear headlight on low beam at all times.

Trains other than passenger trains must be equipped with an illuminated marking device from one hour before sunset until one hour after sunrise, and when the visibility is so restricted that the end silhouette of a box car cannot be seen from one-half mile on tangent track.



During other periods, a reflector, flag, or extinguished marking device may be used.

When an illuminated marking device will be required, it must be tested before a train leaves its initial terminal, and must be known to be working at all crew change locations.

#### Rule 19a

Should the marker fail while enroute, the train dispatcher must be notified as soon as practicable. The train may continue to the next terminal where repairs can be made.

#### Rule 27

The absence of a fixed signal at a place where it is usually shown must be regarded as the most restrictive indication that can be given by that signal.

Except as indicated below, a signal imperfectly displayed must be regarded as displaying its most restrictive indication:

- (a) When the indication of a position light signal or semaphore signal can be positively determined, it will govern.
- (b) When the indication of a position light signal cannot be positively determined, but it can be determined that it is more favorable than Stop and Proceed, trains may proceed as though a Restricting Signal were displayed.
- (c) When it can be determined that the indication of a color light signal is more favorable than Stop and Proceed, trains may proceed as though a Restricting Signal were displayed.
- (d) When sufficient lights in a color position light signal are displayed to determine the indication of the signal, it will govern.

Absent or imperfectly displayed signals must be reported to the train dispatcher or operator as soon as practicable, without delay to the train.

#### Rule 29

When a signal, except a fixed signal, is given to stop a train, it must be acknowledged as prescribed by two short sounds of the engine whistle or horn.

#### Rule 30

When equipped, the engine bell must be sounded when an engine is about to move, when running through tunnels, while approaching and passing public crossings at grade, when passing a train standing on an adjacent track and in an emergency. Where a momentary stop and start, forward and backward movement is part of a switching operation and movement over public crossing at grade is not involved, the engine bell need not be sounded.

#### Rule 34

Employees qualified on the operating rules and located on the leading engine or car must observe and then communicate to each other in an audible and clear manner the name of each signal affecting the movement of their train as soon as the signal becomes clearly visible. After the name of a signal has been communicated, it must continue to be observed until passed and any change communicated in the required manner.

When a train is two (2) miles from a temporary restriction, qualified employees located on the leading engine or car must immediately communicate with the engineer and confirm the requirements of the restriction.

If train is not operated in accordance with the requirements of the signal indication or restriction, qualified employees located on the leading engine or car must communicate with the engineer at once, and, if necessary, stop the train.

*✓ CN Radio Rules in effect  
for CN crews*



*London  
V DFR W  
Flat Rock*

#### Rule 74

At locations specified in the time table, employees reporting for duty must sign the Employees Register. Employees reporting for duty at a place where no Employees Register is located, must contact the train dispatcher for instructions.

Employees whose duties are affected by General Orders, Bulletin Orders and General Notices must, when reporting for duty, familiarize themselves with such instructions pertaining to any portions of territory on which they are qualified or ordered to operate. They must have a copy of the current General Orders and Bulletin Orders with them while on duty. Such employees not in possession of the current General Orders or Bulletin Orders must contact the train dispatcher for instructions.

General Orders, Bulletin Orders and Division Notices will be numbered consecutively, prefixed by the number of the current Time table, and contain a sub-heading indicating the territory in which they apply.

#### Rule 98

Trains and engines approaching the end of two or more tracks, junctions, railroad crossings at grade, and movable bridges, must be prepared to stop unless switches are properly lined, signals indicate proceed and track is clear.

If a signal at a movable bridge cannot be changed from Stop, the track must be examined and rails found to be properly lined before verbal permission as prescribed by Rule 706 or 723 is given to pass signal.

When operating with verbal permission, train must not exceed 4 miles per hour over movable bridge.

Instructions governing movements over movable bridges not part of an interlocking are contained in Time table Special Instructions.

*FM*

#### Rule 102

When a train is moving and emergency application of the brakes occurs, adjacent main tracks, secondary tracks and controlled sidings must be immediately protected by

fusees and by immediate radio transmissions to other trains and the train dispatcher.

*EY* After a train has been stopped by emergency application of the brakes, it must be determined that adjacent tracks are not obstructed and the train is safe for movement.

All trains receiving a radio transmission from a train in emergency on adjacent track must stop before passing train in emergency. After receiving permission from a crew member, train on adjacent track will proceed at Restricted Speed and inspect train in emergency while passing. Crew member of a train on adjacent track will advise train in emergency the results of inspection. Restricted Speed must not be exceeded until the head end is past the train in emergency.

When it will not be possible to establish emergency protection in both directions by radio, the engineer must notify the train dispatcher prior to engine or train movement. Such movements must be authorized by the train dispatcher or by permission of the operator when authorized by the train dispatcher as prescribed by Rule 706 or 723, using line 1 in CT 401.

#### Rule 103e

Instructions are posted at locations where apparatus is provided to manually interrupt the operation of automatic highway crossing protection. When the apparatus is operated manually, no movement may be made over the crossing until protection is provided or the automatic operation of this protection has been reestablished.

Where apparatus is provided to automatically interrupt the operation of highway crossing protection, movements approaching at a slow speed, switching movements or movement resumed after having stopped, must be prepared to stop before passing over the crossing unless automatic protection is known to be operating. If the automatic highway crossing protection is not operating, the movement must not be made until protection is provided.

**Rule 112**

On a running track, movements may be made in accordance with signal indication or, where there is no signal, movements must proceed at Restricted Speed after receiving permission of employee governing movements on that track.

Employee governing movements may permit opposing engine or train movements when they are restricted to separate portions of the track.

**Rule 113**

Movements on industrial and yard tracks must not exceed Restricted Speed.

**Rule 218**

The train order signal must be acknowledged by the engineer by two short sounds of the engine whistle or horn, or by radio.

**Rule 223**

The following abbreviations are authorized for use in writing authorizations in CT 401, train orders, clearance forms and other forms authorized by the Transportation Department.

Initials for signature of the Superintendent

The standard abbreviations for the months

BDA — Blocking Device Applied

C&E — Conductor and Engineer

Cdr — Conductor

CP — Controlled Point

Ds — Train dispatcher

Engr — Engineer

Int — Interlocking

MP — Mile Post

MPH — Miles Per Hour

(The above are in addition to those authorized in the UCOR)

**SIGNAL RULES**

Rules governing movement of trains in either direction on the same track by block signals.

**Rule 261**

On designated tracks specified in the Time table, trains will operate in either direction governed by block signals.

All Rules of the Transportation Department, except as modified by Rules 261 to 265 inclusive, remain in effect.

**Rule 262**

The direction of a train movement on a main track or controlled siding must not be changed except by permission from the train dispatcher, or operator when authorized by the train dispatcher, as prescribed in Rule 706 or 723. Before permission is granted, the train dispatcher must determine that the track to be used is clear of opposing movements and that blocking devices have been applied to the affected controls governing entrance to the track.

**Rule 263**

Trains or engines must not enter or foul a main track or a controlled siding, or re-enter such track after having cleared it, unless authorized by signal indication or by permission from the train dispatcher or operator when authorized by the train dispatcher.

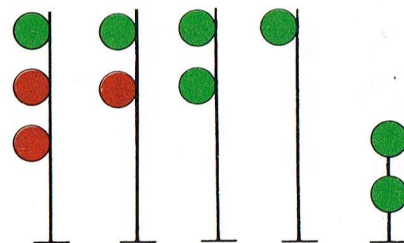
**Rule 264**

A train or engine must not clear the main track at a hand-operated switch not equipped with an electric lock except where Normal Speed on main track over such switch does not exceed 20 miles per hour.

### Rule 265

When necessary to authorize a train or engine to pass a Stop Signal, that train or engine must come to a stop at the signal and a member of the crew must be fully informed of the situation. Permission, as prescribed by Rule 706 or 723 may then be granted by the train dispatcher, or operator when authorized by the train dispatcher, after it has been determined that the track to be used is clear of opposing trains, interlocked switches governed by that signal have been inspected and found properly lined and blocking devices have been applied to the controls governing entrance to this track.

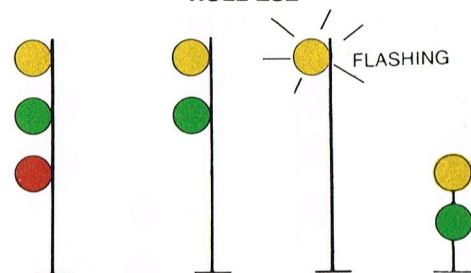
### RULE 281



**INDICATION:** Proceed

**NAME:** Clear

### RULE 282

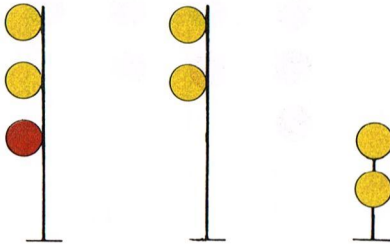


**INDICATION:** Proceed approaching next signal at Medium Speed which must not be exceeded until receiving a more favorable indication.

**NAME:** Approach Medium



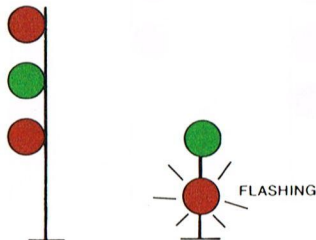
### RULE 282 (A)



**INDICATION:** Proceed at Limited Speed prepared to stop at second signal. Reduction to Limited Speed must commence before engine passes Advance Approach Signal.

**NAME:** Advance Approach

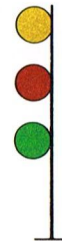
### RULE 283



**INDICATION:** Proceed; Medium Speed within interlocking limits and through turnouts.

**NAME:** Medium Clear

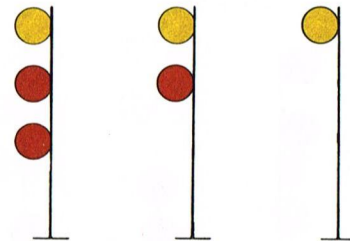
### RULE 284



**INDICATION:** Proceed not exceeding Medium Speed approaching next signal at Slow Speed. Reduction to Medium Speed must commence before engine passes Approach Slow signal.

**NAME:** Approach Slow

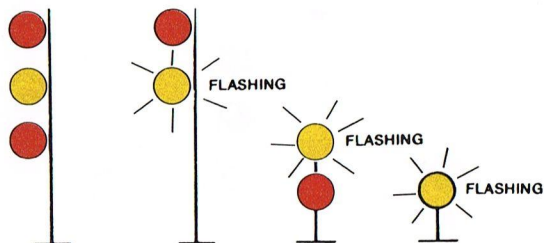
### RULE 285



**INDICATION:** Proceed not exceeding Medium Speed prepared to stop at next signal. Reduction to Medium Speed must commence before engine passes Approach signal.

**NAME:** Approach

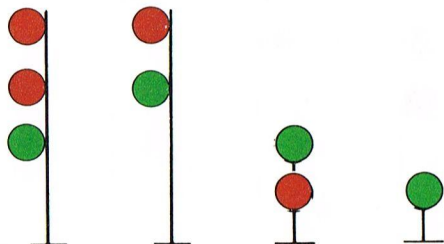
### RULE 286



**INDICATION:** Proceed not exceeding Medium Speed prepared to stop at next signal. Train being governed by Approach Limited Indication must commence reduction to Medium Speed before engine passes Medium Approach signal.

**NAME:** Medium Approach

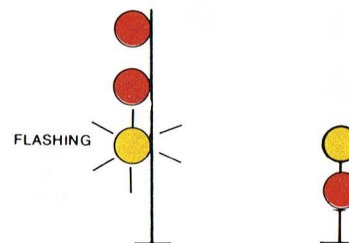
### RULE 287



**INDICATION:** Proceed; Slow Speed within interlocking limits and through turnouts.

**NAME:** Slow Clear

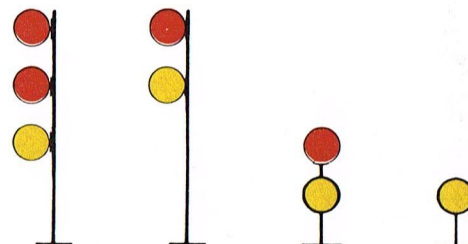
### RULE 288



**INDICATION:** Proceed; Slow Speed within interlocking limits and through turnouts; then proceed not exceeding Medium Speed prepared to stop at next signal.

**NAME:** Slow Approach

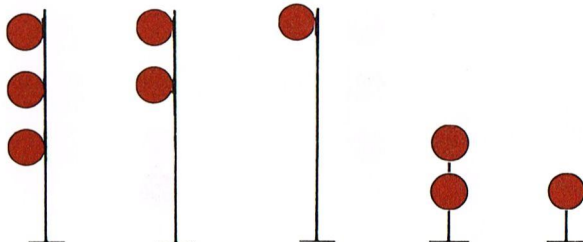
### RULE 290



**INDICATION:** Proceed at Restricted Speed until the entire train has passed a signal displaying a more favorable aspect.

**NAME:** Restricting

## RULE 292



**INDICATION:** Stop

**NAME:** Stop Signal

## OTHER FIXED SIGNALS

### RULE 294



FIG. A

**LOCATION:** On the right of and adjacent to the track requiring protection.

**INDICATION:** Approach the Speed Limit Sign at a speed not exceeding speed shown on Approach Speed Limit Sign.

**NAME:** Approach Speed Limit Sign

**NOTE:** Where two sets of speed numerals are shown on the Approach Speed Limit Sign, the higher speed numerals apply to passenger trains, and the lower speed numerals apply to freight trains.

### RULE 294(A)



FIG. B

**LOCATION:** On the right of and adjacent to the track requiring protection.

**INDICATION:** It denotes speed restriction in effect on other track or tracks. In event train is diverted to track on which speed restriction applies, approach the Speed Limit Sign not exceeding speed shown on Approach Speed Limit Sign.

**NAME:** Diverting Approach Speed Limit Sign



### RULE 294(B)



FIG. C

**LOCATION:** At the point to be protected on the right of and adjacent to the track requiring protection.

**INDICATION:** Proceed at speed shown on Approach Speed Limit Sign until entire train has passed Resume Speed Sign.

**NAME:** Speed Limit Sign

### RULE 294(C)



FIG. D

**LOCATION:** On the right of and adjacent to the track requiring protection and 50 feet beyond the point protected.

**INDICATION:** Resume speed after rear of train has passed.

**NAME:** Resume Speed Sign

The Approach Speed Limit Sign, Speed Limit Sign and Resume Speed Sign must be placed in both directions.

### RULE 295



FIG. E

**LOCATION:** On the right of and adjacent to the track requiring protection.

**INDICATION:** Proceed not exceeding Medium Speed prepared to stop at Stop Sign. Reduction to Medium Speed must commence before engine passes Approach Sign.

**NAME:** Approach Sign

### RULE 295(A)



FIG. F

**LOCATION:** On the right of and adjacent to the track requiring protection.

**INDICATION:** It denotes restricted area on other track or tracks. In event train is diverted to track on which restriction applies, proceed not exceeding Medium Speed prepared to stop at Stop Sign.

**NAME:** Diverting Approach Sign

## **RULE 295(B)**



FIG. G

**LOCATION:** On the right of and adjacent to the track requiring protection.

**INDICATION:** Stop unless permission is received as prescribed by Rule 828 or 829.

**NAME:** Stop Sign

## Conrail Radio and Telephone Permission Record

BDA \_\_\_\_\_ M.

Date	Train, Engine or TC	Location	Name and Occupation of Employee Receiving	Name and Occupation of Employee Authorizing

## PERMISSION IS GRANTED TO:

- Occupy \_\_\_\_\_ Track In \_\_\_\_\_ Direction(s) Between \_\_\_\_\_ And \_\_\_\_\_ Until \_\_\_\_\_ M.  
Information: \_\_\_\_\_
- Do not exceed \_\_\_\_\_ mph on \_\_\_\_\_ Track between \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ mph on \_\_\_\_\_ Track between \_\_\_\_\_ and \_\_\_\_\_
- Pass Block Limit Station(s) \_\_\_\_\_  
Do Not Report Clear At \_\_\_\_\_
- Pass Stop Signal At \_\_\_\_\_ On \_\_\_\_\_ Track In \_\_\_\_\_ Direction.
- Pass Stop Sign At \_\_\_\_\_ On \_\_\_\_\_ Track In \_\_\_\_\_ Direction At \_\_\_\_\_ Speed.
- Reverse Movement On \_\_\_\_\_ Track Between \_\_\_\_\_ And \_\_\_\_\_ As Prescribed By Rule 262, 327 or 503.
- Proceed With Inoperative Cab Signals Between \_\_\_\_\_ And \_\_\_\_\_ As Prescribed By Rule 556.  
Time Repeated Correctly \_\_\_\_\_ M.

Conrail Form CT 401 will be used for temporary speed restrictions permission to pass STOP signals (interlocking or maintenance of way (MW) and permission to reverse direction and must be accessible while operating on Conrail.



## **AUTOMATIC BLOCK SIGNAL SYSTEM**

### **Rule 503**

A train must not reverse direction without permission of the train dispatcher, or operator when authorized by the train dispatcher, as prescribed by Rule 706 or 723. Before permission is granted, the train dispatcher must determine that the track is clear of opposing movements and that blocking devices have been applied to the affected controls governing entrance to that track.

### **Rule 505**

When a train or engine clears the main track at a hand-operated switch or crossover, and the switches have been restored to normal position, it must be reported clear to the train dispatcher or operator by the conductor, engineer, or member of the crew authorized by the conductor or engineer.

When such switches have been restored to normal position, even though the train or engine has not been reported clear of the block, it must not again enter that block without permission of the train dispatcher or operator.

### **Rule 509**

Trains or engines must not pass a block signal indicating "Stop" unless permission is received from the train dispatcher, or operator when authorized by the train dispatcher, as prescribed by Rule 706 or 723. Permission must not be given until train or engine has stopped at the signal, interlocked switches have been inspected and found properly lined and a member of the crew has been fully informed of the situation. Movement must then be made at Restricted Speed.

### **Rule 512**

When a train or engine has passed a signal and makes an unscheduled stop in the block, or if speed is reduced to less than one half the authorized speed, it must proceed at Restricted Speed to the next signal. When the track is

known to be clear to the next signal, and the next signal indicates proceed, train or engine may proceed in accordance with last signal indication received.

### **Rule 515**

If a signal fails to show its most restrictive aspect after any portion of a train has passed, the train dispatcher or operator must be immediately notified.

## **INTERLOCKING RULES**

### **Rule 605**

Interlocking signals govern the use of the routes of an interlocking.

### **Rule 629**

When it is necessary to authorize a train or engine to pass a Stop signal, permission may be given by the train dispatcher, or operator when authorized by the train dispatcher, as prescribed by Rule 706 or 723, for the movement to be made at Restricted Speed.

Permission must not be given until the train or engine has stopped at the signal, a member of the crew is fully informed and the route to be used has been inspected and found to be safe for the movement of trains. When required, a member of the crew will be governed by instructions from the train dispatcher or operator and inspect the route to be used, and, when necessary, will operate switches by hand.

### **Rule 661**

When a train or engine is delayed or stopped in the block after passing distant signal, the train dispatcher or operator must be notified when practicable. Train or engine must then proceed prepared to stop at the interlocking signal.

After passing distant signal, if interlocking signal is changed to Stop before it is reached, the stop must be made at once. Such occurrences must be reported to the train dispatcher by the engineer.

## **RADIO SYSTEMS**

### **Rule 706**

All transmissions must be correctly repeated by the employee receiving them except transmissions used in yard switching operations and those that do not contain any information, instruction or advice which could affect the safety of a railroad operation.

Employees authorizing or receiving instructions by radio or in person, which authorize the movement of trains, engines or track cars on a main or secondary track, must write the instructions in the CT 401. Instructions must not be transmitted to, received, copied or repeated by an employee operating the controls of a train when the speed is in excess of 30 miles per hour, nor when in the judgment of either the train dispatcher or engineer, safe operation of the train might be impaired. Instructions must be received by or under the direct supervision of qualified engineers, conductors or track car drivers and must be repeated correctly to the employee transmitting them. Train dispatchers and operators must underscore each word and figure at the time it is correctly repeated.

CT 401 must be retained and held available for inspection for a period of 30 days.

### **Rule 723**

Employees authorizing or receiving instructions by telephone or in person, which authorize the movement of trains, engines or track cars on a main or secondary track must write the instructions in the CT 401. Instructions must be received by qualified engineers, conductors or track car drivers and must be repeated correctly to the employee transmitting them. Train dispatchers and operators must underscore each word and figure at the time it is correctly repeated.

CT 401 must be retained and held available for inspection for a period of 30 days.

## **PROTECTION BY STOP SIGNS**

### **Rule 828**

Work on or near a Single Track which may interfere with the safe movement of trains at Normal Speed may be performed by the use of a Form Y Train Order or Bulletin Order, which must define the limits of the work area.

Within the work area, restricted limits will be indicated by Stop Signs and Resume Speed Signs.

The approach to the restricted area must be indicated by an Approach Sign, Rule 295.

The Limits of the restricted area will be indicated by a Stop Sign, Rule 295(B), and a Resume Speed Sign, Rule 294(C).

A train must not pass the Stop Sign until permission has been received from the MW foreman, who will instruct the engineer concerning authorized speed for movement through the restricted area, as prescribed by Rule 706 or 723.

### **Rule 829**

At locations where MW equipment has exclusive use of one track and may foul an adjacent track where TCS, ABS or MBS rules are in effect, the work area must be designated by Form Y Train Order or Bulletin Order.

Within the work area, restricted limits will be indicated by Stop Signs and Resume Speed Signs properly placed for the adjacent track affected.

The approach to the restricted area must be indicated by an Approach Sign, Rule 295.

The limits of the restricted area will be indicated by a Stop Sign, Rule 295(B) and a Resume Speed Sign, Rule 294(C).

Trains operating on an affected adjacent track must be governed by those signs, and approach the restricted area prepared to stop. They must not pass the Stop sign unless the MW foreman gives authorization by radio, as prescribed by Rule 706, or a MW employee stationed at the Stop Sign gives a hand signal to proceed with a yellow flag or light.

Medium Speed must not be exceeded until engine has passed the Resume Speed Sign.

# GT Territory

## OPERATING INSTRUCTIONS GOVERNING MOVEMENTS ON RIVER SUB. BETWEEN MILL AND FLAT ROCK

SOUTHWARD TRAINS		RIVER SUBDIVISION	NORTHWARD TRAINS		
EASTERN STANDARD TIME					
Miles from Detroit	Yard Limits	STATIONS	Office Symbols	Station Number	Length of Siding in feet
1.7	.....	..... SHORT CUT .....PY	.....	.....	.....
	2.8	Jct. with DC RR			
3.2	↑	1.5			
		..... SOUTH YARD .....PZ	.....	.....	.....
4.8		1.6			
		..... MILL .....Z	.....	.....	.....
		Jct. with CR			
7.4		2.6			
		..... WYANDOTTE .....Z	.....	425	.....
8.5		1.1			
		..... FORD .....KPZ	.....	.....	2400
11.1		2.6			
		..... FN .....PZ	FN	.....	.....
		Jct. with Shore Line Sub.			
15.2		4.1			
		..... D & I JCT. ....YZ	.....	.....	.....
		Jct. with Dearborn Sub.			
17.2	15.7	2.0			
		..... FLAT ROCK .....KP	FR	017	.....
Main track ends at mileage 15.7 Rule 105 applies between mileage 15.7 and Flat Rock					



Movements from Conrail will enter Grand Trunk at Mill, mileage 4.8 River Subdivision

**Maximum speeds unless otherwise provided**

Mileage 4.8 to 15.0 . . . . . 20 miles per hour  
Mileage 15.0 to 17.2 . . . . . 10 miles per hour  
Other than main tracks  
and through turnouts . . . . . 10 miles per hour

**Yard limits extend between mileage 2.8 and mileage 15.7**

Movements within yard limits must not exceed 20 miles per hour regardless of signal indication and in addition must be able to stop short of red flag or men working.

Movements stopped by men working or red flag must not proceed until permitted by employee in charge.

**RULE 105**

Unless otherwise provided by signal indication, trains or engines using other than a main track must proceed at a speed that will permit stopping within one-half the range of vision.

**RESTRICTED SPEED**

A speed that will permit stopping within one-half the range of vision, also prepared to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceeding 15 m.p.h.

**CLEARANCES**

Movements enroute from Mill to Flat Rock will operate without clearance.

Movements enroute from Flat Rock must obtain clearance OK'd by GT train dispatcher TD 1 at Flat Rock.

Movements must not enter GT territory at Mill or leave Flat Rock without obtaining permission from GT train dispatcher TD 1.

In addition southward movements must contact Hump Yard yardmaster at Flat Rock before leaving FN.

**RADIO**

Train dispatcher TD 1 may be reached on GT Channel 2 by toning in. With handset off hanger, switch to GT Channel 2, ascertain that no one is using the channel. Move train dispatcher switch to 1 and hold for approximately 5 seconds.

Authorization from the train dispatcher may be obtained through CR Bridge, or Hump Yard yardmaster on GT Channel 1 and Ford Yard and FN on GT Channel 2.

## BLOCK AND INTERLOCKING SIGNALS

Signal 56, located 1880 feet north of mileage 6.0, will display indications as per GT/UCOR Rules 281, 284, 285 and 291 for northward movements.

The only time both heads of this signal will be lighted will be to display GT/UCOR Rule 284.

The absence of a light in the bottom head will not be considered an imperfectly displayed signal.

**WYANDOTTE** — At Wyandotte, northward trains destined to Conrail at Mill will proceed when indicator, located at mileage 7.5 displays a lunar white indication. If the lunar white indication is not displayed, trains with more than 35 cars will stop clear of indicator, then call Ford Yard for instructions and be governed accordingly. Indicator does not convey condition of track between indicator and advance signal for Mill. Its only purpose is to permit trains being operated via the Conrail at Mill to proceed without stopping or stop and call for instructions.

Crews must ascertain location of trains before fouling main track in the Wyandotte-Trenton territory and use extreme caution around reverse curves at Wyandotte.

## INTERLOCKINGS

Junction with Conrail

Mileage 4.8 . . . . . (Mill) . . . . . remote control.  
Contact operator at CR Bridge for instructions.

## RAILWAY CROSSINGS AT GRADE

Conrail . . . . . mileage 6.3 . . . . . semi-automatic  
Conrail . . . . . mileage 8.1 . . . . . semi-automatic  
Conrail . . . . . mileage 9.4 . . . . . semi-automatic

Trains approaching automatic and semi-automatic interlockings and finding signal at stop, which does not clear

within three minutes, will if there are no special instructions, be governed as follows;

- (a) Stop before passing signal
- (b) If no conflicting movement is apparent and route is properly lined, proceed until leading truck of locomotive or car has passed stop signal at least 20 feet, occupying track section between signal and crossing but not foul of crossing.
- (c) After 5 minutes, movement may then be made through the interlocking at restricted speed.

Conrail . . . . . mileage 11.1 . . . . . (FN) . . . . . Manual.  
Controlled by operator FN.

GT/UCOR Rule 104B applies at dual control switches on connection between River and Shore Line Subdivisions.

Southward signal is not equipped with a number plate and will display indications as per GT/UCOR Rules 281, 290 and 292.

The only time both heads of this signal will be lighted will be to display GT/UCOR Rule 290.

The absence of a light in the bottom head will not be considered an imperfectly displayed signal.

## EQUIPMENT RESTRICTIONS

Cars exceeding 315,000 lbs. gross must be covered by handling instructions.

All six axle locomotives prohibited from the following tracks:

MA-2 track . . . . . mileage 6.4  
MA-1 track . . . . . mileage 8.1  
McLouth Steel plant, all tracks . . . . . mileage 10.9

## **PUBLIC CROSSINGS AT GRADE**

All movements over the following public crossings at grade, on other than main tracks, must be preceded by a member of the crew until the crossing is fully occupied:

**Jefferson Ave (yard track) . . . . . mileage 9.0**

**King Road (Quarry track) . . . . . mileage 10.7**

**Harrison Ave. (interchange connection tracks  
to Shore Line Sub.) . . . . . mileage 11.4**

**The following public crossings at grade are equipped  
with motion sensors:**

Harrison Ave., mileage 11.4 and Elm St., mileage 11.6 Trenton. Through movements will cause the warning system to be activated at points 760 feet north and 1,440 feet south of Harrison Ave., and at points 1,440 feet north and 2,157 feet south of Elm St. Movements in either direction, not making a through movement over the crossing, will cause crossing protection to be automatically interrupted. After protection has been interrupted, movement approaching crossing will restart the protection. After automatic protection has been restarted, it must be allowed to operate at least 20 seconds before proceeding over the crossing.

### **Mileage 13.2 and mileage 13.3 Fort St. Trenton.**

Movements in either direction, not making a through movement over the crossing will cause the crossing protection to be automatically interrupted.

After protection has been interrupted, movements approaching the crossing will restart the protection. After automatic protection has been restarted, it must be allowed to operate at least 20 seconds before proceeding over the crossing.

## **GT SPECIAL INSTRUCTIONS**

### **1.3 Whistle signals**

Rule 14 (p) has been expanded to include:

When approaching and passing locations where forces are working on or near the tracks.

### **1.9 Bulletins**

Rule 83F Employees affected by the Summary Bulletin must have a copy of the current Summary Bulletin with them while on duty.

### **1.15 Dual Control Switches**

Rule 104B When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the train dispatcher or control operator and be governed by his instructions. Such instructions must include information as to the route to be used.

Permission may be verbal. Not required to be in writing. May be relieved of requirements of complying with Rule 104B, Paragraphs A to C.

### **1.18 Rule 206**

Engines consisting of CN, GTW, DW&P, CV, DT&I, AMTRAK and DE are considered as the same railroad in the application of this Rule.

### **1.20 Clearances**

Rule 211 When error has been discovered in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of the train dispatcher in words:

“Clearance to (train) at (station) OK’d at (time)  
dated (date) should read (correct address or date)  
instead of (incorrect address or date)”



These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made and train dispatcher's initials written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

#### **1.22 Crew change-off before completion of trip**

Train or engine crews relieving trains must contact train dispatcher for instructions, at that point, before departing.

#### **1.28 Train order signals**

The train order signals on the Flat Rock and River Subs. will not display day indication semaphore blades. Each color indication will be flashing instead of a steady light.

**9.5** When questioned by a police officer relative to blocking of a public crossing at grade or for any other reason, the employee should immediately advise the officer of the facts surrounding the problem. If required to identify himself to the officer, the employee should immediately do so courteously and to the officers satisfaction.

State of Michigan House Bills 4899 and 4900 read as follows, in part:

##### *House Bill 4899*

If a person is intoxicated while in charge of a locomotive engine, running upon the road of any such company, or while acting as the conductor of any train of cars on any such road, he or she shall be liable for all damages incurred or produced in consequence thereof.

##### *House Bill 4900*

A person who is under the influence of intoxicating liquor or a controlled substance, or a combination of intoxicating liquor and a controlled substance, shall not operate a locomotive engine upon the railroad tracks of this state. A peace officer may, without a warrant arrest a person when the peace officer has reasonable cause to believe that the person, at the time of an accident, was the operator of a locomotive engine involved in the accident and was operating the locomotive engine upon the railroad tracks of this state while under the influence of intoxicating liquor and a controlled substance.

#### **Rules Certificate**

Employees operating over GT and Conrail must have rules certificate Form 708 stamped on back qualified in GT and Conrail Rules or the Form 708 endorsed GT and Conrail. Rules certificate valid for 12 months.

# CFR \* /GT AIR BRAKE

\* CODE OF FEDERAL

CFR NO.	TYPE OF TEST	CHARGE AIR SYSTEM TO WITHIN 15 PSI OF FEED VALVE SETTING (1)	CHARGE SYSTEM TO MINIMUM OF 60 PSI	NO SPECIFIED PSI IN AIR SYSTEM	20 PSI SERVICE BRAKE PIPE REDUCTION
232.12	INITIAL (Original) TERMINAL	●			●
232.13 d-2	ADD SOLID (4) BLOCK OF PRE-TESTED CARS			●	●
232.13 d-2	ROAD (4) LOCOMOTIVE ADDED AFTER YARD PRETEST			●	●
232.13 d-1	ADD CARS NOT PRE-TESTED		● (1)		●
232.13 c-1	CUT OFF (S/O) CARS, CHANGE LOCOMOTIVE OR CABOOSE	●			●
232.13 c-1	TRANSFER YARD TRAIN 20 MILES OR LESS		●		●
232.13 (b)	CUT OFF RECOUPLE SAME LOCOMOTIVE & TRAIN			●	

# INSTRUCTIONS — FREIGHT

REGULATIONS — 232.12-232.13

BRAKES KNOWN TO APPLY			BRAKE PIPE LEAKAGE TEST (2) (5)	BRAKES KNOWN TO RELEASE (3)			BRAKE PIPE PRESSURE BEING RESTORED
ENTIRE TRAIN	REAR CAR	CARS PICKED UP		ENTIRE TRAIN	REAR CAR	CARS PICKED UP	
●			●	●			
	●				●		●
	●				●		
	●	●	●		●	●	●
	●				●		●
●							
					●		●

(1) As determined by an accurate gauge at rear of train. (Minimum 60 PSI)

(2) Air flow method must be used in lieu of leakage test where equipment permits.

(3) May be observed by walking or pull by inspection.

(4) Must be added within 2 hours of yard air being disconnected. 232.12 (l) (2), (3)

(5) If leakage test is used, leakage must not exceed 5 PSI per minute during second minute brake valve is cut out (or lapped).

**CANADIAN NATIONAL RAILWAYS AND CP RAIL  
TRAIN AND ENGINE AUTHORIZATION FORMS  
BETWEEN ERIE AND 24TH ST., DETROIT**

**1** AUTHORITY NO. \_\_\_\_\_ GIVEN TO \_\_\_\_\_ (OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO PASS SIGNAL NO. \_\_\_\_\_ AT \_\_\_\_\_ (LOCATION)  
AND PROCEED VIA \_\_\_\_\_ (DESIGNATION) TRACK  
ISSUED BY \_\_\_\_\_ (INITIALS) REPEATED AT \_\_\_\_\_ (TIME)

**WORK AUTHORITY**

**2** AUTHORITY NO. \_\_\_\_\_ GIVEN TO \_\_\_\_\_ (OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO USE \_\_\_\_\_ TRACK(S) BETWEEN SIGNAL NO. \_\_\_\_\_ AT \_\_\_\_\_ (LOCATION)  
AND SIGNAL NO. \_\_\_\_\_ AT \_\_\_\_\_ (LOCATION) FROM \_\_\_\_\_ (TIME) UNTIL \_\_\_\_\_ (TIME)  
CALL CONTROLLER BEFORE \_\_\_\_\_ (TIME) ISSUED BY \_\_\_\_\_ (INITIALS) REPEATED AT \_\_\_\_\_ (TIME)  
AUTHORITY NO. \_\_\_\_\_ EXTENDED UNTIL \_\_\_\_\_ (TIME) ISSUED BY \_\_\_\_\_ (INITIALS) REPEATED AT \_\_\_\_\_ (TIME)  
AUTHORITY NO. \_\_\_\_\_ TO \_\_\_\_\_ (TRAIN OR ENGINE) CANCELLED BY \_\_\_\_\_ (INITIALS) AT \_\_\_\_\_ (TIME)

**JOINT AUTHORITY WITH FOREMAN**

**3** JOINT AUTHORITY GRANTED WITH FOREMAN \_\_\_\_\_ (NAME)  
BETWEEN \_\_\_\_\_ (LOCATION) AND \_\_\_\_\_ (LOCATION)  
\_\_\_\_\_ (TRAIN OR ENGINE) MUST NOT PROCEED UNTIL INSTRUCTIONS HAVE BEEN  
RECEIVED FROM FOREMAN \_\_\_\_\_ (NAME)

**JOINT AUTHORITY — TRAINS AND/OR ENGINES**

**4** AUTHORITY NO. \_\_\_\_\_ GIVEN TO \_\_\_\_\_ (OCCUPATION) (NAME) (TRAIN OR ENGINE)  
AND \_\_\_\_\_ (OCCUPATION) (NAME) (TRAIN OR ENGINE)  
AND \_\_\_\_\_ (OCCUPATION) (NAME) (TRAIN OR ENGINE)  
AND \_\_\_\_\_ (OCCUPATION) (NAME) (TRAIN OR ENGINE)  
TO USE \_\_\_\_\_ TRACK(S) BETWEEN SIGNAL NO. \_\_\_\_\_ AT \_\_\_\_\_ (LOCATION)  
AND SIGNAL NO. \_\_\_\_\_ AT \_\_\_\_\_ (LOCATION) FROM \_\_\_\_\_ (TIME) UNTIL \_\_\_\_\_ (TIME)  
**PROTECTING AGAINST EACH OTHER**  
CALL CONTROLLER BEFORE \_\_\_\_\_ (TIME) ISSUED BY \_\_\_\_\_ (INITIALS) REPEATED AT \_\_\_\_\_ (TIME)  
AUTHORITY NO. \_\_\_\_\_ TO \_\_\_\_\_ (TRAIN OR ENGINE) CANCELLED BY \_\_\_\_\_ (INITIALS) AT \_\_\_\_\_ (TIME)  
AUTHORITY NO. \_\_\_\_\_ TO \_\_\_\_\_ (TRAIN OR ENGINE) CANCELLED BY \_\_\_\_\_ (INITIALS) AT \_\_\_\_\_ (TIME)  
AUTHORITY NO. \_\_\_\_\_ TO \_\_\_\_\_ (TRAIN OR ENGINE) CANCELLED BY \_\_\_\_\_ (INITIALS) AT \_\_\_\_\_ (TIME)  
AUTHORITY NO. \_\_\_\_\_ TO \_\_\_\_\_ (TRAIN OR ENGINE) CANCELLED BY \_\_\_\_\_ (INITIALS) AT \_\_\_\_\_ (TIME)

**CANADIAN NATIONAL RAILWAYS AND CP RAIL**

**RESTRICTIONS**

**5** AUTHORITY NO. \_\_\_\_\_ DATE \_\_\_\_\_  
TO \_\_\_\_\_ (TRAIN OR ENGINE) \_\_\_\_\_ (LOCATION)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
ISSUED BY \_\_\_\_\_ (CONTROLLER'S INITIALS) REPEATED AT \_\_\_\_\_ (TIME)

**TRACK OCCUPANCY PERMIT  
BETWEEN ERIE AND 24TH ST., DETROIT**

PERMIT NO. \_\_\_\_\_ DATE \_\_\_\_\_  
FOREMAN \_\_\_\_\_ (NAME) (TRACK UNIT NO.) (LOCATION)  
THIS IS AUTHORITY TO OCCUPY \_\_\_\_\_ (TRACKS)  
BETWEEN \_\_\_\_\_ (LOCATION)  
AND \_\_\_\_\_ (LOCATION)  
FROM \_\_\_\_\_ (TIME) UNTIL \_\_\_\_\_ (TIME)  
JOINT AUTHORITY GRANTED WITH \_\_\_\_\_ (TRAIN OR ENGINE)  
YOU MAY INSTRUCT THIS TRAIN OR ENGINE TO ENTER THE LIMITS OF YOUR TRACK OCCUPANCY PERMIT  
**6** REPEATED AND OK'D AT \_\_\_\_\_ (TIME) (CONTROLLER'S INITIALS)  
CALL CONTROLLER BEFORE \_\_\_\_\_ (TIME)  
THIS IS AUTHORITY TO EXTEND TIME IN PERMIT NO. \_\_\_\_\_ UNTIL \_\_\_\_\_ (TIME)  
REPEATED AND OK'D AT \_\_\_\_\_ (TIME) (CONTROLLER'S INITIALS)  
TRACK OCCUPANCY PERMIT NO. \_\_\_\_\_  
CANCELLED AT \_\_\_\_\_ (TIME) (CONTROLLER'S INITIALS)



## NOTES

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\_\_\_\_\_  
(LOCATION)

\_\_\_\_\_  
(DATE)

I have received a copy of the Pelton — 24th St. Detroit Operating Manual, (Governing Movements between Pelton and 24th St. Detroit) dated June 7th 1987 and I understand I must have a copy accessible while on duty and be governed by the instructions contained therein.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
OCCUPATION

\_\_\_\_\_  
P.I.N.

I certify that the employee named above has been instructed in the contents of this manual.

\_\_\_\_\_  
SUPERVISOR

Applicable Railway will retain for their records.

