

PANA SUBDIVISION (0044)

Mile Post	Rule 6.3	CP #'s	Radio Display: Villa Grove to Findlay Jct. -6565 Findlay Jct. to Lenox -2020		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
144.6	CTC	I145	VILLA GROVE		ZB145	10537
146.8		I147	(8.9)			
153.5		I153	CN/IC&CSX CROSSING (0.3)	(X) (M)		
153.8		I154	TUSCOLA		ZB153	9587
155.9		I156	(15.3)			
169.1		I169	CADWELL		ZB168	9989
171.1		I171	(7.0)			
176.1			SULLIVAN (7.0)	(X)CN/IC(A)	ZB176	
183.1		I183	FINDLAY (0.4)		ZB185	11361
185.5		I185	FINDLAY JCT. (20.2)	T	ZB186	
205.7		I206	PANA		ZB205	7734
207.3		I208	(7.2)			
212.9		I213	OHLMAN		ZB213	10442
215.0		I215	(18.5)			
231.4		I231	HILLSBORO		ZB232	11736
233.8		I234	(12.3)			
243.7		I244	WALSH JCT. (3.8)		ZB239	
247.5	I248	JOAN		ZB243	9809	
249.6	I249	(16.2)				
263.7	I264	GARD		ZB260	10462	
265.9	I266	(10.0)				
273.7	CTC 2MT	I273	VIERLING JCT. (2.9)		ZB274	
276.6		I276	LENOX (X)(M)		ZB277	
(132.0)						
SI-01 MAIN TRACK AUTHORITY CTC: Entire subdivision						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts						
144.6 and 276.6						
(Except as Below)						
153.3 and 153.5			60			
164.8 and 165.0			40			
176.1 and 176.2			50			
205.1 and 205.4			30			
269.4 NWD only			40			
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts						
Cadwell			10			
2. Dual Control Switch Turnouts						
CP I185			40			
CP I276			15			
3. Misc. Speed Restrictions						
BNSF iron ore trains loaded or empty between Walsh Jct and Lenox 40						

SI-04 MAIN TRACK DESIGNATIONS Two main tracks between: Vierling Jct. and Lenox.																								
SI-05 MILEPOST EQUATIONS - None.																								
SI-06 DTC BLOCK LIMITS - None.																								
SI-07 ITEM 13 TRAIN DEFECT DETECTORS																								
(#) 160.7																								
(#) 179.5																								
(#) 198.5																								
(#) 219.2																								
(#) 241.5																								
(#) 260.5																								
SI-08 RULES ITEMS																								
Rule 10.2: Hand throw switches at the following locations are equipped with an electric lock or signal to govern movement: Findlay North (MP 184.1) and South (MP 185.0); Hillsboro Yard, North (MP 231.5) and South (MP 232.2); Findlay, Wye switch (MP 186.3).																								
SI-09 FRA EXCEPTED TRACKS - None.																								
SI-10 BUSINESS TRACKS																								
<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Track Name</th> <th style="text-align: right;">MP</th> <th style="text-align: right;">STA. #S</th> </tr> </thead> <tbody> <tr> <td>Bourbon N.....</td> <td style="text-align: right;">159.4</td> <td style="text-align: right;">ZB159</td> </tr> <tr> <td>Arthur</td> <td style="text-align: right;">164.7</td> <td style="text-align: right;">ZB165</td> </tr> <tr> <td>Chippis S.....</td> <td style="text-align: right;">173.1</td> <td style="text-align: right;">ZB173</td> </tr> <tr> <td>Findlay</td> <td style="text-align: right;">185.2</td> <td style="text-align: right;">ZB185</td> </tr> <tr> <td>Witt S.....</td> <td style="text-align: right;">222.9</td> <td style="text-align: right;">ZB222</td> </tr> <tr> <td>Irving N.....</td> <td style="text-align: right;">227.4</td> <td style="text-align: right;">ZB227</td> </tr> <tr> <td>Taylor Springs N.....</td> <td style="text-align: right;">234.4</td> <td style="text-align: right;">ZB234</td> </tr> </tbody> </table>	Track Name	MP	STA. #S	Bourbon N.....	159.4	ZB159	Arthur	164.7	ZB165	Chippis S.....	173.1	ZB173	Findlay	185.2	ZB185	Witt S.....	222.9	ZB222	Irving N.....	227.4	ZB227	Taylor Springs N.....	234.4	ZB234
Track Name	MP	STA. #S																						
Bourbon N.....	159.4	ZB159																						
Arthur	164.7	ZB165																						
Chippis S.....	173.1	ZB173																						
Findlay	185.2	ZB185																						
Witt S.....	222.9	ZB222																						
Irving N.....	227.4	ZB227																						
Taylor Springs N.....	234.4	ZB234																						
SI-11 INDUSTRIAL LEADS - None.																								
SI-12 TONNAGE RESTRICTIONS/TPOB Maximum gross weight: 143 Tons.																								
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.																								
SI-14 MISC. INSTRUCTIONS																								
CN/IC&CSX Interlocking CP I153: When interlocking signal displays STOP, communicate with the UP Train Dispatcher and in addition be governed by instructions in the UP Release Box. Maintenance of Way: When moving equipment through the interlocking limits Rule 42.7.2 (Automatic Interlockings) applies. When it is necessary to perform any maintenance or inspections within the interlocking limits both Rule 42.7.1 (Manual Interlockings) and Rule 42.7.2 (Automatic Interlockings) apply. Both rules must be complied with before any work is started within the interlocking limits. Southward BNSF trains secure UP track warrant at Toland. Ohlman and Pana Sidings: Road crossings must not be blocked between 0630 and 0900 and between 1430 and 1600 Monday through Friday. Crossings must be cut immediately if train stops and train dispatcher notified.																								