

ROCKWELL SUBDIVISION (0008)

Mile Post	Rule 6.3	CP #'s	Radio Display: Global One to Kedzie 5252 -*51		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
			CANAL ST.		CZ001	
2.3	YL		GLOBAL ONE (0.4)	TY	G0003	
1.9			OGDEN JCT. (1.2)	YX	G0002	
0.7			ROCKWELL JCT. (0.7)	TY	G0001	
0.0		Y903	KEDZIE (0.0)	TYX	NZ003	
		Y904				
(2.3)						
SI-01 MAIN TRACK AUTHORITY						
Yard Limits: Entire Subdivision.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts						
2.3 and 0.0						
(Except as Below)					20	
Ogden Jct. to Global One.....					10	
CJ connections.....					15	
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
SI-04 MAIN TRACK DESIGNATIONS						
2MT: Kedzie-Global One Trk. 1&2.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 DTC BLOCK LIMITS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS						
Rule 1.45: Movements between Kedzie and Ogden Jct., controlled by Control Operator (Terminal Train Dispatcher) at Proviso. Movements between Ogden Jct. and Global One controlled by the SRO.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
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

Ogden Jct.: The dual control switches at Ogden Jct. are equipped with switch point indicator lights, including 14th Street on NS. The switch point indicators lights only convey the switch position and do not convey any information concerning the track being used, i.e.; track may be occupied or fouled. The following applies:

1. Permission must be received from Control Operator (TTD) before any movements are made over these switches. Permission will be granted by stating: "Train _____ has permission over the switches track _____ to track _____ at Ogden Jct." Permission does NOT imply the route is clear or not fouled by trains or men and equipment.
2. When instructed to operate the switch by hand:
 - (A) Take the switch off of power by removing the switch lock.
 - (B) Operate the switch lever until the points are seen to move and line for the desired route.
 - (C) Do not replace switch lock or depress latch until movement has been completed over the switch.
 - (D) When movement over the switch is completed return switch to power by replacing switch lock unless otherwise instructed by the control operator. Notify control operator position switch will be left.

Trains and engines entering Global One: Westward trains at Morgan Street will call the SRO for a track and must not proceed beyond this point until given permission to do so. Northward trains and engines on the CRI (CJ) tracks will stop clear of the crossovers at 14th Street and receive permission from the SRO before entering Global One or UP tracks at Ogden Jct. Eastward trains and engines on the Rockwell Subdivision will contact the SRO immediately after headend passes Rockwell Jct. SRO radio channel: 5 (3131).

Trains enroute to or from BOCT or NS will contact the Control Operator for authority before entering BOCT, NS or UP trackage.

CSX Connection: Upon permission from the CSXT Dispatcher, Control Operator may operate the switch leading from Trk. 2 on the Rockwell Subdivision at MP 1.4 Taylor St. The inside CSXT hand operated switch will be lined for movement through the New Connection at Taylor and the Union Pacific crews using this switch will not realign the switches for the CSXT movements. Control Operator will realign this switch when movement over the switch is complete and notify the CSXT Dispatcher.

Six Axle Units Prohibited: Sugar House MP 1.0; Felco Co. MP 2.7; Yates MP 3.4; Morgan St Team Tracks 4,5 & 6.

Global One to Canal St. Cars exceeding 17 feet 11 inches in height are prohibited from movement between Global One and Canal St. via the BNSF Union Avenue/Amtrak route. This includes double stack cars loaded with containers two high and autoracks.