



*There Is Always Time
for Safety*

**WISCONSIN CENTRAL LTD.
FOX VALLEY AND WESTERN LTD.**

**FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYEES ONLY**

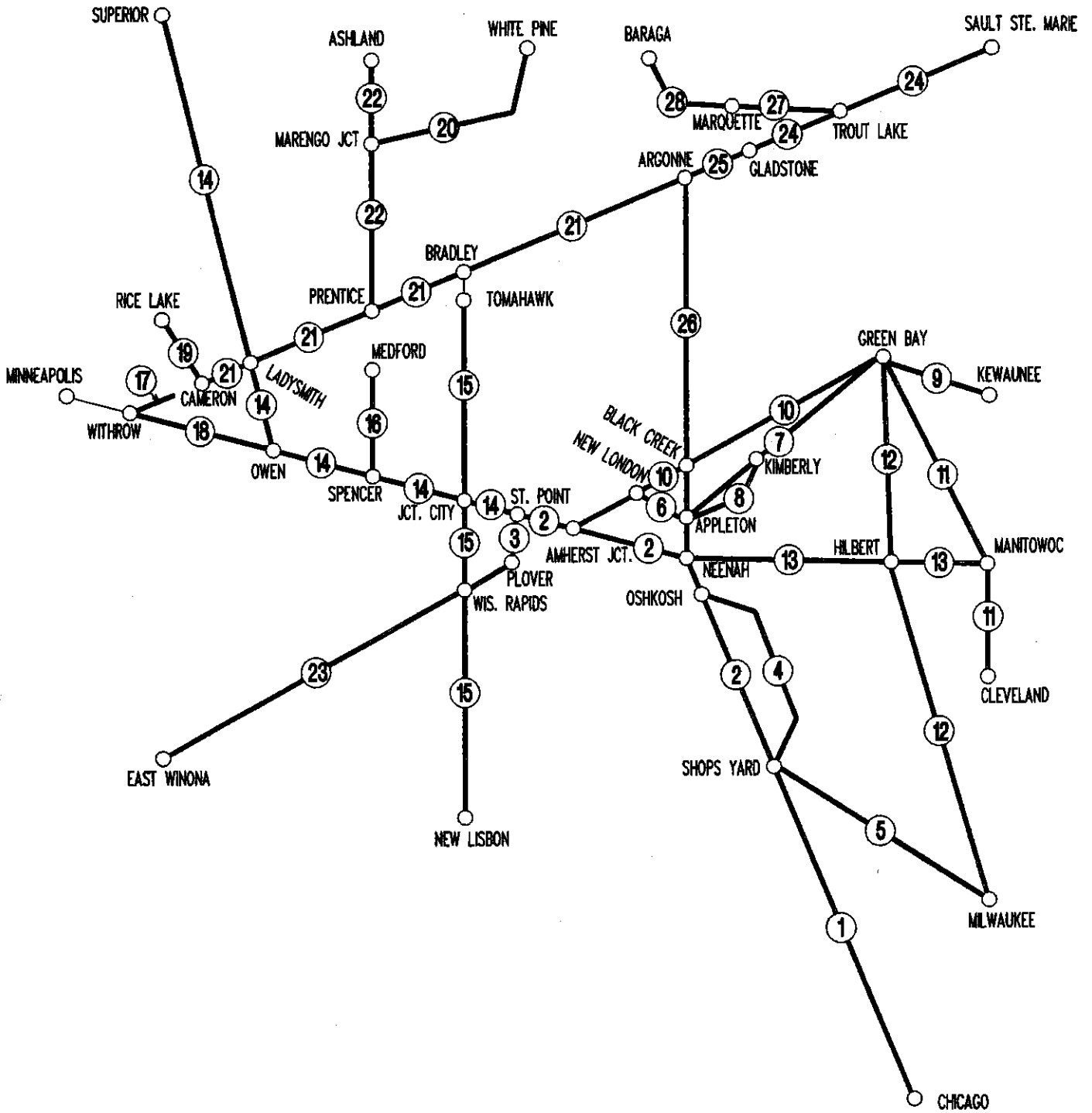
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SUBDIVISION REFERENCE GUIDE



**WISCONSIN CENTRAL LTD.
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CHICAGO SUB

W E S T W A R D	Milepost Location	Station Number	Siding Length	STATIONS	Distance From Shops Yard	E A S T W A R D
		BOO16		BARR YARD	172.5	
				20.3 48th Avenue T	152.2	
	10.9	CM011		(Madison St.) FOREST PARK	147.5	
	15.5			4.6 TOWER B-12 MY	142.9	
	17.0	CM017	Yard	1.5 SCHILLER PARK BY	141.4	
	19.9			2.9 JCT. 20 Y	138.5	
	22.8	CM023		2.9 DES PLAINES	135.6	
	23.4			0.6 (CNW Crossing) DEVAL M	135.0	
	29.0	CM030	9557 B	5.6 WHEELING	129.4	
	34.4	CM034		5.4 PRAIRIE VIEW	124.0	
	38.0	CM038	4795 N	3.6 LEIGHTON M	120.4	
	40.0	CM040		(EJE Crossing) 2.0 MUNDELEIN	118.4	
	44.0	CM046		4.0 GRAYS LAKE A	114.4	
	51.0	CM051	5490 N	(Soo Crossing) 7.0 LAKE VILLA	107.4	
	55.3	CM055		4.3 ANTIOCH	103.1	
	58.3	CM058		3.0 TREVOR	100.1	
	61.1	CM061	5390 N	2.8 SILVER LAKE	97.3	
	71.3			0.2 NESTLE	87.1	
	72.7	CM073	5160 N	1.4 BURLINGTON	85.7	
	77.7	CM078		5.0 HONEY CREEK	80.7	
	80.6	CM081		2.9 MIDWAY	77.8	
	86.2	CM086		5.6 MUKWONAGO	72.2	
	90.9	CM091	5125 N	4.7 VERNON	67.5	
	97.2			6.3 GRAND AVE.	61.2	
	97.7	CM098	8723 N	0.5 WAUKESHA B	60.7	
	102.6	CM103	4645 N	4.9 DUPLAINVILLE MJ	55.8	
	106.6	CM103		(Soo Crossing) 4.0 SUSSEX	51.8	
	117.7	CM118	7788 N	11.1 RUGBY JCT. J	40.7	
	122.6	CM123	4411 N	4.9 SLINGER M	35.8	
	129.5	CM130		(WSOR Crossing) 6.9 ALLENTON	28.9	
	134.3	CM134	4905 N	4.8 MARSH	24.1	
	138.3	CM138		4.0 THERESA	20.1	
	142.8	CM143		4.5 LOMIRA	15.6	
	147.1	CM147	5297 N	4.3 BYRON	11.3	
	153.3	CM153	6068 N	6.2 VALLEY SIDING	5.1	
	154.9			1.6 (Jct. Purina Spur)	3.5	
	156.1	CM156	Yard	1.2 FOND DU LAC	2.3	
	157.2			1.1 SHOPS EAST JY	1.2	
	158.4	CM158	Yard	(Jct. FWV West Bend Sub) 1.2 SHOPS YARD BTY	0.0	

B = Bonded Controlled Siding
N = Non-Bonded Controlled Siding

Between Forest Park and Barr Yard be governed by CSX section of the CORA Operating Guide when operating over BOCT trackage.

TWC is in use between Tower B-12 and Forest Park.

RADIO CHANNELS

Channel 3(79 79) Road
Channel 2(10 10) Shops Yard

CHICAGO SUB

BLOCK SYSTEM LIMITS

CTC is in use between Jct. 20 and Shops East.

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		50
Forest Park—Tower B-12		30
Tower B-12—Jct. 20		20*
MP 16.2 (Jct. 16) through turnout of Gauntlet SW		20
MP 18.54 (Jct. 19) through turnout of Gauntlet SW		20
MP 18.54 (Jct. 19)—Jct 20 (on old WWD Main)		25
Jct. 20, through turnout of dual control switch.....		25
Jct. 20—MP 23.3		40
MP 23.3—MP 24.2		30
Wheeling, through turnout of dual control switches and through siding.....		25
Wheeling, Hogan Farwell Track.....		5
Except 2 MPH around curve near Plastic Packaging. No more than 3 loads to be handled at one time around this curve.		
MP 64.2—MP 64.4 (curve)		45
MP 71.3—MP 72.9, through Burlington		20*
(Before accelerating, rear of train must be through curve between MP 72.1 and MP 72.3)		
Burlington, around curve into PCA Warehouse (Six-axle locomotives must not be used on tracks into this plant)		3
MP 86.5—MP 87.1 (curves)		40
MP 96.7—MP 97.2 (curves).....		25
Waukesha, between Grand Ave. (MP 97.2) and MP 98.6		20*
MP 98.6—MP 102.6		35
Duplainville, connection track to Soo Line		10
MP 111.3—MP 112.8 (curves)		45
MP 147.0—MP 154.0		40
MP 154.0—MP 157.3, between west siding switch Valley Siding and Shops East		20*
Fond du Lac, Midland Spur.....		5
Shops Yard, on Receiver 1/Marshline		20
COLD WEATHER SPEED RESTRICTIONS		
Temperature -25 degrees F or colder.....		30

CLOSE CLEARANCE

At Fond du Lac: Do not ride cars in the yard at MP 156.0, account close track centers.

FRA EXCEPTED TRACKS

Burlington: all Nestle spur trackage
Waukesha: all trackage on the PDC Line

ENGINE WHISTLE/BELL SIGNALS

At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Forest Park to, and including, Camp McDonald Road (MP 26.86) Except:

- Schiller Park, near intermodal facility, sound whistle and engine bell freely.
- Morrison Ave. (MP 25.4)

MP 36.05 Hwy. 45 (2300 to 0600 only)

CHICAGO SUB

Burlington, between, but not including, River Road (MP 67.3) and Spring Prairie Road (MP 73.8)

Mukwonago, MP 84.83 (Bayview Road)

Waukesha, between, but not including, Highway 59 (MP 95.2) and Payne and Dolan crossing (MP 99.3)

Fond du Lac, between, but not including, Pioneer Road (MP 154.5) and Subway Road (MP 160.5)

TRACK WARRANT PROVISIONS

Shops Yard Trains enroute to Milwaukee must obtain a Soo Line track warrant at Shops Yard.

YARD LIMITS

West MP		East MP
19.9.....	Schiller Park	15.4
160.4.....	Shops Yard	157.2

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

MOVEMENT OVER PUBLIC CROSSINGS

Fond du Lac, Midland Spur: All movements over Hickory Street, Grove Street and 11th Street must be protected by flag-man per Rule 6.32.1.

At Allenton: Street crossing on House Track, stop and cross under flag protection.

At Waukesha: On the PDC line, when switching at Waukesha Lime and Stone and RTE, all movements must stop before crossing Highway 164 and provide red flag or red lighted fusee protection by day and red lighted fusee protection by night against vehicular traffic until entire movement has been completed and then extinguish fusees.

At Waukesha: On the PDC line at CTH "JJ" (Hwy. 164 is not included) light indicators are in service and are located on top of the signal case west of the crossing. Pull up short of the crossing to occupy the track circuit and wait for the light on top of the signal case to light. When this occurs, highway traffic signals are at STOP and the train may proceed across the crossing. If the indicator will not light, movement must be made as prescribed by Rule 6.32.1.

SWITCH POSITIONS

The following main track switches may be left lined and locked in either position:

- MP 11.1 (Washington Blvd.)
- MP 16.26 (Jct 16)
- MP 18.54 (Jct. 19)

DEVAL INTERLOCKING

When eastward absolute approach signal or interlocking signals indicate STOP, train will be governed by instructions received from control operator at Deval tower per Rule 9.12.2. Rule 9.12.1 will not apply.

GRAYS LAKE INTERLOCKING, MP 44.0

When the interlocking signals display STOP, comply with Rule 9.12.3. If a more favorable signal indication is not received, proceed at restricted speed. Rule 9.12.1 does not apply.

If signal for eastward movement times out, it can be recleared by pushing 47* on the radio or microphone DTMF pad (hold * for two seconds). If signal does not clear after five seconds, comply with Rule 9.12.3.

CHICAGO SUB

DUPLAINVILLE INTERLOCKING

All switches and signals on Soo Line trackage are under exclusive control of the Soo Line control operator (train dispatcher) at Milwaukee. Switches and signals on WC trackage are under joint control of the Soo Line and WC control operators.

Trains stopped at signals governing movement to or from Soo Line main track must be governed by instructions received from Soo Line control operator at Milwaukee.

Trains stopped at signals on WC trackage must be governed by instructions received from WC control operator (train dispatcher) at Stevens Point. (WC control operator will confer with Soo Line control operator before authorizing movement into the interlocking.)

DUPLAINVILLE: HAND OPERATION OF EAST SIDING SWITCH

Before permission is granted to employees to operate east siding switch to perform switching, WC train dispatcher must notify SOO Wisconsin dispatcher at Milwaukee to line and block the connection switch for movement onto the connection track. SOO dispatcher shall inform WC dispatcher when lined and blocked. WC dispatcher may then authorize hand operation of east siding switch. Once east siding switch is in hand operation, signals governing movement over same will be suspended and movements will be made on hand signal indication in accordance with rule 9.13.1.

SOO train dispatcher must keep this switch lined and blocked for connection track until WC train dispatcher releases it back to the SOO train dispatcher.

LOCATION OF ELECTRIC LOCKS

Midway	Both ends of former Sdg
Waukesha	Amron Spur
Waukesha	Siding 42 XO
Waukesha	PDC Line
Sussex.....	Both ends of former Sdg
Rugby Jct.....	Both ends of House Trk
Rugby Jct.....	West end of Transfer Trk
Slinger.....	WSOR connection
MP 126.5.....	Cedar Sand and Gravel Spur
Allenton.....	Both ends of House Trk
Theresa	Both ends of former Sdg
Lomira	Quadgraphic Spur

CHICAGO OPERATING RULES ASSOCIATION (CORA)

Employees operating over foreign railroads in the Chicago Terminal district must have their CORA Guide in their possession.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 34.8	Hot Box	Radio Talker
MP 54.4	Hot Box, Drag Equip.	Radio Talker
MP 78.7	Hot Box, Drag Equip.	Radio Talker
MP 94.0	Hot Box, Drag Equip.	Radio Talker
MP 108.8	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 131.3	Hot Box, Drag Equip.	Radio Talker

ENGINE RESTRICTIONS

At Byron, six axle locomotives except SDL-39 cannot be operated on house track.

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CHICAGO SUB

OTHER TRACKS NOT SHOWN AT STATIONS

Station Number	Switch at	Mile Post Locations
CM015	Franklin Park	East end 15.3
CM033	Johnson & Johnson	East end 31.2
	Aptakasic	East end 33.9
	METW Conn	East end 85.1
	Thiensville Lumber	West end 101.6
	Big Buck	East end 101.7
	Pipkorn Spur	West end 102.0
	Spur 105	Both ends 105.5
	Wickes Spur (Spur 145)	West end 144.8
	Quadgraphic Spur	West end 145.3

NEENAH SUB

W E S T W A R D	Milepost Location	Station Number	Siding Length	STATIONS		Distance From Stevens Point	E A S T W A R D
	158.4	CM158	Yard	SHOPS YARD	BTY	90.8	
				2.0			
	160.4			SHOPS WEST	Y	88.8	
				3.6			
	164.0	CM164	6445	VAN DYNE		85.2	
				2.8			
	166.8			BLACK WOLF	J	82.4	
				(Jct. FVW Black Wolf Sub)			
				5.2			
	172.0	CM172		OSHKOSH	M	77.2	
				4.7			
	176.7			TOWER CF	J	72.6	
				(Jct. FVW Black Wolf Sub)			
				1.6			
	178.3	CM178	6383 N	WINNEBAGO		70.9	
				3.3			
	181.6			DIXIE		67.6	
				4.8			
	186.4	CM186	Yard	NEENAH	BJT	62.8	
				(Jct. Shawano & Manitowoc Subs)			
				13.0			
	199.4	CM199		DALE		49.8	
				1.6			
	201.0	CM201	6152 N	ANTON		48.2	
				3.0			
	204.0	CM204		READFIELD		45.2	
				3.3			
	207.3	CM207		FREMONT		41.9	
				6.1			
	213.4	CM213	6419 N	WEYAUWEGA		35.8	
				7.4			
	220.8	CM221		WAUPACA		28.4	
				6.6			
	227.4	CM227		SHERIDAN		21.8	
				5.0			
	232.4	CM232	7925 N	NELSONS		16.8	
				1.2			
	233.6	CM234		AMHERST		15.6	
				1.9			
	235.5			AMHERST JCT.		13.7	
				6.1			
	241.6	CM242		CUSTER		7.6	
				1.7			
	243.3	CM243		STOCKTON		5.9	
				5.9			
	249.2	CM249	Yard	STEVENS POINT	BKTY	0.0	

B = Bonded Controlled Siding
N = Non-Bonded Controlled Siding

RADIO CHANNELS

Channel 1(45 45) Road
Channel 2(10 10) Shops Yard, Neenah and Stevens Point

BLOCK SYSTEM LIMITS

CTC is in use between Shops West and east switch Stevens Point.

SIGNAL INDICATIONS

At the east end of Stevens Point the westward absolute signal will display the following Rule 240 restricting aspects:

- Lined for A-1 (Red over Lunar over Red)
- Lined for A-2 (Red over Red over Lunar)
- Lined for MT (Red over flashing Red over Red)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	50
Shops Yard, on Receiver 1/Marshline.....	20
MP 166.8, Black Wolf, through turnout of jct. sw ...	25
MP 167.9—MP 171.3.....	25
Oshkosh: MP 171.3—MP 172.....	20
MP 172—MP 175.8.....	10
MP 175.8—MP 176.7.....	25
MP 176.7, Tower CF, through turnout of jct. sw.....	25
MP 181.6, Dixie, through turnout of switch	25

NEENAH SUB

NEENAH SUB

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SPEED RESTRICTIONS MPH

Neenah, between dual control switches (MP 184.7—MP 187.5)	20*
On running track	20
On running track extension	25
MP 187.5—MP 188.3	40
Bridge 209.95 (Gills Landing)	30
Stevens Point, between Hoover Rd. (MP 246.8) and Stock Lumber switch (MP 249.5)	20*
Over crossover switches in front of yard office	10
COLD WEATHER SPEED RESTRICTIONS	
Temperature -25 degrees F or colder	30

NO CLEARANCE

At Oshkosh: No clearance at loading dock on Track 2. No clearance at elevated walkway between Tracks 3 and 4.

FRA EXCEPTED TRACKS

Waupaca: All Low Line, Foundry and Husky trackage.
Oshkosh: Entire industrial park spur.

TRACK WARRANT PROVISIONS

Before departing Neenah yard office, all trains and engines ORIGINATING at Neenah enroute to the Fox River, Kimberly, New London and Black Creek Subs must obtain an initial track warrant from the North Train Dispatcher.

ENGINE WHISTLE SIGNALS

At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

- Neenah, between, and including Kampo St. (MP 184.3) and Lake St. (MP 186.9).
- Oshkosh, between, and including Waukau Ave. (MP 171.0) and Harrison St. (MP 176.6).

YARD LIMITS

West MP	East MP
160.4	157.2
Shops Yard	Neenah (Shawano Sub).....360.0
Neenah (Shawano Sub).....	Neenah (Manitowoc Sub)
Neenah (Manitowoc Sub)	3.0
249.3.....	Stevens Point.....247.1

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

DRAW BRIDGES

- * Fox River Oshkosh, MP 173.56 Interlocked
- Wolf River at Gills Landing, MP 209.95 Locked
- * When control operator is on duty, eastward trains departing Winnebago and westward trains departing Van Dyne must furnish the control operator with an approximate arrival time at the bridge.

NEENAH, YARDMASTER INSTRUCTIONS

Before passing through Neenah, trains must contact the Neenah Yardmaster for instructions. If unable to communicate with Neenah Yardmaster, trains may proceed on signal indication.

NEENAH: BLOCKING CROSSINGS

Trains (over 10 cars) are not to cross Lake or Main Streets between 0740 and 0800, except Saturdays, Sundays and holidays. Trains or yard engines with less than 10 cars may cross these streets between these times, providing they do not block the streets for longer than one minute. Good judgment must be used in order that several movements will not be made over these streets within short intervals of time.

MOVEMENT OVER PUBLIC CROSSINGS

At Neenah, when operating on house track and former siding, crossing at FWV MP 207.5 must be flagged until occupied. Form GX Procedures apply at Columbian Avenue at FWV MP 206.7.

EXCEPTIONS TO SWITCHES AT JUNCTIONS

Neenah, East & West WyeLined for Running Track
Neenah, North WyeLined for East leg of Wye

SWITCH POSITIONS

The following main track switches may be left lined in either the normal or reverse position:

Stevens Point: Switch at east end of the "B" yard, located near the Plover River Bridge (must be locked).

Crossover switches in front of yard office.

STOP INDICATION, OSHKOSH DRAWBRIDGE

When control operator is not on duty, if a train is stopped for a signal displaying a STOP indication, after stopping, train may proceed to the drawbridge and verify that bridge is in proper position for movement before proceeding. Rule 9.12.1 does not apply.

If eastward absolute signal located just east of drawbridge displays a STOP indication, after stopping, proceed at restricted speed. Rule 9.12.1 does not apply.

LOCATION OF ELECTRIC LOCKS

Winnebago (MP 177.7)West end of Spur
 Neenah (MP 183.9)Dixie Spur
 Neenah (MP 189.7).....Warehouse Specialists Spur
 WaupacaWaupaca Foundry (East)
 WaupacaBoth ends of former Sdg
 Amherst JctAmherst Spur
 StocktonBoth ends of former Sdg

OSHKOSH: RUNNING BRAKE TEST

After leaving city limits at Oshkosh, engineer will make a brake application to determine if air pressure on rear of train decreases. If a brake pipe reduction does not occur, train must be stopped and train checked for closed angle cocks. Trains not equipped with telemetry devices shall make a running set and release of the train's air brakes to determine that brakes respond properly.

ENGINE RESTRICTIONS

At Waupaca, six axle locomotives except SDL-39 cannot be operated on Low Line and Foundry No. 1 tracks.

At Weyauwega, six axle locomotives except SDL-39 cannot be operated on Presto tracks.

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NEENAH SUB

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 167.8	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 204.0	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 237.3	Hot Box, Drag Equip., Hot Wheel	Radio Talker

PLOVER SUB

WESTWARD ↓	Milepost Location	Station Number	STATIONS		↑ EASTWARD	
	FVW 0.0	PL006	PLOVER (Jct. FVW Whitehall Sub) 2.7	JTY		4.7
	FVW 2.7 WC 2.0		(WC Crossing) WHITING 2.0	TY		2.0
	WC 0.0	CM249	STEVENS POINT	Y		0.0

Entire subdivision is yard limits.

RADIO CHANNELS

WC 2(10 10)

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		10

MOVEMENT OVER PUBLIC CROSSINGS

Stevens Point, on Koch spur, stop and flag Water St. crossing at Point Brewery.

BLACK WOLF SUB

WESTWARD ↓	Milepost Location	Station Number	Siding Length	STATIONS	Distance From Black Wolf	↑ EASTWARD	
	188.0 WC 166.8			BLACK WOLF (Jct. WC Neenah Sub) 6.0	J		0.0
	194.0	CM172		OSHKOSH (Drawbridge) 2.3	M		6.0
	196.3		6205	CF SIDING 0.9	Y		8.3
	197.2 WC 176.7			TOWER CF (Jct. WC Neenah Sub) 1.7	JY		9.2

Radio Channels

WC 1(45 45) Road
WC 2(10 10) Shops Yard

TWC is in use between Black Wolf and Tower CF.
Line-ups will not be issued on this subdivision.

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		25
Black Wolf, through turnout of jct. sw		25
through turnout of hand throw sw		10
Tower CF, through turnout of jct. sw		25

ENGINE WHISTLE SIGNALS

At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Oshkosh, between and including Waukau Ave. (MP 192.09) and Harrison St. (MP 197.05)

YARD LIMITS

East MP
MP 195.5 Tower CF West MP
Jct. Sw.

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

DRAWBRIDGES

Oshkosh: Bridgetender will be on duty during navigation season as stated in general order. When bridgetender is not on duty, if a train is stopped for a signal displaying a STOP indication, train may proceed after determining that bridge is in proper position for movement.

When control operator is on duty, eastward trains departing Winnebago and westward trains departing Van Dyne must furnish the control operator with an approximate arrival time at the bridge.

BLACK WOLF RUNNING TRACK

Black Wolf Running Track extends from Black Wolf (MP 188.2) to Subway Road (MP 181.7). Rule 6.28 applies, not exceeding 10 MPH.

Loaded unit trains of 50+ cars **MUST NOT** be operated on this trackage.

Trains and MOW vehicles must obtain permission from train dispatcher before using this trackage.

WEST BEND SUB

WEST BEND SUB

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WESTWARD ↓	Milepost Location	Station Number	Siding Length	STATIONS	Distance From Shops Yard ↑	EASTWARD ↑
	16.5M	WB088	Yard	BUTLER			61.8
13.3			0.8 BJ	61.0		
11.8			2.2 FONDA	58.8		
92.4	Yard		3.2 WISCONA	55.6		
97.8	WB097	Yard	5.4 GRANVILLE	50.2		
99.5			1.7 (End of FVW/Begin CNW) MILEPOST 99.5	48.5		
101.0			1.5 DBR JCT. (Jct. WSOR)	47.0		
105.3	WB105		4.3 ROCKFIELD	42.7		
110.4	WB110		5.1 JACKSON	37.6		
117.6	WB117	1350	7.2 WEST BEND	30.4		
122.0	WB122	8514	4.4 BR	26.0		
125.1	WB125		3.1 KEWASKUM	22.9		
131.4	WB131		6.3 CAMPBELLSPORT	16.6		
139.2	WB139	2610	7.8 EDEN	8.8		
140.3			1.1 QUARRY	7.7		
146.4 176.8			6.1 NW	Y 1.6		
178.4			1.6 SHOPS EAST (Jct. WC Chicago Sub)	JY 0.0		

OPERATION ON CNW (MP 99.5 - Butler)
 Permission must be obtained from proper authority (CNW Train Dispatcher, yardmaster or control operator at Butler) before eastward trains pass MP 99.5.
 Clearance Provisions - Trains enroute to Butler must obtain a CNW clearance at North Green Bay or Shops Yard.

NEW LONDON SUB

WESTWARD ↓	Milepost Location	Station Number	Distance From Appleton	STATIONS	Distance From Appleton ↑	EASTWARD ↑
	121.5	SH356	0.0	(Jct. Fox River and Kimberly Subs) APPLETON			JTY
128.1	AA128	6.6	6.6 GREENVILLE	Y		
133.8	AA133	12.3	5.7 HORTONVILLE	Y		
140.1	GS039	18.6	6.3 NEW LONDON	Y		

Radio Channels
 FVW 1(15 15) Road
 TWC is in use between MP 99.5 and NW.
 Between MP 99.5 and Butler C&NW timetable and rules apply.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	30
MP 140.3, on Quarry Spur Track, west of County Highway "V" road crossing.....	5

ENGINE WHISTLE SIGNALS
 At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:
 Fond du Lac, MP 146.5 to MP 178.4 inclusive.

YARD LIMITS
 East MP West MP
 MP 146.0.....NW - Shops East.....MP 178.4

FLAG PROTECTION (Rule 6.19)
 Minimum flagging distance.....one mile

CLEARING CROSSINGS
 At West Bend, unattended cars must not be left between Highway 33 and east end of siding.

ENGINE RESTRICTIONS
 Six axle locomotives except SDL-39 are prohibited from operating west of County Highway "V" road crossing on Quarry Spur track at MP 140.3.

Radio Channels
 FVW 1(15 15) Road
 Entire subdivision is yard limits.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	10

FRA EXCEPTED TRACKS
 Entire Sub.

MOVEMENT OVER PUBLIC CROSSINGS
 The following public crossings must be hand flagged until occupied per Rule 6.32.1:
 Highway 45, MP 131.2
 Highway M, MP 133.6
 Highway 45, MP 134.6

ENGINE RESTRICTIONS
 Six axle locomotives except SDL-39 are not permitted on this sub.

8 FOX RIVER SUB

WESTWARD ↓	Milepost Location	Station Number	Sliding Length	STATIONS	Distance From Fox River Jct.	EASTWARD ↑
	4.0	FV247		(End of FVW/Begin CNW) DUCK CREEK Y			37.9
1.4			2.6 N. GREEN BAY BJY (Jct. Kewaunee Sub)	35.3		
0.0 243.0	GB197		1.4 GREEN BAY Y	33.9		
242.3			0.7 (Jct. Black Creek Sub) JY	33.2		
241.9			0.4 (Jct. Lake Shore Sub and connection to Oakland Ave. Yard) TAVIL JY	32.8		
239.5		4050	2.4 SUGAR FACTORY	30.4		
236.9	FV236	3363	2.6 DE PERE	27.8		
227.4	FV227		9.7 WRIGHTSTOWN	18.1		
221.4	FV221	2446	6.0 KAUKAUNA	12.1		
219.4	FV219	4889	2.0 LITTLE CHUTE	10.1		
213.0	SH356	4924	6.4 (Jct. Kimberly and New London Subs) APPLETON JT	3.7		
209.3			3.7 (Jct. WC Shawano Sub) FOX RIVER JCT. J	0.0		

Radio Channels

- FVW 1(15 15) Road
- ★WC 1(45 45) Green Bay Terminal
- ★WC 3(79 79) Green Bay Terminal

★ The primary yard radio channel for Green Bay terminal is WC 1(45 45). This is the channel the yardmaster will use for controlling movements on the main line within yard limits. Maintenance crews will monitor WC 1(45 45) while in yard limits or yard tracks in the terminal.

All trains or yard jobs traveling on the main line between yards and to or from industries must use WC 1(45 45).

Switching at Oakland Avenue yard and across the river will be done on WC 3(79 79).

TWC is in use between Fox River Jct. and Tavil.

Between MP 200.0 on the former Plymouth Sub and Howard industrial park, be governed by ELS timetable and rules.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Applies to loaded unit trains of 50+ cars	30
MP 209.3, Fox River Jct., through turnout of jct. switch.....	25
MP 211.8—MP 215.3	25
MP 241.7—MP 0.5	20
MP 0.5—MP 4.0	10

COLD WEATHER RESTRICTIONS

Temperature -25 degrees F or colder.....	25
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CNW CLEARANCE PROVISIONS

Trains enroute to Butler via West Bend Sub must obtain a CNW clearance at North Green Bay or Shops Yard.

TRACK WARRANT PROVISIONS

Neenah Before departing Neenah yard office, all trains and engines ORIGINATING at Neenah enroute to the

FOX RIVER SUB

Fox River, Kimberly, New London and Black Creek Subs must obtain an initial track warrant from the North Train Dispatcher.

NEENAH, YARDMASTER INSTRUCTIONS

Before entering WC Shawano Sub at Fox River Jct., trains must contact the Neenah Yardmaster for instructions. If unable to communicate with Neenah Yardmaster, trains may proceed on signal indication.

ENGINE WHISTLE SIGNALS

At DePere, use whistle signal 5.8.2 (11) for private crossing at Nicolet Paper Company.

At Green Bay, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

- Fox River Sub:** West to and including Morris Ave. (MP 240.4).
East to and including N. Broadway St. (MP 0.7).
- Black Creek Sub:** West to and including Military Ave. (MP 2.14).
- Kewaunee Sub:** East to and including Danz Ave. (MP 4.9).
- Lake Shore Sub:** East to and including State St. (MP 112.8).

YARD LIMITS

West MP	East MP
MP 241.7.....★ + Green Bay Terminal	MP 4.0
MP 0.0.....Green Bay Terminal (Black Creek Sub)	MP 4.6
MP 5.1.....Green Bay Terminal (Kewaunee Sub)	

★ C&NW and ELS trains must obtain permission from yardmaster before entering yard limits.

+ Eastward trains must communicate with yardmaster before passing De Pere.

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

MOVEMENT OVER PUBLIC CROSSINGS

At North Green Bay, Rule 6.32.2. applies at N. Broadway St. (MP 0.7).

At Green Bay, (on former Plymouth Sub, west of Oakland Ave. Yard) at Fisk and Dousman Streets, located west of MP 199, color light type indicators are in service, located to the right of the track on both sides of the street crossings governing eastward and westward train movements over the crossing.

When yellow is displayed, traffic lights are at stop and rail movements may be made over the crossing.

When red is displayed, the following will govern: Push buttons for manual control of the traffic lights are located on masts of the indicators. When indicator displays red after a train movement has approached to within 100 feet of the crossing, a member of the crew must operate the push button. If the indicator continues to display red, movement must be made as prescribed by Rule 6.32.1. Train and engine movements must not exceed 10 MPH approaching and passing over the street crossing.

FOX RIVER SUB

At Green Bay, Oakland Ave. Yard, movements over Twelfth Avenue crossing must be hand flagged until occupied.

At Kaukauna, on Water Power Spur, Lawe St. must be hand flagged until occupied.

SWITCH POSITIONS

The following main track switches may be left lined and locked in either position:

At North Green Bay, the east and west lead switches.

SPUR TRACKS:

Water Power Spur extends 1.6 miles from Kaukauna to Kaukauna South on Kimberly Sub. Rule 6.28 applies, not exceeding 10 MPH.

SWITCHING RESTRICTIONS

At Green Bay, Piggyback Strip, blue flags by day and blue lights by night shall be placed on the east and west ends of the Piggyback Strip tracks when being used by Strip employees. When so protected, permission must be obtained from the employee in charge who will be responsible for removal of the flags/lights and their replacement after switching is completed.

KIMBERLY SUB

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WESTWARD

Milepost Location	Station Number	STATIONS	Distance From Appleton
112.7	FV221	KAUKAUNA SOUTH 1.6	8.8
114.3	AK114	COMBINED LOCKS 0.7	7.2
115.0		L. C. SIDING 1.6	6.5
116.6	AK116	KIMBERLY 3.5	4.9
120.1		APPLETON FLATS (Drawbridge) 1.4	Y 1.4
121.5	SH356	APPLETON (Jct. Fox River and New London Subs)	JTY 0.0

EASTWARD

Radio Channels

FVW 1(15 15) Dispatcher
WC 3(79 79)
WC 2(10 10)

TWC is in use between Appleton Flats and Kaukauna South.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	20

CLOSE CLEARANCE

At Combined Locks Paper Mill, low clearance on both tracks at the pulp warehouse will not clear excess height cars.

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one-half mile

YARD LIMITS

West MP **East MP**
Jct. Sw.....Appleton—Appleton Flats.....119.3

MOVEMENTS OVER PUBLIC CROSSINGS

The following public crossings must be hand flagged until occupied per Rule 6.32.1:

Dodge St., MP 112.4
Main St., MP 112.6

The following public crossings must not be occupied until vehicular traffic has stopped.

Hwy. Z, MP 114.3
South Lawe St., MP 119.6

SWITCH POSITIONS

Kaukauna South - Normal position of Main Track switch MP 112.3 is for Water Power Spur.

DRAWBRIDGES

MP 119.5 Drawbridge - during navigation season STOP.

ENGINE RESTRICTIONS

Six axle locomotives except SDL-39 are not permitted on this sub.

10 KEWAUNEE SUB

WESTWARD	Milepost Location	Station Number	Siding Length	STATIONS		Distance From Norwood	EASTWARD
	36.7	GK036	Yard	KEWAUNEE	Y	34.5	
	23.3	GK023		CASCO JCT.	J	21.1	
	19.3	GK019		LUXEBURG		17.1	
	13.0	GK013		NEW FRANKEN		10.8	
	10.0			SUMMIT		7.8	
	4.0			HAEVERS	Y	1.8	
	2.4			(Fox River Drawbridge) (Industry Track Crossing)	MY G	0.2	
	2.2		Yard	N. GREEN BAY (Jct. Fox River Sub)	BJY	0.0	

Radio Channels

FVW 1(15 15) Road

- ★ WC 1(45 45) Green Bay Terminal
- ★ WC 3(79 79) Green Bay Terminal

★ The primary yard radio channel for Green Bay terminal is WC 1(45 45). This is the channel the yardmaster will use for controlling movements on the main line within yard limits. Maintenance crews will monitor WC 1(45 45) while in yard limits or yard tracks in the terminal.

All trains or yard jobs traveling on the main line between yards and to or from industries must use WC 1(45 45).

Switching at Oakland Avenue yard and across the river will be done on WC 3(79 79).

TWC is in use between Haevers and Kewaunee

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	25
N. Green Bay—Baird Street (MP 3.6).....	10

ENGINE WHISTLE SIGNALS

Green Bay - See Fox River Sub

YARD LIMITS

West MP	East MP
	Green Bay Terminal.....5.1
241.7.....	Green Bay Terminal (Fox River Sub) .....4.0
33.2.....	Kewaunee .....(E.O.T.) 35.6

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one half mile

MOVEMENT OVER PUBLIC CROSSINGS

At North Green Bay, Rule 6.32.2. applies at N. Broadway St.

DRAWBRIDGES

Fox River Drawbridge (MP 2.4) - General order will indicate when bridge is open or closed for navigation.

BLACK CREEK SUB

WESTWARD	Milepost Location	Station Number	Siding Length	STATIONS		Distance From Black Creek	EASTWARD
	0.0	GB197	Yard	GREEN BAY	Y	23.5	
	0.7		Yard	NORWOOD	TY	22.8	
	1.4			(WC Crossing)	AY	22.1	
	2.5		3245	HOWARD	Y	21.0	
	10.5	GS010	4500	ONEIDA		13.0	
	17.0	GS017		SEYMOUR		6.5	
	23.5	SH341	3707	(Jct. WC Shawano Sub) BLACK CREEK (WC Crossing)	AJY	0.0	
	30.6	GS030		SCHIOCTON		7.1	
	39.6	GS039	3711	NEW LONDON		16.1	
	50.2	GS050	7670	MANAWA		26.7	
	61.0	GS061		SCANDINAVIA		37.5	
	69.8	CM237		AMHERST JCT.		46.3	

Radio Channels

FVW 1(15 15) Road, Green Bay—Black Creek
WC 3(79 79) Road, Black Creek—Amherst Jct.

- ★ WC 1(45 45) Green Bay Terminal
- ★ WC 3(79 79) Green Bay Terminal

★ The primary yard radio channel for Green Bay terminal is WC 1(45 45). This is the channel the yardmaster will use for controlling movements on the main line within yard limits. Maintenance crews will monitor WC 1(45 45) while in yard limits or yard tracks in the terminal.

All trains or yard jobs traveling on the main line between yards and to or from industries must use WC 1(45 45).

Switching at Oakland Avenue yard and across the river will be done on WC 3(79 79).

TWC is in use between Howard and Amherst Jct.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	40
Applies to loaded unit trains of 50+ cars and trains containing blocks of loaded cars exceeding 50 cars..	
MP 0.0—MP 0.7.....	30
MP 0.0—MP 0.7.....	10
MP 0.7—MP 4.6.....	25
COLD WEATHER RESTRICTIONS	
Temperature -25 degrees F or colder.....	25

ENGINE WHISTLE SIGNALS

Green Bay - See Fox River Sub

YARD LIMITS

West MP	East MP
4.6.....	Green Bay Terminal.....0.0
241.7.....	Green Bay Terminal (Fox River Sub) .....4.0
	Green Bay Terminal (Kewaunee Sub).....5.1
25.0.....	Black Creek .....22.0

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

BLACK CREEK SUB

MOVEMENT OVER PUBLIC CROSSINGS

The following road crossings must be flagged until occupied per Rule 6.32.1:

Norwood, 12th Ave.

Manawa, both downtown Highway 22 crossings.

At Black Creek, Rule 6.32.2 applies to eastward movements approaching Hwy. 47 from the WC connection track.

SWITCH POSITIONS

The following main track switches may be left lined and locked in either position:

At Norwood/Green Bay, all switches east of Oneida Street.

At Black Creek, east wye switch.

LAKE SHORE SUB

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YARD LIMITS

West MP		East MP
MP 65.0	Cleveland	MP 62.2
MP 79.1	Manitowoc	MP 74.0
(Fox River Sub)	Tavil	MP 109.7

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

MOVEMENT OVER PUBLIC CROSSINGS

The following public crossings must be hand flagged until occupied per Rule 6.32.1:

Rockwood, MP 83.1, when moving on the Whitelaw Co-op track over Rockwood Road.

Manitowoc, South 21st St., South Water St. and Mirro Dr.

Westbound movements over South 26th and South 14th Streets.

Two Rivers, Roosevelt Ave.

Between Manitowoc and Two Rivers, North 18th Street and Menasha Avenue.

LAKE SHORE SUB

W E S T W A R D ↓	Milepost Location	Station Number	Siding Length	STATIONS	Distance From Tavil	↑ E A S T W A R D
	62.2				END OF FVW (BEGIN CNW) Y		50.2
	64.2	GC064	2615	1.9 CLEVELAND Y	48.3	
	69.4	GC069		5.2 NEWTON	43.1	
	76.7	MA044		7.3 (Jct. WC Manitowoc Sub) MANITOWOC BTY (Jct. Two Rivers Spur)	35.8	
	83.2			5.3 ROCKWOOD	30.5	
	85.5	GC085	3723	2.3 FRANCIS CREEK	28.2	
	98.0	GC098	3732	12.5 DENMARK	15.7	
	105.6	GC105	3690	7.6 BELLEVUE	8.1	
	112.1			6.5 (Drawbridge) MY	1.6	
	113.7			1.6 TAVIL JY (Jct. Fox River Sub)	0.0	

Radio Channels

FVW 1(15 15) Road

TWC is in use between Tavil and Cleveland.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	35
MP 62.2 - MP 79.1	25
MP 109.7 - MP 113.7	25

FRA EXCEPTED TRACKS

Manitowoc Yard - Tracks 4 through 16 and trackage to the lake front and lake front yard.

Two Rivers Spur - All trackage.

ENGINE WHISTLE SIGNALS

Green Bay - See Fox River Sub

DRAWBRIDGES

Fox River Drawbridge, MP 112.1 — Movements over bridge must be made with all brakes released whenever practicable.

Westward train and engine movements finding the absolute signal at STOP will stop and operate controls in control buildings to close and secure bridge for rail traffic.

Eastward train and engine movements will contact the Green Bay yardmaster to arrange for the bridge to be lined for rail traffic.

After last movement, bridge is to be left open for river traffic.

Operating instructions for bridge U-104 are posted in control buildings.

If problems or difficulties arise when operating the bridge, contact the Green Bay yardmaster.

General order will indicate dates this bridge is open or closed for navigation.

SPUR TRACKS:

Two Rivers Spur, extends 9.0 miles from Manitowoc to Two Rivers (Sta. No. TR085). Trains will move in accordance with Rule 6.28 not to exceed 10 MPH.

ENGINE RESTRICTIONS

Six axle locomotives except SDL-39 are not permitted on the Two Rivers Spur (MP 77.8 - MP A4.7).

12 MANITOWOC SUB

MANITOWOC SUB

WESTWARD	Millenost Location	Station Number	Siding Length	STATIONS	Distance From Neenah	EASTWARD
	44.2	MA044	Yard	(Jct. FVW Lake Shore Sub) MANITOWOC MY	44.2	
	32.5	MA033		11.7 VALDERS	32.5	
	27.1	MA027		5.4 COLLINS	27.1	
	17.2	MA017		(WC Crossing) HILBERT G TY (Jct. Plymouth Sub)	17.2	
	2.1	MA002	Yard	15.1 MENASHA AY (FVW Crossing)	2.1	
	0.0	CM186	Yard	2.1 NEENAH BJTY (Jct. Neenah Sub)	0.0	

MT ends at MP 43.0. Rule 6.28 applies from MP 43.0 to end of track Manitowoc.

Radio Channels

Channel 1(45 45) Road
Channel 2(10 10) Neenah - Menasha, extends to and including Konemac St. (MP 2.8).

TWC is in use between Neenah and Manitowoc.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	25
MP 0.0—MP 2.8.....	10
MP 16.9, St. Paul switch Hilbert.....	10
At Menasha from north end of Bridge U-734 to 50 feet south of bridge on Canal Street spur ...	5
MP 42.5 to end of track Manitowoc (MP 44.3).....	10

ENGINE WHISTLE SIGNALS

At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Neenah and Menasha, extends to and including Konemac St. (MP 2.8).

YARD LIMITS

West MP	East MP
0.0.....Neenah—Menasha	3.0
16.7.....Hilbert.....	17.6
170.8.....Hilbert (Plymouth Sub).....	168.9
42.5.....Manitowoc	44.3

FLAG PROTECTION (Rule 6.19)

Minimum flagging distanceone-half mile

DRAW BRIDGES

Menasha, MP 1.3Stop Signs
Manitowoc (Two Bridges), MP 43.61 & 43.83Interlocked

MOVEMENT OVER PUBLIC CROSSINGS

At Menasha, over Garfield Ave., Valley Road, Washington and River Streets, stop and cross under flag protection.

At Menasha: On the US Gilbert paper lead (both spur tracks) at Washington Street (Hwy. 114) light indicators are in service and are located on top of the signal case west of the crossing and south of the track. Pull up short of the crossing to occupy the track circuit on either track and wait for the light on top of the signal case to light. When this occurs,

highway traffic signals are at STOP and the train may proceed across the crossing. If the indicator will not light, movement must be made as prescribed by Rule 6.32.1.

SWITCH POSITIONS

The following main track switches may be left lined and locked in either the normal or reverse position:

Hilbert, St. Paul switch (MP 16.9).

MENASHA INTERLOCKING

At Menasha (FVW Railroad Crossing, Mile Post 1.2), for movements to and from the FVW Transfer Lead located within the interlocking limits, the following will apply: Eastward to FVW Transfer Lead—after passing the eastward absolute signal, subject to applicable interlocking rules, line the switch for movement and proceed.

Westward from FVW Transfer Lead—The absolute signal governing westward movements on the main track also applies to movements entering the main track from the FVW Transfer Lead connecting track.

If no conflicting movement is evident, line the switch for movement to the main track, then push button on westward absolute signal mast. Proceed when indication to proceed is received. If signal continues to display a STOP indication, operate the time release at the railroad crossing in accordance with Rule 9.12.3. Switch must be lined and locked for main track after movement is completed.

ENGINE RESTRICTIONS

Six axle locomotives except SDL-39 are not permitted on this subdivision.

At Menasha, engines must not be moved in refinery building of the James River Corp.

PLYMOUTH SUB

PLYMOUTH SUB 13

WESTWARD ↓	Milepost Location	Station Numbers	STATIONS	Distance From Hilbert	↑ EASTWARD
	86.6	ML086		MUSKEGO YARD 0.5		83.4
87.1			CUT-OFF 1.1	82.9	
88.2			GRAND AVE. 4.1	81.8	
92.3			GLENDALE 1.1	77.7	
93.4	GB093		NORTH MILWAUKEE 1.4	76.6	
94.8	GB095		CANCO 12.0	75.2	
106.8	GB107		CEDARBURG 6.5	63.2	
113.3	GB113		SAUKVILLE 6.2	56.7	
119.5	GB120		FREDONIA 5.8	50.5	
125.3	GB125		RANDOM LAKE 4.9	44.7	
130.2	GB130		ADELL 9.0	39.8	
139.2	GB139		PLYMOUTH 6.8	30.8	
146.0	GB146		ELKHART LAKE 5.9	24.0	
151.9	GB152		KIEL 3.6	18.1	
155.5	GB156		NEW HOLSTEIN 7.0	14.5	
162.5	GB163		CHILTON 7.5	7.5	
170.0	MA017		HILBERT (WC Crossing) (Jct. Manitowoc Sub) 12.7	0.0	
182.7	GB183		GREENLEAF 9.6	12.7	
192.3	GB192		DE PERE 5.2	22.3	
196.9	GB197		(Drawbridge) GREEN BAY Y	27.5	

MT ends at MP 196.6. Rule 6.28 applies from MP 196.6 to end of track Green Bay

Radio Channel 1 (45 45)

TWC is in use between Canco and Green Bay.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED:	
Canco—MP 113.5	25
MP 113.5—MP 118.7	35
MP 118.7—MP 183.0	25
MP 183.0—MP 196.9	10
MP 138.0—MP 140.0	10
Drawbridge U-222 over Fox River	5

ENGINE WHISTLE SIGNALS

Between MP 196 and MP 193 between Green Bay and DePere, in the Township of Allouez, engineer will not sound the whistle except when necessary to prevent injury to persons or damage to property or when necessary to warn or signal employees or the public.

YARD LIMITS

West MP	East MP
96.0	North Milwaukee.....93.4
170.8.....	Hilbert.....168.9
16.7.....	Hilbert (Manitowoc Sub).....17.6
196.6.....	Green Bay.....194.0

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

MOVEMENT OVER PUBLIC CROSSINGS

At Spur 16, movements over Highway 167 between MP 101 and MP 102 must be protected as prescribed by Rule 6.32.1.

Between Hilbert and Green Bay, Form GX Procedures apply at all road crossings equipped with automatic devices.

RAILROAD CROSSINGS

At Green Bay, the two railroad gates at Eco Source approximately 860 feet west of the Fox River drawbridge may be left lined for last position used.

DRAWBRIDGES

At Green Bay, when either signal governing movement over the drawbridge displays a STOP indication, trains must ascertain that the bridge is in proper position before proceeding at restricted speed.

MOVEMENT AUTHORITY / PERMISSION

Between Grand Ave. and North Milwaukee, trains will move per Rule 6.28 with permission from the Soo Line General Yardmaster at Muskego Yard. Soo Line timetable and rules apply.

CLEARANCE RESTRICTIONS

Employees will not ride on side of cars:

At Cedarburg, inside lumber shed, Cedarburg Materials Company.

At Saukville, at Freeman Chemical.

OTHER TRACKS NOT SHOWN AT STATIONS

Station Number	Switch at	Mile Post Locations
GB098	Brown Deer	Both ends 98.4
GB101	Mequon	West end 100.5
GB102	Thiensville	Both ends 102.2
GB109	Grafton	Both ends 108.9
GB134	Waldo	Both ends 134.1

14 SUPERIOR SUB

SUPERIOR SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	Distance From Stevens Point	STATIONS	
	249.2	CM249	Yard	0.0	STEVENS POINT	BKTY
				4.2	ROCKY RUN	
	253.4	CM253		4.2		
				6.7	(Jct. Valley Sub) JUNCTION CITY	AJT
	260.1	CM260	6180 B	10.9	(WC Crossing)	
				4.6	MILLADORE	
	264.7	CM265		15.5		
				7.6	AUBURNDALE	
	272.3	CM272	6170 B	23.1		
				8.6	MARSHFIELD	
	280.9	CM281	14475 N	31.7		
				8.5	SPENCER	J
	289.4	CM289	6390 N	40.2	(Jct. Medford Sub)	
				7.6	RIPLINGER	
	297.0	CM297	3850	47.8		
				11.5	OWEN	J
	308.5	CM309	5258 N	59.3	(Jct. Minneapolis Sub)	
				11.9	LUBLIN	
	320.4	CD320		71.2		
				7.8	GILMAN	
	328.2	CD328	4026	79.0		
				12.1	SHELDON	
	340.3	CD340	7050	91.1		
				6.6	*CONRATH	
	346.9	CD347		97.7		
				6.4	(WC Crossing) LADYSMITH	BGJ TY
	353.3	MS130	Yard	104.1	(Jct. Bradley Sub)	
				10.4	MURRY	
	363.7	CD364	7398	114.5		
				5.4	EXELAND	
	369.1	CD369		119.9		
				1.8	WEIRGOR	
	370.9	CD371	4025	121.7		
				6.2	LEMINGTON	
	377.1	CD377		127.9		
				12.3	STONE LAKE	
	389.4	CD389	3707	140.2		
				11.1	HAYWARD JCT.	J
	400.5				(Jct. CNW Hayward Sub)	
				2.1	STANBERRY	
	402.6	CD403	2812	153.4		
				10.0	CHITTAMO	
	412.6	CD413	4132	163.4		
				8.3	GORDON	
	420.9	CD421	4459	171.7		
				0.9	SPUR 422	
	421.8	CD422		172.6		
				8.7	SAUNTRY	
	430.5	CD430	6136	181.3		
				9.3	HAWTHORNE	
	439.8	CD440	3287	190.6		
				15.1	SOUTH ITASCA	JY
	454.9	CD454	Yard	205.7		
				4.0	AMBRIDGE	
	19.4	CD455		209.4	(WC Crossing)	
				1.4	DWP POKEGAMA YARD	
	18.0		Yard	210.8		
				6.8	STEELTON	
	11.2		Yard	217.6		
	S454.8	CD455		209.4	AMBRIDGE	MJY
					(DMIR Crossing)	
				2.7	STINSON YARD	AK TY
	S457.5	CD458	Yard	212.1	(BN Crossing)	

EASTWARD

BLOCK SYSTEM LIMITS

CTC is in use between west switch Stevens Point and jct. switch Owen.

ABS is in use between Ambridge and Stinson Yard.

AMBRIDGE BLOCK

Before fouling or using the Ambridge Block (Signal governing westward movement, Ambridge interlocking to Stinson Yard), verbal permission must be received from the WC train dispatcher at Stevens Point. This is an absolute block and may be used in either direction until released to the WC dispatcher.

Normal position for the dual control switch at Ambridge is for straight movement on the Superior Sub. Movements requiring reverse position of this switch must notify DMIR control operator (train dispatcher) AFTER obtaining the Ambridge Block.

SIGNAL APPLICATION AT OWEN

At the west end of Owen, the absolute signal adjacent to the siding governs westward movement from the siding to the main track. It does not govern straight-away movement down No. 1 track.

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED:

Stevens Point—Jct. sw. Owen	50
Jct. sw. Owen—South Itasca	49
Stevens Point, between Hoover Rd (MP 246.8) and Stock Lumber switch (MP 249.5)	20★
Over crossover switches in front of yard office	10
MP 259.7—MP 259.9 through Junction City	20★
MP 279.5—MP 281.1 through Marshfield	20★
MP 308.7 Owen, Junction switch when lined for the Minneapolis Sub.....	30
MP 308.7—MP 342.0	30
EXCEPT: LOADED UNIT TRAINS OF 50+ CARS:	25
MP 353.2, Ladysmith, over highway No. 8 and Miner Ave....	10★
MP 407.3—MP 421.5	25
APPLIES ONLY TO LOADED UNIT TRAINS OF 50+ CARS AND TRAINS EXCEEDING 8500 TONS	

South Itasca, south leg of wye	10
Ambridge—Stinson Yard.....	25
except east (south) of DMIR crossing	10

COLD WEATHER SPEED RESTRICTIONS

Temperature -25 degrees F or colder	30
Except:	
MP 308.7—MP 342.0.....	25
MP 407.3—MP 421.5.....	25

CLOSE CLEARANCE

At Marshfield, employees riding on side of equipment watch for close clearance at cement pillar at MP 2.34 adjacent to 29th St. on industrial park spur.

Between South Itasca and Steelton be governed by DMIR timetable and rules.

B = Bonded Controlled Siding
N = Non-Bonded Controlled Siding

*Spur switch at east end

TWC is in use between Owen and South Itasca.

RADIO CHANNELS

Channel 3(79 79) Road
Channel 2(10 10) Stevens Point Yard

SUPERIOR SUB

SUPERIOR SUB

15

At Owen, close clearance from crossover switch at west end siding to No. 2 track switch. Cars or engines on No. 2 track or west end siding must not be met or passed between these points.

FRA EXCEPTED TRACKS

Marshfield - All trackage on the Water Works Spur. Old Nekoosa Main. All yard tracks except #1 and #2 tracks.

ENGINE WHISTLE SIGNALS

At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Marshfield, between and including CTH H (MP 279.1) and Berg crossing (MP 283.5) (2300 to 0600 only).

Solon Springs, between and including Jack Pine Ave. (MP 428.4) and George St. (MP 428.9) (2200 to 0600 only).

TRACK WARRANT PROVISIONS

Stevens Point Trains enroute to the Paynesville
C.F. Yard (Mpls. Sub) Sub of the Soo Line Railroad must obtain Soo Line track warrant at Stevens Point or C.F. Yard via FAX machine from the Soo Line operator at St. Paul Yard.

YARD LIMITS

West MP		East MP
249.3	Stevens Point	247.1
354.2	Ladysmith (Superior Sub)	351.5
128.5	Ladysmith (Bradley Sub)	130.9
(CNW)	South Itasca	452.0
(SOO)	Ambridge-Stinson Yard	S452.3

FLAG PROTECTION (Rule 6.19).

Minimum flagging distance.....one mile
Except: MP 442.0 to MP 452.0 WWD direction...two miles

MOVEMENTS OVER PUBLIC CROSSINGS

At Marshfield, on the Water Works Spur: By order of the Public Service Commission: "The railroad shall provide train crew flagman protection for all train movements across the intersection of 14th Street with tracks of the railroad at grade in the City of Marshfield."

SWITCH POSITIONS

The following main track switches may be left lined and locked in either the normal or reverse position:

Stevens Point - Switch at east end of the "B" yard, located near the Plover River Bridge.

Crossover switches in front of yard office.(no locks)

Ladysmith, on the Bradley Sub, the west wye switches for the southwest and northwest wyes.

South Itasca, South wye switch and east yard switch.

Ambridge, East and west switches.

STOP INDICATION, JUNCTION CITY

When automatic interlocking signals display STOP at the WC crossing, first comply with Rule 9.12.1. If a more favorable signal indication is not received, comply with Rule 9.12.3 before proceeding.

STOP INDICATION, AMBRIDGE

Trains stopped at absolute signals must communicate with DMIR train dispatcher.

AMBRIDGE INTERLOCKING

A push button has been installed at the crossing to allow a train switching the Koppers spur to return to the balance of its train when it has been left west of the interlocking limits and the entire head portion of the train proceeds beyond the westward absolute signal. If there are no opposing movements on the conflicting route, the push button will light an amber light in the push box, which is the train's proceed signal to cross back through the interlocking onto its train. If rear portion of train is left inside the interlocking limits, per Rule 9.19*, while switching Koppers spur, the signal for movement out of the Koppers spur will not clear each time entire movement goes west of it. However, eastward movement may then be made by this signal without the need to communicate with the DMIR control operator each time such movement is necessary.

When a westward train leaves the rear portion of its train east of the interlocking limits and operates to Kopper's Spur to do switching, the return move must not be made until authorized by the control operator (DMIR dispatcher).

* Note: In the application of Rule 9.19 at this location only, four cars or more may be left standing entirely between the opposing interlocking signals as long as equipment is clear of the railroad crossing.

LOCATION OF ELECTRIC LOCKS

Spencer	East End of Old Ashland Main
Spencer	West Wye Switch
Riplinger	Both Ends of Siding
Owen	House Track
Ambridge	Koppers Spur

ENGINE RESTRICTIONS

At Ladysmith, six axle locomotives except SDL-39 cannot be operated in the Paper Mill Yard.

At Ambridge, Engines must not go beyond Stop-board located 2,755 ft. from switch of track leading to treating plant at Ambridge.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 277.00	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 303.55	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 336.0	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 368.7	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 398.0	Hot Box, Drag Equip., Hot Wheel	Radio Talker
MP 436.5	Hot Box, Drag Equip., Hot Wheel	Radio Talker

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
CM 284	Berg Spur (2 Spurs) ....West end	283.7
	East end	284.0
CD 335	Donald.....East end	335.1
	Mosinee Spur.....East end	418.4

16 VALLEY SUB

WESTWARD

Milepost Location	Station Number	Siding Length	STATIONS	Distance From Junction City
0.0	VY000		(Jct. Soo Line) NEW LISBON MJTY	64.3
11.1	VY011		11.1 (Jct. CNW) SOUTH Necedah J	53.2
32.3	VY032	2124	21.4 BABCOCK	31.8
43.9	VY044		11.4 NEKOOSA JCT. TY	20.4
49.9	VY049	Yard	6.0 (Jct. Tork Spur) WISCONSIN RAPIDS BJTY (Jct. FVW Whitehall Sub)	14.4
63.3	CM260		14.4 (WC Crossing) JUNCTION CITY AJTY (Jct. Superior Sub)	0.0
78.5	VY079	1265	15.2 MOSINEE	15.2
83.7	VY084		5.3 WESTON T	20.5
86.3	VY086		2.3 ROTHSCHILD Y	22.8
89.6			3.7 (CNW Crossing)	26.5
91.1	VY091		1.9 WAUSAU BTY	28.4
97.3	VY097		5.7 BROKAW	34.1
109.9	VY110		13.5 MERRILL	47.6
132.8	VY133	Yard	22.3 (TR Crossing) TOMAHAWK GTY	69.9
BETWEEN TOMAHAWK AND BRADLEY BE GOVERNED BY TR TIMETABLE AND RULES				
	MS198	2879	5.5 BRADLEY JY (Jct. Bradley Sub)	75.4

EASTWARD

VALLEY SUB

MILEAGE ADJUSTMENT, WISCONSIN RAPIDS

Because of the main track relocation between MP 49.3 and MP 51.1., there is an additional mile of track between these two points. MP 50A reflects this additional mile.
i.e. MP 50 → MP 50A → MP 51 = 2 miles.

FRA EXCEPTED TRACKS

- Wausau - James River Spur
- Merrill - Lincoln Wood Spur

ENGINE WHISTLE SIGNALS

At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Wausau, between and including McDonald St. (MP 90.1) and River View Drive (MP 94.2) (1900 to 0700 only).

YARD LIMITS

East Location	West Location
MP 0.0.....New Lisbon	.....MP 3.3
MP 43.2.....Nekoosa Jct. - Wisconsin Rapids	.....MP 50.8A
MP 61.8.....Junction City	.....MP 65.0
MP 89.5.....Wausau	.....MP 93.0
MP 131.5.....Tomahawk	.....MP 133.9

FLAG PROTECTION (Rule 6.19)

Minimum flagging distanceone mile

MOVEMENT OVER PUBLIC CROSSINGS

At Nekoosa, all movements over First Street crossing must be protected per Rule 6.32.1.

At Merrill, Highway 64 on the Lincoln Wood Spur and Duginski Rd. on the Ward Paper Spur (MP 111.9) must be hand flagged until occupied.

At Tomahawk, Business 51 crossing on spur track serving Louisiana Pacific (MP 131.8) must be hand flagged until occupied. Fusees must be placed on both sides of the crossing before it is occupied.

SWITCH POSITIONS

New Lisbon—Normal position of treating pond switch on east leg of Wye is for movements on the east leg of Wye.

New Lisbon—Normal position of the North Wye switch is for movement on the west leg of the Wye.

The following main track switches may be left lined and locked in either the normal or reverse position:

Wisconsin Rapids—Soo extension MT switch at Dura Beauty Lane

Junction City—northeast and southeast wye switches.

ENGINE RESTRICTIONS

Six axle locomotives except SDL-39 are not permitted at the following locations:

New Lisbon, south leg of Wye.

Wisconsin Rapids, CPI trackage.

Wausau, James River Corp.

Merrill, all industries.

Tomahawk to Bradley, all trackage of the TR railroad.

TWC is in use between New Lisbon and Tomahawk.

RADIO CHANNELS

- Channel 3(79 79) Road
- Channel 2(10 10) Wisconsin Rapids

SPEED RESTRICTIONS

	MPH
MAXIMUM SPEED.....	40
ON LOADED UNIT TRAINS ONLY:	
MP 13.1—MP 15.9.....	25
MP 32.8—MP 44.4.....	25
New Lisbon, both Legs of Wye.....	15
MP 11.3—MP 13.1.....	30
MP 31.8—MP 32.0, over bridge.....	25
Wisconsin Rapids, West Wye at	
Dura Beauty Lane (Soo extension).....	5
MP 50.3A—MP 51.1 (0.8 miles).....	30
Tork Spur.....	15
MP 63.3, over railroad crossing Junction City.....	20★
MP 72.3—MP 72.8.....	25
MP 85.5—MP 89.5.....	30
Wausau, over Fifth and Sixth Street crossings.....	
MP 93.0—MP 97.3.....	30
MP 97.3—MP 97.7.....	25
MP 97.7—MP 108.5.....	30
MP 108.5—MP 132.0.....	25
Tomahawk, TR crossing.....	10

COLD WEATHER RESTRICTIONS

Temperature -25 degrees F or colder (New Lisbon-Wausau).....	30
Temperature -10 degrees F or colder (MP 93—MP 108.5).....	25

VALLEY SUB

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
VY045	Port Edwards.....East end	44.6
VY079	Mathy Spur.....Both ends	76.5
VY088	Schofield.....East end (2)	88.0
	.....East end	88.5
	Sprague.....West end	21.4

MEDFORD SUB

WESTWARD	Milepost Location	Station Number	Siding Length	Distance From Spencer	STATIONS	EASTWARD
	289.8	CM289		0.0	(Jct. Superior Sub) SPENCER JY	
	296.6	CA297		6.8	UNITY	
	300.5	CA301		10.7	COLBY	
	303.0	CA303	Yard	13.2	ABBOTSFORD	
	307.0	CA307		17.2	DORCHESTER	
	312.1	CA312		22.3	STETSONVILLE	
	316.6	CA317	Yard	26.8	MEDFORD	

MT ends at MP 315.5. Rule 6.28 applies from MP 315.5 to end of track Medford.

TWC is in use between Spencer and Medford.
Radio Channel 3(79 79)

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		25
MP 289.8—MP 290.9 (Spencer yard limits)		10
Medford: MP 316.0—MP 317.4		10

YARD LIMITS

West MP	East MP
290.9	Spencer
	289.8

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one-half mile

MOVEMENT OVER PUBLIC CROSSINGS

At Abbotsford, First Street crossing on Old Athens Line, Stop and cross under flag protection.

At Medford, Division and State streets on tracks other than main track, provide protection per Rule 6.32.1.

ENGINE RESTRICTIONS

Six axle locomotives except SDL-39 cannot be operated between Spencer and Medford.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Location
CA 294	Midland Spur.....West end	293.5

DRESSER SUB

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WESTWARD	Milepost Location	Station Number	Siding Length	STATIONS	Distance From Withrow	EASTWARD
	62.9	MS063		AMERY	39.2	
	47.7	MS048	Yard	15.2 DRESSER TY (Jct. Dresser Spur)	24.0	
	42.8	MS043	2687	4.9 OSCEOLA	19.1	
	33.2	MS033		9.6 MARINE	9.5	
	28.2	MS028	3094	5.0 MAPLE ISLAND	4.5	
	23.7	MS024	3546	4.5 WITHROW JY (Jct. Minneapolis Sub)	0.0	

TWC is in use between Withrow and Amery.

Radio Channel 3(79 79)

BLOCK SYSTEMS LIMITS

ABS is in service between MP 40.2 and MP 41.9 between Marine and Osceola.

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		25
MP 41.0—MP 42.0		10

FRA EXCEPTED TRACKS

Dresser: Dresser Spur, including Trap Rock Plant and all yard tracks north of junction switch.

TRACK SIDE WARNING DETECTOR

Slide detector fences are in service between MP 40 and MP 42 between Marine and Osceola. If slide is detected, a radio will transmit an intermittent tone for five seconds to alert train crews.

Automatic block signals will also be caused to display Restricted Proceed indications. Trains proceeding on a Restricted Proceed indication should advise train dispatcher if any unsafe condition is noted in the slide area.

YARD LIMITS

West MP	East MP
46.7	Withrow
	24.6
	Dresser.....
	48.7

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

MOVEMENT OVER PUBLIC CROSSINGS

At Amery—All crossings must be hand flagged per Rule 6.32.1 until occupied.

DRESSER SPUR

Trains will move in accordance with Rule 6.28 not to exceed 10 MPH.

ENGINE RESTRICTIONS

At Amery, six axle locomotives except SDL-39 cannot be operated over track No. 4 (Pea Spur) and track No. 5 (Mill Spur).

18 MINNEAPOLIS SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	Distance From Stevens Point	STATIONS	EASTWARD
		308.5	M309	5258N	59.3		OWEN (Jct. Superior Sub) 2.0 J
	310.5	CM311		61.3	*WITHEE 10.0	
	320.5	CM321	6033	71.3	THORP 6.7	
	327.2	CM327	3704	78.0	STANLEY 5.4	
	332.6	CM333		83.4	BOYD 6.1	
	338.7	CM339	6281	89.5	CADOTT 5.7	
	344.4	CM344	3660	95.3	BATEMAN 5.8	
	350.2			101.1	(CNW Crossing) 2.0 AY	
	352.2	CM352	Yard	103.1	C.F. YARD 6.6 BTY	
	358.8	CM359	4352	109.7	HOWARD 3.2	
	362.0	CM362		112.9	ALBERTVILLE 7.0	
	369.0	CM369	5958	119.9	COLFAX 10.4	
	379.4	CM379	4180	130.3	WHEELER 6.8	
	386.2	CM386		137.1	BOYCEVILLE 3.7	
	389.9	CM390	6322	140.8	DOWNING JCT. 9.4	
	399.3	CM399	6051	150.2	EMERALD 14.2	
	413.5	CM414	5273	164.4	NEW RICHMOND 7.6	
	421.1	CM421	4042	172.0	SOMERSET 11.0	
	432.1	MS024	3546	183.0	WITHROW (Jct. Dresser Sub) 5.6 J	
	23.7	MS018		188.6	BALD EAGLE (BN Crossing) 6.3 AY	
	18.1	MS012	Yard	194.9	CARDIGAN JCT. 4.1 TY	
	11.8	MS008	Yard	199.0	NEW BRIGHTON (MNNR Crossing) 3.4 ATY	
	7.7			202.4	CENTRAL AVENUE 0.9 Y	
	4.3	MS003	Yard	203.3	SHOREHAM 1.4 T	
		MS001	Yard	204.7	(BN-Northtown)	

Between Withrow and Shoreham be governed by Soo Line timetable and rules.

TWC is in use between Owen and Withrow.

N = Non-bonded controlled siding

*Spur Switch At West End

RADIO CHANNELS

Channel 3(79 79) Road SOO Channel 1 Twin City Terminal
BN Channel 2 Twin City Terminal

BLOCK SYSTEM LIMITS

Owen is the west end of CTC on the Superior Sub.

SIGNAL APPLICATION AT OWEN

At the west end of Owen, the absolute signal adjacent to the siding governs westward movement from the siding to the main track. It does not govern straight-away movement down No. 1 track.

MINNEAPOLIS SUB

SPEED RESTRICTIONS

	MPH
MAXIMUM SPEED	40
MP 308.7 Owen, Junction switch when lined for the Minneapolis Sub	30
MP 350.9—MP 351.4, C.F. Yard	10
MP 371.6—MP 372.6	30
MP 410.3—MP 413.8	30

(Westward trains may resume normal speed when engine passes MP 413.8)

MP 424.3—MP 424.8 over St. Croix Bridge (all brakes must be fully released while passing over bridge)	25
Withrow, between siding switches	20*
Through turnout of junction switch	25

COLD WEATHER SPEED RESTRICTIONS

Temperature -25 degrees F or colder	30
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CLOSE CLEARANCE

At Owen, close clearance from crossover switch at west end siding to No. 2 track switch. Cars or engines on No. 2 track or west end siding must not be met or passed between these points.

BRIDGE RESTRICTIONS

At Shoreham, trains with double stack equipment having containers stacked two (2) high must not pass under the golf course bridge on the old main route. These trains must operate via the High Line and then via the Foley wye.

TRACK WARRANT PROVISIONS

C.F. Yard
Stevens Point

Trains enroute to the Paynesville Sub of the Soo Line Railroad must obtain Soo Line track warrant at Stevens Point or C.F. Yard via FAX machine from the Soo Line operator at St. Paul Yard.

YARD LIMITS

West MP	East MP
353.5	C.F. Yard
350.2	350.2
Withrow	(Dresser Sub)
	24.58

FLAG PROTECTION (Rule 6.19).

Minimum flagging distance

EXCEPTION:

MP 358.0 to yard limit C.F. Yard

Eastward direction

ENGINE RESTRICTIONS

At Chippewa Falls, do not operate engine over Northern Wisconsin Colony and Training School track scale (Home Park).

Six axle locomotives except SDL-39 cannot be operated on track to Amoco plant.

MINNEAPOLIS SUB

At New Richmond, SD-45 locomotive cannot be operated on Friday Canning tracks and Domain Industries track.
 At Stanley, SD-45 locomotives cannot be operated on the Moon track.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 384.92	Hot Box	Radio Talker

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
	Trindal Spur.....	West end 311.0
CM 349	Home Park	East end 348.7
CM 357	Wheaton-Peaking Plant Spur.....	West end 356.9

RICE LAKE SUB

WESTWARD ↓	Milepost Location	Station Numbers	Distance From Cameron	Siding Length	STATIONS		EASTWARD ↑
	49.9	MS096	0.0	4008	(WC Crossing) CAMERON (Jct. Bradley Sub) 6.1	J □ Y	
	56.0	RL007	6.1		RICE LAKE	Y	

MT ends at MP 55.0. Rule 6.28 applies from MP 55.0 to end of track Rice Lake.

Entire Sub is yard limits.

WC ownership ends at MP 49.0.
 CNW ownership begins at MP 49.0.

Radio Channel 3(79 79)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	20

SWITCH POSITIONS

The following main track switches may be left lined and locked in either the normal or reverse position:

Cameron - East wye switch.

WHITE PINE SUB 19

WESTWARD ↓	Milepost Location	Station Numbers	STATIONS		Distance From Marengo Jct.	EASTWARD ↑
	14.0	WP014	WHITE PINE	TY	76.9	
	0.0	MQ270	BERGLAND	TY	62.9	
	269.5	MQ288	THOMASTON	Y	44.8	
	287.6	MQ299	NORTH IRONWOOD	Y	33.2	
	299.2	MQ312	SAXON	Y	20.3	
	312.1	CA424	MARENGO JCT. (Jct. Ashland Sub)	JTY	0.0	
	332.4					

Entire Sub is yard limits.

*Spur-Switch at east end.

Radio Channel 3 (79 79)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	20
MP 332.1—MP 332.4	10

YARD LIMITS

West MP	East MP
13.8	White Pine..... 14.4

SWITCH POSITIONS

At Marengo Jct., wye switch on White Pine Sub may be left lined and locked for last position used.

DERAILS

White Pine - Derail is installed at west end of yard.

OPERATING ON GRADES / RETAINERS

Trains operating between Bergland and White Pine MUST be governed by instructions contained in Air Brake and Train Handling Rules.

ENGINE RESTRICTIONS

Six axle locomotives except SDL-39 are not permitted on this subdivision.

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BRADLEY SUB

WESTWARD

EASTWARD

Milepost Location	Station Number	Siding Length	STATIONS	Distance From Bradley
242.7	MS244	Yard	ARGONNE JTY (Jct. Shawano & Pembine Subs) 15.5	45.1
227.2	MS227		STARKS 10.4	29.6
216.8	MS217	Yard	RHINELANDER BTY 8.0	19.2
208.8	MS209		WOODBORO 9.1	11.2
199.7	MS200		HEAFFORD JCT. 2.1	2.1
197.6	MS198	2879	BRADLEY JY (Jct. Valley Sub) 11.6	0.0
186.0	MS186	2230	TRIPOLI 6.9	11.6
179.1	MS179	2725	BRANTWOOD 8.4	18.5
170.7	MS171	Yard	(Jct. Ashland Sub) PRENTICE JTY (WC Crossing) 2.0	26.9
158.7	MS159		CATAWBA 2.9	38.9
155.8	MS156		KENNAN 6.5	41.8
149.3	MS149		HAWKINS 8.7	48.3
140.6	MS141		GLEN FLORA 4.9	57.0
135.7	MS136		TONY 5.9	61.9
129.8	MS130	Yard	(WC Crossing) B JTY LADYSMITH (Jct. Superior Sub) 8.5	67.8
121.3	MS121		BRUCE 7.2	76.3
114.1	MS114		WEYERHAUSER 13.5	83.5
100.6	MS101		CANTON 4.5	97.0
96.1	MS096		(Jct. Rice Lake Sub) CAMERON JTY (WC Crossing) 5.1	101.5
91.0	MS091	Yard	BARRON 10.0	106.6
81.0	MS081		ALMENA	116.6

MT ends at MP 81.5. Rule 6.28 applies from MP 81.5 to end of track Almena.

TWC is in use between Almena and Argonne.

Radio Channel 3 (79 79)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED:	
Almena—Weyerhauser	25
Weyerhauser—Prentice	30
Prentice—Argonne	40
MP 80.5—MP 81.8	10
MP 90.8—MP 91.3	10
Ladysmith, over West 2nd St.	12 ★
MP 169.4—MP 171.1	20
MP 171.1—MP 180.2	30
Rhineland, Highway "W" road crossing 400 ft. west of MP 218	20
COLD WEATHER SPEED RESTRICTIONS	
Temperature -10 degrees F to -25 degrees F	
MP 130.9—MP 169.4	25
MP 180.2—MP 196.6	30
Temperature -25 degrees F or colder	
	25

FRA EXCEPTED TRACKS

Prentice: All tracks other than MT.

BRADLEY SUB

YARD LIMITS

West MP		East MP
128.5	Ladysmith	130.9
354.2	Ladysmith(Superior Sub)	351.5
169.4	Prentice	171.4
346.3	Prentice (Ashland Sub)	Jct sw
196.6	Bradley	198.5
216.0	Rhineland	219.3
241.2	Argonne	
243.0	Argonne (Shawano Sub)	
	Argonne (Pembine Sub)	244.7

FLAG PROTECTION (Rule 6.19)

Minimum flagging distanceone mile

MOVEMENT OVER PUBLIC CROSSINGS

At Rhineland, all movements over Davenport St. and the west most track crossing Phillip Street serving Rhineland Paper must be protected by a crew member on the ground at the crossing until occupied.

At Ladysmith, Pope & Talbot track crossing 9th St. must be flagged until crossing is occupied.

EXCEPTION TO SWITCHES AT JUNCTIONS

Argonne, East Wye.....Lined for Shawano Sub
 Argonne, South Wye
 (on Shawano Sub)Lined for east leg of Wye
 Prentice.....Lined for either route
 Bradley (west siding switch)Lined for either route

SWITCH POSITIONS

The following main track switches may be left lined and locked in either the normal or reverse position:

Ladysmith—West wye switches for the southwest and northwest wyes.

Rhineland—All switches between and including Roundhouse lead and east lead.

ENGINE RESTRICTIONS

At Ladysmith, six axle locomotives except SDL-39 cannot be operated in the Paper Mill yard.

At Rhineland, six axle locomotives except SDL-39 cannot be operated on tracks serving Rhineland Paper Company.

ASHLAND SUB

ASHLAND SUB

21

WESTWARD
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EASTWARD

Milepost Location	Station Number	Siding Length	STATIONS	Distance From Prentice
345.6	MS171	Yard	(Jct Bradley Sub) PRENTICE [C] JTY (WC Crossing) 12.3	0.0
357.9	CA358		PHILLIPS 13.8	12.3
371.7	CA372		FIFIELD 4.3	26.1
376.0	CA376	Yard	PARK FALLS Y 5.8	30.4
381.8	CA382		BUTTERNUT 9.8	36.2
391.6	CA392		GLIDDEN 6.8	46.0
398.4	CA398		MORSE 11.6	52.8
410.0	CA410	Yard	MELLEN BTY 7.3	64.4
417.3	CA417		HIGH BRIDGE 5.0	71.7
422.3	CA422		MARENGO 0.8	76.7
423.1	CA423		MARENGO JCT. JT (Jct. White Pine Sub) 11.5	77.5
434.6	CA434	Yard	ASHLAND TY	89.0

YARD LIMITS

West MP		East MP
346.3	..... Prentice.....	Jct sw
169.4	..... Prentice (Bradley Sub).....	171.4
376.0	..... Park Falls.....	374.7
410.8	..... Mellen	408.6
435.5	..... Ashland.....	432.8

FLAG PROTECTION (Rule 6.19)

Minimum flagging distanceone mile

EXCEPTIONS TO SWITCHES AT JUNCTIONS

Prentice,.....Lined for either route

Mellen, South Wye.....Lined for either route

ENGINE RESTRICTIONS

At Ashland, at C. Riess Coal, engines may operate over scale at 4 MPH.

TWC is in use between Prentice and Ashland.

Radio Channel 3 (79 79)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	40
Prentice: Jct. switch—MP 345.8	20
MP 350.1—MP 350.3 (curve).....	35
MP 356.7—MP 359.0 (curves).....	30
MP 391.2—MP 392.2	30
MP 398.0—MP 402.3	35
MP 402.3—MP 415.0	25
MP 409.8, Mellen, over Main St., (Bessemer Line)	5★
MP 421.8—MP 422.1 (curve)	35
Ashland: MP 434.4—MP 435.5	10

COLD WEATHER SPEED RESTRICTIONS

Temperature -10 degrees F to -25 degrees F	
MP 345.6—MP 377.0.....	30
Temperature -25 degrees F or colder	
MP 345.6—MP 377.0	25

FRA EXCEPTED TRACKS

Prentice: All tracks other than MT.

Ashland: MP 434.4 to end of track.

All yard tracks.

22 WHITEHALL SUB

WHITEHALL SUB

W E S T W A R D	Milepost Location	Station Number	Siding Length	STATIONS		Distance From Wis. Rapids
	81.4	PL006	Yard	PLOVER	JTY	14.1
				(Jct. Stevens Point Sub)		
	85.8		1200	HAYES		9.7
	87.7	PL006		GOLDEN SANDS		7.8
	93.9			COYNE		1.6
				(Jct. Biron Spur)		
	95.5	VY049		WISCONSIN RAPIDS	BTY	0.0
	95.8			(Consolidated Crossing)	YG	0.3
	95.9			(Consolidated Crossing)	YG	0.4
	96.2			(Jct. WC Valley Sub)	JTY	0.7
	121.3	WH121		CITY POINT		25.8
	148.1	WH148	1398	MERRILLAN	ABY	52.9
				(CNV Crossing)		
	157.9	WH157		HIXTON		62.7
	159.3			KRESS		64.1
	164.9	WH164		TAYLOR		69.7
	170.8	WH170		BLAIR		75.6
	177.7	WH177	5722	WHITEHALL		82.5
	183.7	WH183		INDEPENDENCE		88.5
	192.2	WH193		ARCADIA		97.0
	211.9	WH211		EAST WINONA	Y	116.7
				(Jct. BN)		

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YARD LIMITS

West MP		East MP
83.1Plover.....	(E.O.T.) 77.0
98.0Wis.Rapids.....	91.9
50.3AWis.Rapids (Valley Sub).....	43.2
150.1	.....Merrillan.....	147.0
211.8 (E.O.T.)	.....East Winona.....	210.5

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

MOVEMENT OVER PUBLIC CROSSINGS

The following road crossings must be flagged until occupied per Rule 6.32.1:

Wis. Rapids, First Street

SWITCH POSITIONS

At Wisconsin Rapids, west siding switch (MP 97.1) normal position is lined and locked for the siding.

The following main track switches may be left lined and locked in either position:

At Wis. Rapids, all MT switches between MP 94.7 and 10th Avenue (MP 96.4).
Biron lead switch.

At East Winona, all switches in East Winona yard.

At Plover, both Wye switches.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number		Switch at	Mile Post Locations
PL006	Portage Co. Coop	West end	MP 84.4
PL006	Okray Spur	West end	MP 86.6
WH204	Dodge	East end	MP 204.7
WH157	Magnum	Both ends	MP 156.5

Radio Channels

- WC 3(79 79) Road
 - WC 2(10 10) Wisconsin Rapids
 - WC 1(45 45) Wisconsin Rapids
- TWC is in use between Plover and East Winona.

SPEED RESTRICTIONS MPH

MAXIMUM SPEED.....	40
At Plover EWD movements only from east Wye switch until engine has crossed business 51 at MP 81.3.....	15
MP 91.9—MP 98.0.....	25
MP 141.4, Hatfield Bridge.....	30
MP 147.0—MP 150.1.....	25
MP 175.3—MP 179.9.....	35
MP 194.1—MP 201.5.....	30
East Winona, interchange tracks.....	5

COLD WEATHER RESTRICTIONS

Temperature -25 degrees F or colder.....	30
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CLOSE CLEARANCE

At Hayes, account overhead obstruction, do not ride on car when spotting inside building at American Potato, west track.

ENGINE WHISTLE SIGNALS

MP 180.8—MP 181.5, whistle freely until engine is through curve.

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED, THE FOLLOWING STEPS SHOULD BE TAKEN.

1. Train and switch crew members must determine what hazardous materials may be involved and what precautions to take for personal safety.
2. After making a preliminary report to the train dispatcher or yardmaster and if safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and inform dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any released material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses.

3. Avoid contact with smoke, fumes and any released hazardous material, whether liquid, solid or gaseous. Check for casualties and remove injured if conditions require and it is safe to do so. Keep the public and other railroad personnel away from area of release.

4. If the accident involves casualties, fire and/or the release of hazardous materials, the conductor or other crew member must promptly notify or request the train dispatcher or yardmaster to notify the nearest fire, police and emergency medical agencies. Notification should include where the train crew will be located and how they can be identified.

5. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate ignition sources such as lanterns, flares, fuses, open flames, switch lights, switch heaters and smoking materials from the immediate area.

6. Determine status of the train and promptly notify the train dispatcher or yardmaster if in a terminal. If fire or vapor cloud is present, move to safety, generally upwind and to higher ground, and determine train's status from there. Take the waybills (shipping papers), work order report (consist) and emergency response data and use them to determine:
 - Portion of train involved;
 - Initial and number of cars involved;
 - Name, hazard class, UN/NA number of commodities involved in accident;
 - Identity of other hazardous materials in immediate vicinity of accident;
 - Necessary actions to protect people in the area around the accident.

TRAIN CREW ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND PROVIDE THAT INFORMATION TO ALL WHO NEED IT

7. **BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION** Give train dispatcher or yardmaster as much information as possible regarding:
 - Casualties, to include nature and extent of injuries and identification and address of injured
 - Location of incident (mile-post location, proximity to public access, name or number of street or highway etc.);
 - Location and position of derailed cars (upright, on side, parallel to track, etc.);
 - Identification of contents of derailed cars, both hazardous and non-hazardous,
 - Nature of damage to derailed cars (hole in side, sideswipe, etc.);
 - Evidence of leaking hazardous materials (dripping, steady stream, etc.);

- Potential public exposures, both residential and business.
- Environmental exposures such as waterways, culverts, drainage ditches, etc.;
- Weather conditions (temperature, precipitation, cloudy or clear, wind speed and direction, etc.).

8. Select a safe location, accessible to arriving emergency response personnel. Inform train dispatcher or yardmaster and all crew members of this location. Information on waybills, consist and emergency response data shall be shared with emergency response personnel; however, physical custody of one set of documents shall be retained by crew members and not surrendered to anyone other than a company officer.

EXCERPTS FROM U. S. DEPARTMENT OF TRANSPORTATION REGULATIONS

For complete Hazardous Materials Regulations of the Department of Transportation applying to railroad operations, refer to Bureau of Explosives Tariff No. BOE-6000-M or subsequent issues.

DEFINITIONS

EPA: The abbreviation for the U.S. Environmental Protection Agency.

HAZARDOUS MATERIAL: A substance or material, including hazardous substances, hazardous wastes, marine pollutants, and elevated temperature materials, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

HAZARDOUS SUBSTANCE: A material, including its mixtures and solutions, that has been identified as environmentally damaging by the Regulations and is in a quantity, in one package, which equals or exceeds the Reportable Quantity (RQ).

HAZARDOUS WASTE: A material that is subject to the Hazardous Waste Manifest Requirements of the EPA.

HAZARD ZONE: A level of hazard assigned to gases and liquids that are poisonous by inhalation.

MARKING: A descriptive name, identification number, specification, UN mark or other information required by the Regulations on outer packages of hazardous materials.

MATERIAL POISONOUS BY INHALATION: A gas or liquid that meets the definition of poisonous by inhalation and assigned a Hazard Zone of A, B, C or D.

N.O.S.: The abbreviation for Not Otherwise Specified which is applied to commodity descriptions that are not included in the Hazardous Materials Table in the Regulations.

PACKING GROUP: A grouping according to the degree of danger presented by hazardous materials with Packing Group I indicating great danger; Packing Group II, medium danger; and Packing Group III, minor danger.

PLACARDED CAR: A rail car which is placarded in accordance with the requirements of the Regulations except those cars displaying only the FUMIGATION placards.

PRIMARY HAZARD: The hazard class of a material as assigned in the Hazardous Materials Table in the Regulations.

RAIL FREIGHT CAR: A car designed to carry freight or non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

REPORTABLE QUANTITY (RQ): The quantity specified for hazardous substances in the Appendix to the Hazardous Materials Table in the Regulations.

RESIDUE: The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any haz-

ardous vapors.

SHIPPING PAPER: A shipping order, bill of lading, manifest or other shipping document (waybill) serving a similar purpose and containing the information required by the Regulations.

SUBSIDIARY HAZARD: A hazard of a material other than the Primary Hazard.

TECHNICAL NAME: A recognized chemical or microbiological name currently used in scientific and technical handbooks, journals and texts.

TRAIN: One or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

TRANSPORT VEHICLE: A cargo-carrying vehicle such as an automobile, van, tractor, truck, semitrailer, tank car or rail car used for the transportation of cargo by any mode

DOCUMENTATION

SHIPPING PAPERS.

(a) [49 CFR § 174.24 (a)] No person may accept for transportation by rail any hazardous material which is subject to the Hazardous Materials Regulations unless he has received a shipping paper prepared in the manner specified in those regulations.

(b) [49 CFR § 172.201(a)] When a description of hazardous material is required to be included on a shipping paper, the shipping description must include the following as specified in 49 CFR § 172.202:

(1) The proper shipping name prescribed for the material in the Hazardous Materials Table of the Regulations if n.o.s. (not otherwise specified) is part of the proper shipping name, technical names must be entered within parentheses in association with the basic description (proper shipping name, hazard class, identification number and packing group);

(2) The hazard class or division prescribed for the material in the Hazardous Materials Table of the Regulations;

(3) The identification number (preceded by "UN" or "NA") as prescribed in the Hazardous Materials Table of the Regulations;

(4) The packing group (e.g., PG I, PG II or PG III), except for Class 2 and Class 7, as specified in the Hazardous Materials Table of the Regulations;

(5) The total quantity of the hazardous material (by weight, volume or as otherwise appropriate), including the unit of measurement (e.g., 800 lbs or 55 gal); and

(6) An emergency response telephone number as prescribed in § 172.604 of the Regulations.

(c) [49 CFR § 172.203] Additional information that is not always required on shipping papers includes the following:


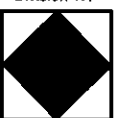
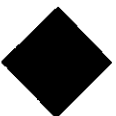







(1) The letters "RQ" must be entered either before or after the basic description if the commodity is a hazardous substance and is present in one package in a quantity that equals or exceeds the reportable quantity;

(2) The notation "Placarded" followed by the name of the placard required for a placarded rail car containing a hazardous material must be entered following the description of the hazardous material; and

(3) The notation "DOT-113A," and the statement "Do Not Hump or Cut Off Car While In Motion" must be entered in association with the basic description on the shipping paper for a Class DOT-113 tank car containing a flammable gas.

(4) When required, the words "Dangerous When Wet," "Marine Pollutant" or "HOT" in association with the basic description.

(d) [49 CFR § 174.25(a)] Each waybill, switching ticket, switching order or other billing used in their place, prepared by the carrier from bills-of-lading,

<ul style="list-style-type: none"> • CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER • IN DETERMINING PROPER POSITION IN TRAIN, EACH UNIT OF AN ARTICULATED CAR SHALL BE CONSIDERED AS ONE CAR. <p style="text-align: center;">NOTES</p> <p>(1) Placards for Division 1.1 and 1.2 explosives are in Placard Group 1 and must be displayed on a square white background surrounded by a black border.</p> <p>(2) Placards for Division 2.3 (Hazard Zone A poison gases) and Division 6.1 (Packing Group I, Hazard Zone A poisons) are in Placard Group 3 and must be displayed on a square white background surrounded by a black border.</p> <p>(3) In switching operations where the use of hand brakes is necessary, it must be determined by trial whether a loaded, placarded car, or a car occupied by a rider in a draft containing a loaded, placarded car, has its hand brakes in proper working condition before it is cut off.</p> <p>(4) A car shall not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling, if the car is a Class DOT 113 tank car placarded in Division 2.1 (flammable gas), a tank car placarded CORROSIVE (CLASS 8) placarded trailer-on-flat-car (TOFC) or placarded container-on-flat-car (COFC).</p>	<p style="text-align: center;">PLACARD GROUP 1</p> <div style="text-align: center;">  <p>Division 1.1</p> </div> <div style="text-align: center;">  <p>Division 1.2</p> </div>	<p style="text-align: center;">PLACARD GROUP 2</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Division 1.3</p> </div> <div style="text-align: center;">  <p>Division 1.4</p> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Division 2.2</p> </div> <div style="text-align: center;">  <p>Division 2.3</p> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Class 3</p> </div> <div style="text-align: center;">  <p>Division 4.1</p> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Division 5.1</p> </div> <div style="text-align: center;">  <p>Division 5.2</p> </div> </div>
RESTRICTIONS		
	RAIL CAR	TANK CAR
WHEN TRAIN LENGTH PERMITS, PLACARDED CAR MAY NOT BE PLACED NEARER THAN THE SIXTH CAR FROM THE ENGINE OR OCCUPIED CABOOSE.	X	X
WHEN TRAIN LENGTH DOES NOT PERMIT, PLACARDED CAR MUST BE PLACED NEAR THE MIDDLE OF THE TRAIN, BUT NOT NEARER THAN THE SECOND CAR FROM AN ENGINE OR OCCUPIED CABOOSE.	X	X
MAY NOT BE TRANSPORTED IN A PASSENGER TRAIN	X	X
MAY NOT BE LOCOMOTIVE/ENGINE	X	X
OCCUPIED CABOOSE	X	X
NOT BE LOADED FLAT CAR EXCEPT CLOSED TOFC/COFC EQUIPMENT, AUTO CARRIERS, AND OTHER SPECIALLY-EQUIPPED CARS WITH TIE-DOWN DEVICES FOR HANDLING VEHICLES. PERMANENT BULK HEAD FLAT CARS ARE CONSIDERED THE SAME AS OPEN-TOP CARS.	X	X
BE ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION.	X	X
PLACARDED AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR OR IF SHIFTED WOULD PROTRUDE BEYOND THE CAR ENDS.	X	X
NEED TO A LOADED CAR PLACARDED IN:		
PLACARD GROUP 1		X
PLACARD GROUP 2	X	
PLACARD GROUP 3	X	X
PLACARD GROUP 4	X	X
MUST BE SEPARATED FROM A LOCOMOTIVE, OCCUPIED CABOOSE, OR CARLOAD OF UNDEVELOPED FILM BY AT LEAST ONE NON-PLACARDED CAR.		
MUST BE SEPARATED FROM A LOCOMOTIVE OR OCCUPIED CABOOSE BY AT LEAST ONE NON-PLACARDED CAR.		
MUST BE PLACED NEXT TO AND AHEAD OF ANY CAR OCCUPIED BY GUARDS OR TECHNICAL ESCORTS ACCOMPANYING THE PLACARDED CAR.	X	
MUST BE PLACED THE FOURTH CAR AHEAD OF ANY CAR HAVING TEMPERATURE CONTROL EQUIPMENT IN OPERATION THAT IS OCCUPIED BY GUARDS OR TECHNICAL ESCORTS.	X	
SWITCHING RESTRICTIONS		
PLACARDED CAR MAY NOT BE ALLOWED TO MOVE UNDER ITS OWN MOMENTUM, OR BE COUPLED INTO OR STRUCK BY ANY OTHER RAIL CAR WITH MORE FORCE THAN IS NECESSARY TO COMPLETE THE COUPLING.	X	(3)(4)
CAR MUST BE SEPARATED FROM THE ENGINE BY AT LEAST ONE NON-PLACARDED RAIL CAR AND MUST BE PLACED IN A LOCATION WHERE IT WILL BE SAFE FROM DANGER OF FIRE.	X	
A LOADED, PLACARDED TANK CAR OR A DRAFT INCLUDING A LOADED, PLACARDED TANK CAR MAY NOT BE CUT OFF UNTIL THE PRECEDING RAIL CAR CLEARS THE LADDER TRACK AND THE RESTRICTED CAR(S) MUST CLEAR THE LADDER TRACK BEFORE ANOTHER RAIL CAR IS ALLOWED TO FOLLOW.		X

GROUP 2		PLACARD GROUP 3		PLACARD GROUP 4	CAR PLACARDED	CAR PLACARDED RESIDUE	CAR PLACARDED
Division 1.5	Division 2.1	Division 2.3, Zone A		Class 7	Division 1.6	(Example Placard) Division 2.1 Division 2.2 Division 2.3 Division 2.3, Zone A Oxygen (2.2) Division 2.4 Class 3 Division 4.1 Division 4.2 Division 4.3 Division 5.1 Division 5.2 Division 6.1 Division 6.1, PG I, Zone A Class 8	Combustible Liquid
Oxygen (2.2)	Division 2.4	Division 6.1, PG I, Zone A					Division 6.1 PG III
Division 4.2	Division 4.3						Class 9
Division 6.1	Class 8						
RAIL CAR	TANK CAR	RAIL CAR	RAIL CAR	RAIL CAR	TANK CAR	ANY CAR	
	X					N O R E S T R I C T I O N S	
	X						
X	X	X	X	X	X		
	X		X		X		
	X		X		X		
	X						
	X						
	X						
X	X	X	X	X			
X	X	X	X	X			
X	X	X					
			X				
					X		
	X	X					
(3)(4)	X	(3)(4)	(3)(4)	(3)(4)			

HAZARDOUS MATERIAL

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded must, in addition to the information specified in (b)(1) through (c)(4) (on page 19), be plainly marked with the following:

- (1) An entry to indicate which trailers or containers are loaded with hazardous materials in the case of a flatcar carrying trailers or containers; and
- (2) The placard endorsement for the applicable hazardous material or hazard class, when required, must be placed on the face of the shipping paper near the car initial and number in letters at least 0.4 inch (9 mm) high or in bold, upper case letters not less than 0.1 inch (2.5 mm) high inside a rectangle made with a symbol such as asterisk (*), dollar sign (\$), etc.
- (e) [49 CFR § 174.25(c)] The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last Contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the applicable placard notation followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Naphtha, 3, UN1255, PG II, Placarded: FLAMMABLE-RESIDUE" For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.
- (f) [49 CFR § 172.205] No person may offer, transport, transfer, or deliver a hazardous waste unless an EPA hazardous waste manifest is prepared in accordance with 40 CFR § 262.20 and is signed, carried, and given as required by the Hazardous Materials Regulations. The requirement for a hazardous waste manifest, bearing the specified dates and signatures, to accompany a hazardous waste shipment in transportation does not apply to a rail carrier when the shipment is delivered to a designated facility by railroad if:
 - (1) All of the information required to be entered on the manifest (except generator and carrier identification numbers and the generator's certification) is entered on the shipping paper accompanying the shipment; and
 - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.
- (9) [49 CFR § 174.25(b)] When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
 - (1) The basic description of the shipment consisting of the proper shipping name, hazard class or division, identification number and packing group when required as specified in the Hazardous Materials Table;
 - (2) The total quantity by weight, volume, or as otherwise appropriate of the hazardous material covered by the description;
 - (3) The shipper's certification and signature, except when a certified bill of lading is tendered to the carrier;
 - (4) The applicable placard notation specified in the Table in § 174.25(a); and
 - (5) The letters "RQ" either before or after the basic description if the material is a hazardous substance.
- (h) [49CFR § 174.26] When shipments of hazardous materials are transported in a train:
 - (1) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing information required by the Hazardous Materials Regulations.
 - (2) The train crew must have a document indicating the position in the train of each loaded

placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

- (3) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVES 1.1** or **1.2 (EXPLOSIVES A)** or **POISON GAS** (Division 2.3 Hazard Zone A and Division 6.1 PG I Hazard Zone A materials). A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

NOTE: *The work order report satisfies the requirements in both (h)(1) and (2) above if the appropriate information has been entered in the system, and it will also satisfy the requirement in (h)(3) if copies are given to the train crew.*

PLACARDING

MARKING AND PLACARDING OF RAIL CARS:

- (a) [49 CFR § 174.59] No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by the Hazardous Materials Regulations. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit must be replaced either by the placards required by the Hazardous Materials Regulations of the United States or the Canadian placard authorized by those regulations.
- (b) [49 CFR § 172.504] Placards shall be displayed on each side and each end of:
 - (1) A rail car, trailer or container containing any quantity of Division 1.1 or 1.2 (Explosives A), Division 1.3 (Explosives B), Division 2.3 (Poison gas), Division 4.3 (Dangerous when wet), Division 6.1, PG I, inhalation hazard (Poison), or Class 7 (Radioactive material) that requires a Radioactive Yellow III label;
 - (2) A rail car, trailer or container containing 1,001 pounds or more of hazardous materials other than those in (b)(1) above, excepting some Combustible Liquids and Division 1.4 explosives; or
 - (3) A tank car or tank container containing any quantity of hazardous material.

INSPECTION

INSPECTION OF PLACARDED RAIL CARS [49 CFR § 174.8(b)]:

- (a) At any point where a train is required to be inspected, each loaded placarded rail car and each immediately adjacent rail car must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. The inspection of a rail car other than a tank car or a rail car containing Division 1.1 or 1.2 (Explosives A) materials must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by the Hazardous Materials Regulations.
- (b) **INSPECTION OF TANK CARS [49CFR § 174.9]:**
 - (1) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in

interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.

- (2) An empty (residue) tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, and plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.
- (c) **INSPECTION OF CARS AT INTERCHANGE [49CFR § 174.10]:**
 - (1) A shipment of hazardous materials offered in interchange must comply with the Hazardous Materials Regulations, and the shipping documents accompanying the shipment must bear the prescribed placard notation and endorsement.
 - (2) Each rail car containing explosives requiring **EXPLOSIVES 1.1** or **1.2 (Explosives A)** placards which is offered in interchange by a connecting line must be visually inspected externally by the receiving carrier and, if practicable, the lading should also be inspected. The car may not be forwarded until all discovered violations have been corrected. If the car shows evidence of, or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
 - (3) A car containing packages of hazardous materials other than Class 1 (explosive) materials may not be offered in interchange if the packages are in a leaking condition.
- (d) **LEAKING TANK CARS [49 CFR § 174.50]**
 - (1) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected in the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of the liquid over tracks.
 - (2) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns, torches, flares, fuses, switch lights, switch-thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators should be kept at a safe distance. Open-flame lights may not be brought near a placarded tank car that is leaking.
 - (3) A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

SWITCHING AND TRAIN PLACEMENT

In accordance with Rule 1.3.1 of the General Code of Operating Rules, shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined in these instructions. If a shipment of hazardous material is found to be improperly placed in a train, the placement error must be brought to the attention of the proper authority and corrective action shall be taken.

SOO SUB

SOO SUB

27

W E S T W A R D	Milepost Location	Station Number	Siding Length	STATIONS	Distance From Gladstone	E A S T W A R D
			Yard	*SAULT STE. MARIE, ONT. Y	154.4	
	493.3	MS493	Yard	SOO YARD BTY	150.6	
	483.2	MS483		DAFTER	140.5	
	475.6	MS476		KINROSS	132.9	
	470.5	MS471	3560	RUDYARD	127.8	
	459.1	MS459		DICK	116.4	
	449.7	MS450	Yard	(WC Crossing) TROUT LAKE JSTY (Jct. Newberry Sub)	107.0	
	441.5	MS442		CAFEEY	98.8	
	431.5	MS432	4059	GILCHRIST	88.8	
	422.0	MS422		ENGADINE	79.3	
	419.4	MS419	3069	SWIFT	76.7	
	415.9	MS416		GOULD CITY	73.2	
	406.2	MS406		INLAND (Jct. Plover Spur)	63.5	
	404.1	MS404	3353	BLANEY	61.4	
	398.5	MS399		GULLIVER	55.8	
	386.7	MS387	5434	MANISTIQUE T	44.0	
	375.0	MS375		COOKS	32.3	
	366.8	MS367	3517	ISABELLA	24.1	
	362.2	MS362		NAHAMA	19.5	
	354.3	MS354		ENSIGN	11.6	
	348.8	MS349		RAPID RIVER	6.1	
	342.7	MS343	Yard	GLADSTONE BTY	0.0	

FRA EXCEPTED TRACKS

Soo Yard, Downtown Track

ENGINE WHISTLE SIGNALS

At the following locations, enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Soo, Ontario, Canada

YARD LIMITS

West MP

East MP

491.2	.....Soo Yard	.....495.32
448.2	.....Trout Lake (Soo Sub)	.....450.9
28.6	.....Trout Lake (Newberry Sub)	.....26.1
338.4	.....Gladstone	.....345.0

FLAG PROTECTION (Rule 6.19)

Minimum flagging distanceone mile

MOVEMENT OVER PUBLIC CROSSINGS

At Soo Yard, before movement of a train over Meridian Street, a flagman must be stationed on the ground at the crossing to provide warning and control of pedestrian and vehicular traffic flow. Train movement over the crossing may only be made after pedestrian and vehicular traffic has been stopped. During daylight hours, employee must use a red flag or a lighted fusee. During the hours from dusk to dawn and during periods of inclement weather or when visibility is reduced, the flagman must use a lighted red fusee.

At Kinross, account rust build up on rails, all trains must provide flag protection before moving over U.S. Highway No. 2 crossing unless it is known that crossing signals are activated and operating properly.

SWITCH POSITIONS

The following main track switches may be left lined and locked in either the normal or reverse position:

Soo Yard, west lead switch and east lead switch, new yard.

Gladstone, east and west lead switches, including west end crossover. East and west extension switches.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 365.1	Hot Box, Drag, Equip., Hot Wheel	Radio Talker

WEIGHT RESTRICTIONS

Soo Yard: Weight restrictions on bridge between Sault Ste. Marie, Michigan, and Sault Ste. Marie, Ontario, and power canal bridge at Soo yard.

Freight Cars:

No. Axles	Length	Max. Gross Wt.
4	44 ft. and longer	263,000 lbs.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
MS477	Kincheloe.....East end	476.2
MS399	Mead Spur.....West end	399.0
MS345	Kipling.....West end	344.8

*WC main track ends at MP 495.32

TWC is in use between Soo Yard and Gladstone.

RADIO CHANNELS

Channel 3(79 79) Road
Channel 2(10 10) Gladstone

AT MANISTIQUE AND TROUT LAKE — A large thermometer is in use. Trains must ascertain the temperature before departing and be governed accordingly, in regard to temperature governing speed restrictions.

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
MP 449.67, over railroad crossing Trout Lake	20
Soo Yard, over 4th Ave., 11th Ave. and 20th St. (First, second and third crossings east of west yard limit sign)	10 *
Soo Yard, over bridge between Sault Ste. Marie, Michigan, and Sault Ste. Marie, Ontario.....	10
No train operation will be permitted when winds exceed 50 MPH.	

COLD WEATHER SPEED RESTRICTIONS

Temperature -10 degrees F to -25 degrees F	30
Temperature -25 degrees F or colder	25

Measured mile = MP 363—MP 364
MP 487—MP 486

W E S T W A R D	Milepost Location	Station Number	Siding Length	Distance From Gladstone	STATIONS	
	342.7	MS343	Yard	0.0	GLADSTONE	BTY
					3.3	
	339.4	MS340		3.3	LARCH	Y
					1.5	
	337.9	MS338	3067	4.8	NORTH ESCANABA	
					12.8	
	325.1	MS325	2360	17.6	EUSTIS	
					14.6	
	310.5	MS311	2612	32.2	HERMANVILLE	S
					(CNW Crossing)	
					4.0	
	306.5	MS307	4776	36.2	MALACCA	
					8.0	
	298.5	MS298		44.2	KREMLIN	
					9.0	
	289.5	MS290	4173	53.2	PEMBINE	SY
					(ELS Crossing)	
					10.5	
	279.0	MS280	7665	63.1	DUNBAR	
					8.7	
	270.3	MS270		72.4	GOODMAN	
					4.7	
	265.6	MS266	2370	77.1	ARMSTRONG CREEK	
					9.3	
	256.3	MS256	2780	86.4	CAVOUR	
					2.6	
	253.7	MS254		89.0	NBNR JCT.	G
					(NBNR Crossing)	
					11.0	
	242.7	MS244	Yard	100.0	ARGONNE	JTY
					(Jct. Shawano & Bradley Subs)	

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TWC is in use between Gladstone and Argonne.

RADIO CHANNELS

Channel 3(79 79) Road
Channel 2(10 10) Gladstone

AT PEMBINE AND HERMANVILLE

A large thermometer is in use. Trains must ascertain the temperature before departing and be governed accordingly in regard to temperature governing speed restrictions.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Argonne, East Wye.....	10
MP 253.7, N.B.N.R. Jct. between absolute signals ..	25
MP 269.0—MP 295.0 (curves)	35
MP 303.0—MP 331.0	30
MP 338.1—MP 338.4	25

COLD WEATHER SPEED RESTRICTIONS	
Temperature -10 degrees F to -25 degrees F	
MP 242.0—MP 303.0	30
MP 303.0—MP 331.0	25
MP 331.0—MP 342.7	30
Temperature -25 degrees F or colder.....	25

YARD LIMITS

West MP		East MP
338.4	Gladstone.....	345.0
288.0	Pembine.....	291.2
	Argonne.....	244.7
243.0	Argonne (Shawano Sub)	
241.2	Argonne (Bradley Sub)	

FLAG PROTECTION (Rule 6.19)

Minimum flagging distanceone mile

Exception:

MP 281.5 to MP 296.5.....Eastward direction.....two miles
(Exclusive of Pembine Yard limits)

MOVEMENT OVER PUBLIC CROSSINGS

At Gladstone, Form GX Procedures apply at the U.S. Highway 2/41 crossings on the Skelly and Buckeye tracks.

EXCEPTION TO SWITCHES AT JUNCTIONS

Argonne, East WyeLined for Shawano Sub
Argonne, South Wye
(on Shawano Sub)Lined for east leg of Wye

SWITCH POSITIONS

The following main track switches may be left lined and locked in either the normal or reverse position:

Gladstone, east and west lead switches, including west end crossover. East and west extension switches.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 264.0	Hot Box, Drag. Equip., Hot Wheel	Radio Talker
MP 292.4	Hot Box, Drag. Equip., Hot Wheel	Radio Talker
MP 327.5	Hot Box, Drag. Equip.	Radio Talker

ENGINE RESTRICTIONS

At Kremlin, do not operate engine over scale on east end of loading track at "ISP" Plant.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
MS339	Groos (2).....East end	339.0
MS250	Spur 250.....West end	250.1

SHAWANO SUB

SHAWANO SUB

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WESTWARD

EASTWARD

Milepost Location	Station Number	Siding Length	STATIONS	Distance From Neenah
242.7	MS244	Yard	(Jct. Pembine & Bradley Subs) ARGONNE JTY	118.5
249.0	SH249		6.3 CRANDON	112.2
259.9	SH260	2297	10.9 WOODLAWN	101.3
269.0	SH269		9.1 LILY	92.2
282.8	SH283		13.8 WHITE LAKE	78.4
296.8	SH297		14.0 NEOPIT	64.4
306.6	SH307		9.8 GRESHAM	54.6
312.6	SH313	4562	6.0 THORNTON	48.6
317.6	SH318	Yard	5.0 (W/C Crossing) SHAWANO AY	43.6
331.3	SH331	3168	13.7 NAVARINO	29.9
334.8	SH335		3.5 NICHOLS	26.4
341.1	SH341		6.3 (Jct. FVW Black Creek) BLACK CREEK AJY (FVW Crossing)	20.1
346.2	SH346	2479	5.1 CENTER VALLEY	15.0
350.4	SH350		4.2 MACKVILLE	10.8
355.8	SH356	Yard	5.4 APPLETON	5.4
360.0			4.2 FOX RIVER JCT. J (Jct. FVW Fox River Sub)	1.2
361.2	CM186	Yard	1.2 NEENAH BJT (Jct. Neenah Sub)	0.0

TWC is in use between Argonne and Fox River Jct.

CTC is in use between Fox River Jct. and Neenah.

(NOTE: Trains from the Neenah Sub accepting a Diverging Clear signal at Neenah must be prepared to proceed on diverging route at Fox River Jct. at prescribed speed until aspect at Fox River Jct. can be clearly seen.)

RADIO CHANNELS

- Channel 1(45 45) Road, Neenah—Fox River Jct. (CTC)
- Channel FVW 1(15 15) Road, Fox River Jct.—Black Creek
- Channel 3(79 79) Road, Black Creek—Argonne
- Channel 2(10 10) Neenah

SPEED RESTRICTIONS

	MPH
MAXIMUM SPEED	40
Argonne, East Wye.....	10
MP 269.3—MP 271.9	30
MP 276.9—MP 277.2	35
MP 341.7—MP 353.9	30
Applies to loaded unit trains of 50+ cars and trains containing blocks of loaded cars exceeding 50 cars.	
MP 360.0, Fox River Jct., through turnout of jct. switch	25
MP 355.2—MP 361.2	30

COLD WEATHER SPEED RESTRICTIONS

Temperature -25 degrees F or colder	30
Temperature -10 degrees F to -25 degrees F	
MP 323.6—MP 354.0	30
Temperature -25 degrees F or colder	
MP 323.6—MP 354.0	25

CLOSE CLEARANCE

At Neopit, look out for close clearance on Track No. 4 (Planer Track) account fire hydrant located approximately three car lengths from switch on main track side. Fire hydrant is protected by posts painted yellow.

BRIDGE RESTRICTION

Trains with double stack equipment having containers stacked two (2) high must not pass under FVW overhead bridge at MP 356.4 at Appleton.

YARD LIMITS

West MP	East MP
243.0.....	Argonne
	Argonne (Pembine Sub)
241.2.....	Argonne (Bradley Sub)
319.0.....	Shawano
341.8.....	Black Creek

NEENAH, YARDMASTER INSTRUCTIONS

Before passing Fox River Jct., westward trains must contact the Neenah yardmaster for instructions. If unable to communicate with Neenah yardmaster, trains may proceed on signal indication.

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

MOVEMENT OVER PUBLIC CROSSINGS

At Black Creek, Form GX Procedures apply to eastward movements approaching Hwy. 47 from the connection track to the FVW Black Creek Sub.

SWITCH POSITIONS

Black Creek, Switches on siding must be lined and locked for movement from main track through crossover to FVW connection.

EXCEPTION TO SWITCHES AT JUNCTIONS

Argonne, East Wye.....Lined for Shawano Sub
Argonne, South Wye
(on Shawano Sub).....Lined for east leg of Wye
Black Creek, main track crossover switch may be left lined and locked for last position used.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 266.2	Hot Box, Drag. Equip., Hot Wheel	Radio Talker
MP 303.4	Hot Box, Drag Equip.,	Radio Talker
MP 334.7	Hot Box, Drag. Equip.,	Radio Talker

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
SH352	Golper's Spur (2).....East end	352.1
	Spur 357	West end 356.9
	Sturm's Spur	East end 358.2
	Northern Contractors Spur	West end 358.5

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NEWBERRY SUB

WESTWARD

Milepost Location	Station Number	Siding Length	STATIONS	Distance From Marquette
27.5	MS450	Yard	(WC Crossing) TROUT LAKE JSTY (Jct. Soo Sub) 15.7	123.4
43.0 46.8	MQ047		RACO JCT. 11.7	107.7
58.5	MQ059	Yard	NEWBERRY BY	96.0
67.2	MQ067		McMILLAN 8.7	87.3
79.5	MQ080		SENEY 12.3	75.0
104.6	MQ105		SHINGLETON 25.1	49.9
112.5	MQ113		WETMORE 7.9	42.0
116.7	MQ117		MUNISING JCT. (Jct. Munising Spur) 4.2	37.8
125.0	MQ125		AU TRAIN 6.3	29.5
135.7	MQ136		DEERTON 10.7	18.8
145.1	MQ145		SIDING 145 9.4	9.4
154.5	MQ155	Yard	MARQUETTE BTY	0.0

EASTWARD

NEWBERRY SUB

McMILLAN

No railroad cars should be spotted on the siding west of the County Road crossing. No railroad cars should be spotted less than 200 feet east of the County Road crossing.

MUNISING SPUR (Munising Jct. to Munising)

Trains will move in accordance with Rule 6.28 not to exceed 10 MPH.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
MQ108	Forrest Center .....East end	108.1
MQ097	Spur 97 .....West end	97.3
MQ088	Spur 88 .....West end	87.9
MQ081	Spur 81 .....West end	81.7
MQ080	Spur 80 .....West end	80.4
MQ060	Dollarville .....East end	60.1

TWC is in use between Trout Lake and Marquette.

Radio Channel 3(79 79)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	25
MP 27.65, over railroad crossing Trout Lake	20
Marquette, MP 154.2 to 5th Street.....	10

FRA EXCEPTED TRACK

Newberry, all High Line trackage

Forrest Center, all trackage to Timber Products Michigan

Munising Jct. to Munising, all trackage on the Spur

YARD LIMITS

West MP	East MP
156.5.....Marquette.....	152.7
60.5.....Newberry.....	57.3
448.2.....Trout Lake (Soo Sub).....	450.9
28.6.....Trout Lake (Newberry Sub).....	26.1

FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one-half mile

MOVEMENT OVER PUBLIC CROSSINGS

At Forrest Center, when atmospheric or other conditions serve to substantively reduce visibility and the opportunity for the motoring public to clearly perceive the indications of the flashing light signals, stop before crossing Highway M-28 and provide red lighted fusee protection to vehicular traffic until entire movement has been completed and then extinguish fusees.

This protection is mandatory during daylight hours as well as during darkness. Reflectorized signs have been placed on the premises of Timber Products Mich. These two signs clearly state: "TRAINMEN FLAG ALL CROSSINGS."

LANSE SUB

LANSE SUB

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WESTWARD

EASTWARD

Milepost Location	Station Number	Distance From Marquette	Siding Length	STATIONS
154.5	MQ155	0.0	Yard	MARQUETTE BTY 7.5
162.0	MQ162	7.5		MORGAN Y 0.9
162.9	MQ163	8.4		DIAMOND JCT. JY 20.1
BETWEEN DIAMOND JCT. AND HUMBOLDT BE GOVERNED BY LS&I TIMETABLE AND RULES				
182.9	MQ183	28.5		HUMBOLDT 2.8
185.7	MQ186	31.3		CHAMPION 12.3
198.0	MQ198	43.6		*THREE LAKES 2.9 (Jct. ELS)
200.9 0.0	MQ201	46.5	Yard	NESTORIA JT 7.3
7.3	HT007	53.8		SUMMIT 1.6
8.9	HT009	55.4		HERMAN 8.1
17.0	HT017	63.5	Yard	L'ANSE Y 4.9
21.9	HT022	68.4		BARAGA

MAINTENANCE OF WAY EQUIPMENT RESTRICTIONS
Snow plows, Jordan spreaders, flangers and dozers will not be operated in revenue trains.

OPERATING ON GRADES/RETAINERS
Trains operating between: Marquette and Morgan, and between Summit and L'Anse MUST be governed by instructions contained in Air Brake and Train Handling Rules.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
HT015	Spur D-15 .....East end	15.2
MQ194	Imperial Mine Spur .....East end	194.2
MQ184	Mesabi Blasting Spur ...West end	183.7
EM001	Hogan Ore Yard .....Both ends	164.7

*Spur switch at west end.

TWC is in use between Marquette and Diamond Jct. and between Humboldt and Baraga

RADIO CHANNEL 3(79 79)

BLOCK SYSTEM LIMITS

CTC is in use between Soo Jct. and Diamond Jct. (CTC controlled by LS&I operator at Eagle Mills)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED:	
Marquette—Diamond Jct.	25
Humboldt—Nestoria.....	30
Nestoria—Baraga.....	25
Marquette, 5th Street to MP 154.2	10
MP 160.5 to Marquette, EWD trains only	15
At L'Anse, over Hwy. U.S. 41 on Celotex track....	7
Herman to L'Anse, WWD trains only	15
COLD WEATHER SPEED RESTRICTIONS	
Temperature -25 degrees F or colder	25

DERAIL ON MAIN TRACK

At Baraga, derail on MT at MP 22.11.

YARD LIMITS

West MP	East MP
17.9.....L'Anse	16.3
162.9.....Diamond Jct.—Morgan	161.5
156.5.....Marquette	152.7

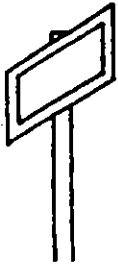
FLAG PROTECTION (Rule 6.19)

Minimum flagging distance.....one mile

EXCEPTION:

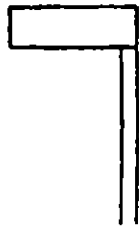
MP 160.0 to MP 157.0, eastward direction.....two miles
Summit to L'Anse, westward direction.....two miles

ROADWAY SIGNS



"STATION 1-MILE" SIGN

This sign is placed 1 mile from exterior station grounds switches except where yard limit boards occur signs shall be placed one mile from yard limit board.



SNOW PLOW CLEARANCE SIGN



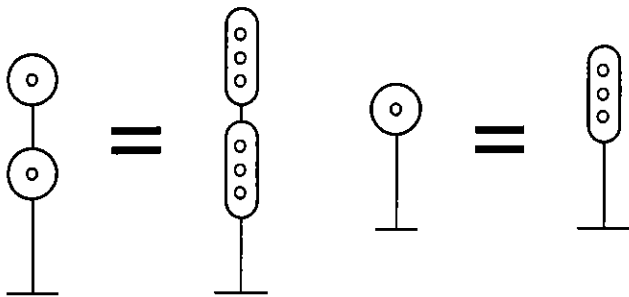
FLANGER SIGNS

GENERAL DESCRIPTION OF SIGNALS

Following symbols are used in diagrams of signal aspects:

- To indicate number plate;
- To indicate flashing light;
- To indicate color light signal;
- To indicate Lunar color
- To indicate Dark signal

Note: Aspects shown in Rules 230 through 236 may be displayed on signals with or without a number plate on the signal mast.



1. Power off Lights at Protected Highway Crossings
2. Dim Distant, Block and Interlocking Signals

The following information regarding railroad signaling systems is furnished to enable all concerned to take corrective action.

1. At most road crossings equipped with automatic crossing signals there is a light indicator, usually on the track side of the signal bungalow or relay case, that is continually illuminated. When these lights are extinguished, it is an indication that the power is off.

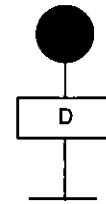
When these lights are extinguished, it should be reported to the signal maintainer or train dispatcher. Do not report locations that have previously never had a light. These are predominantly located on the Plymouth and Valley subdivisions.

2. Our block and interlocking signals are equipped with dual filament bulbs. When the main filament burns out, the signal dims. Please report all dim signals to the train dispatcher.

NOTE: Most of the Distant Signals are normally dim and need not be reported. However, dim Distant Signals that have previously been bright should be reported.

DISTANT SIGNALS

228.

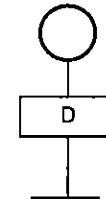


NAME—DISTANT SIGNAL CLEAR.

Indication—Proceed.

If a train or engine is delayed between Distant Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.

229.



NAME—DISTANT SIGNAL APPROACH.

Indication—Approach next signal prepared to stop short of next signal or switch point indicator.

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS
230	<p style="font-size: small;">FIG. 1 2 3 4 5</p>
232	<p style="font-size: small;">FIG. 1 2 3 4 5</p>
233	<p style="font-size: small;">FIG. 1</p>
235	<p style="font-size: small;">FIG. 1 2</p>
236	<p style="font-size: small;">FIG. 1 2 3 4 5</p>
237	<p style="font-size: small;">FIG. 1 2</p>
239	<p style="font-size: small;">FIG. 1 2</p>
240	<p style="font-size: small;">FIG. 1 2 3 4 5 6 7</p>
241	<p style="font-size: small;">FIG. 1 2 3</p>
242	<p style="font-size: small;">FIG. 1 2 3 4 5</p>

BLOCK AND INTERLOCKING SIGNALS

NAME	INDICATION		
CLEAR	Proceed.		
ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 40 MPH.		
APPROACH DIVERGING	Approach next signal prepared to proceed on diverging route at prescribed speed.		
APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.		
APPROACH	Proceed prepared to stop at next signal. Trains exceeding 40 MPH must immediately reduce to that speed.		
DIVERGING CLEAR	Proceed on diverging route at prescribed speed.		
DIVERGING APPROACH	Proceed on diverging route at prescribed speed prepared to stop at next signal.		
<p style="font-size: x-small;">8 9 10 11</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">RESTRICTING</td> <td style="width: 50%;">Proceed at restricted speed.</td> </tr> </table>	RESTRICTING	Proceed at restricted speed.
RESTRICTING	Proceed at restricted speed.		
RESTRICTED PROCEED	Proceed at restricted speed.		
STOP	Stop.		

SPEED RESTRICTIONS

ALL SUBDIVISIONS	MPH
<p>Speed restrictions marked with a (star) on subdivision pages indicates that the restriction applies only until engine has passed. Resume Speed Sign, where used, modified accordingly.</p>	
Freight trains over 100 tons/OB	40
<p>(Applies only to trains over 3,000 tons) Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform or multi-platform car is considered one car.</p> <p>To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.</p>	
Trains handling ore loaded in open top equipment other than ore cars	40
Trains handling ore cars loaded or empty	30
Trains handling air side dump cars with friction bearings	40
<p>Through turnout of all switches, except where another speed is prescribed:</p>	
Dual control switches and spring switches	20
All other switches	10
Unless otherwise provided by subdivision speed restrictions, all tracks other than main track	10
except CTC Controlled Sidings	20
<p>When temperature exceeds or is expected to exceed 95 degrees F, speed must be reduced 10 MPH below the authorized timetable speed but not exceeding 30 MPH on any subdivision. This restriction does not apply where maximum authorized timetable speed is 25 MPH or less.</p> <p>Train crews are responsible to make periodic checks for temperature (either from dispatchers or other employees enroute or by information received enroute from other types of temperature displays) in order to comply with this requirement.</p>	
Locomotive servicing and car shop repair track areas	5
Trains handling scale test car WC 870	40
<p>(Must be handled as last car in train.)</p> <p>Other scale test cars to be handled according to instructions from chief train dispatcher.</p>	
Locomotives with friction bearings	25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, pile drivers, cranes, etc., except wreckers	30

WRECKERS

Wreckers with boom end trailing and boom car behind 25*

* Unless a different speed is required as directed by Mechanical Department supervisor. Conductor will confer with this supervisor to determine speed desired.

Wreckers must not exceed 10 MPH over Bridge 124.96 at Au Train.

Trains handling Jordan Spreaders, ditching machines, cut wideners and snow plows of all types except flangers	40
<p>(When not in use, must be handled as last car in train.)</p>	

WELDED RAIL TRAINS

Trains handling equipment designated for continuous welded rail when loaded must not exceed a maximum speed of 30 MPH and through turnouts and crossovers must not exceed a maximum speed of 10 MPH. This equipment must be handled at the rear of the train when loaded or empty.

Welded rail trains must be inspected at every opportunity by crews to assure that all hold-down devices and other material are in proper position on the cars. If necessary, additional stops must be made enroute to make such inspections. Equipment must not be switched with or humped and must not be cut off in motion. No other equipment must be allowed to couple into this equipment while in motion. When handling this equipment, overall length of train must not exceed 3,000 feet when loaded.

EQUIPMENT RESTRICTIONS

Pivoted, rotating and swinging machinery, derricks, cranes, pile drivers, etc., moving in trains on own wheels will be handled only on instructions of the train dispatcher. Conductors of trains handling such machines must not permit trains to proceed without such instructions. Machine must be handled in rear of trains not more than five cars from last car in train when practicable (See Speed Restrictions).

The boom end of the machine must be trailing whether the boom is attached or not.

When conditions require, such as handling of wrecker, instruction of Mechanical Department supervisor in charge will govern.

HELPER ENGINES

When pusher engines are required at the rear of trains to assist on restrictive grades, the following guidelines will apply:

- 1) Extreme care must be exercised in all pusher service movements.
- 2) The throttle should be advanced only to minimum position required to assist the head end in starting and moving the train.
- 3) Not more than 12 powered axles may be used to push trains. If pusher consist exceeds 12 powered axles, the excess units must be isolated.

NOTE: SDL-39 units are to be considered 4 axle units in the application of this restriction.

- 4) If it becomes necessary to isolate a unit, the one furthest from the train must be isolated.
- 5)
 - a. When pusher consist totals 3000 horsepower or less, not to include units isolated, the throttle handle must be reduced to the sixth position or lower while entire train is passing through crossovers or turnouts.
 - b. When pusher consist exceeds 3000 horsepower, not to include units isolated, the throttle handle must be reduced to the fourth position or lower while entire train is passing through crossovers or turnouts.
 - c. The throttle handle will not be advanced until the entire pusher consist has passed through the crossover or turnout.
- 6) When locomotives not equipped with coupler alignment devices are used in the pusher consist, they must be at least the second unit behind the rear car. However, if the pusher consist is only one unit, this restriction does not apply.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

Car Coupled at	Units of Destructive Force	
1 mph		1
2 mph	Safe	4
3 mph		9
4 mph		16
5 mph		25
6 mph		36
7 mph	Damaging	49
8 mph		64
9 mph		81
10 mph		100

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 times as great. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Damage as a result of rough handling makes up a large part of the claim bill for loss and damage to freight. From the railroad's standpoint, it is the major item in the expense. We all know that rough handling can be reduced, often eliminated. It is hoped that this chart will be helpful in your efforts to prevent rough handling.

Switch crews must function as a team. Clear signals properly given are very important; talk it over—prevent rough handling—it can be done.

NOTE: Where station names on a subdivision page are printed in non-boldface ITALICS, it indicates that station is not a part of the subdivision, but is shown for information or clarity purposes only.

General Code of Operating Rules numbers correspond to the numbers used in these special instructions, and are added to or revised in part as shown below:

1.2.6 STATEMENTS

Wisconsin Central crews on trains involved in grade crossing accidents or other similar incidents should cooperate with law enforcement authorities. Crew members are not required to provide driver's license and should, instead, present the authorities with their crew identification card. Crew members are also not required to submit to drug or alcohol testing requested by such authorities; however, they are encouraged to do so. Whenever the question of testing is raised by local authorities, the crew should immediately contact the train dispatcher. Additionally, the train dispatcher must be contacted if the train is to be detained for an extended period of time.

1.3.1 HAZARDOUS MATERIALS INSTRUCTIONS

Employees governed by the General Code of Operating Rules must have Wisconsin Central Form 119, Instruction For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

1.3.2 GENERAL ORDERS

When subsequent subdivision general orders are issued, the changed portion will be underlined.

1.3.4 FLAT SPOTS

Locomotives must not be set out without authority from the train dispatcher.

1.3.6 EXCESSIVE DIMENSION LOADS

Excessive dimensional loads must not move in a train without authority from the chief train dispatcher, who will also determine proper placement in the train. Conductors of trains handling excessive dimensional loads must be advised by the train dispatcher that authority has been granted for movement of such loads.

1.3.7 TOFC

When single TOFC trailers are placed on flat cars equipped to carry two trailers, they must be placed with trailer wheels near center of car and secured to stanchion at the end of the car so greater proportion of load is toward the center and not overhanging the flat car truck.

1.47A.1 DUTIES OF TRAINMEN AND ENGINEMEN

The general direction and government of a train will be vested in the engineer instead of the conductor.

3.3 TIME COMPARISON

In order to obtain the correct time from any touch tone phone, dial 1-800-338-8463. At any company phone, you may simply dial TIME (8463).

4.3 TIMETABLE CHARACTERS: The following characters placed in the Timetable Station column indicate:

A — Automatic interlocking

B — General Orders

G — Gate, normally lined against conflicting route

ⓐ — Gate, lined against this subdivision

ⓑ — Gate, left lined in position last used

M — Manual interlocking

J — Junction

K — Standard clock

S — Railroad crossing protected by stop signs

T — Turning facility

Y — Yard limits in effect continuously

Ⓨ — Yard limits not in effect continuously

5.3.7 RADIO RESPONSE

Delete: "and must be acknowledged when distance specified is more than four cars."

5.5 PERMANENT SPEED SIGNS

NAME - SPEED SIGN



FIGURE 1

Sign located on right or left side of track governed. When speed is being reduced, speed begins at a point one mile from the sign.

These signs will not apply to trains restricted to a slower speed by track bulletin, track warrant, general order, rule, signal indication or timetable.

Speed signs located beyond the clearance of the switch at junctions and at the beginning of each subdivision will indicate the maximum speed permitted from that point.



FIGURE 2

NAME - RESUME SPEED SIGN

Sign located on right or left side of track governed.

5.10.3 MARKER VERIFICATION

In caboosless train operation, the initial and number of the car on which the marker is applied must be determined by the conductor.

Employees governed by the General Code of Operating Rules will, upon inspecting a passing train, notify such train if the marker is displayed, adding initial and number of car on which the marker is applied.

6.6 PICKING UP CREW MEMBER

The following is an exception to Rule 6.6, item 1:

(Exception: Such permission is not required in TWC territory outside of block system limits for reverse movements of one train length or less provided no other authority or a track bulletin Form B is in effect within the same or overlapping limits.)

Rule 6.6, item 6 is changed to read 10 MPH instead of 5 MPH.

Add the following as the last paragraph of Rule 6.6:

Whistle signal 5.8.2.(5) will be sounded and the planned reverse movement will be transmitted by radio before movement is made. Transmission will be as follows: "WC (6534 West) at MP (324) making a reverse movement."

6.10 CALLING ATTENTION TO RESTRICTIONS

Rule 6.10 is added to as follows:

After passing the last station, but not less than two miles before reaching the first switch of the station where a meeting point has been established, the engineers of the trains involved must contact each other by radio, when practicable, to determine that both train crews have a common understanding of the meeting point.

6.19.A3 FLAG PROTECTION NOT REQUIRED

Trains will not protect against following trains unless instructed to do so by track warrant or track bulletin.

A train must not permit a following train to pass unless authorized by the train dispatcher.

Add the following to Rule 6.19 as subrule heading number 7:

6.19.7 RADIO PROTECTION AGAINST FOLLOWING TRAINS:

(Not applicable to trains authorized to "WORK BETWEEN" two points)

(a) The train dispatcher must not authorize a train to follow a preceding train until the following train has been restricted by track warrant line 17 as follows:

"Protect against (preceding train) from (location)."

(b) Except as provided in paragraph (e), a train so restricted must not leave the location named nor leave any station or mile post ahead until the preceding train has reported that it has left a station or mile post ahead. Such information may be received from the train dispatcher.

Note: Following train must maintain a minimum spacing of not less than three miles.

(c) A train so restricted must not pass a preceding train.

(d) Information that the preceding train has left a station or

mile post ahead must be in writing. When the preceding train has left the location to which the following train is authorized, Rule 6.19.7 no longer applies.

(e) When the preceding train has stopped, arrangements may be made with the following train to "close up" between adjacent stations. These arrangements must be in writing. These written instructions must be repeated by the following train and acknowledged by the preceding train before they are acted upon. Following train must then move at restricted speed in order to close up behind the preceding train. When the preceding train resumes movement, the following train will be governed by paragraph (b).

6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

(Application):

The following applies when stopped by an emergency application of the brakes or when an exceptionally heavy brake application is initiated to stop the train:

1. If no harsh slack action is experienced incidental to stopping and if brake pipe pressure on rear car has been restored as indicated by rear car gauge or device, leakage test must be made and be within prescribed limits. Train may then proceed without providing inspection on each side of all cars and units.
2. If brake pipe pressure cannot be restored or leakage test is not within prescribed limits; or if there is harsh slack action incidental to stopping; or if train required excessive power to start after stopping; then both sides of entire train must be inspected.

6.31 MAXIMUM AUTHORIZED SPEED

The officer in charge of an inspection train made up of passenger equipment may authorize speeds faster than maximum track speed, but must not exceed 65 MPH maximum or the maximum speed prescribed by rules.

6.32.2 AUTOMATIC CROSSING DEVICES—FORM GX

(Addition):

"Form GX Procedures apply at (name of crossing) located at _____"

Form GX Procedures

At public crossings so designated in the timetable, track bulletin, or general order, trains must not obstruct that crossing until:

1. It is known that automatic crossing warning devices are working; and
2. Vehicular and pedestrian traffic has stopped; or
3. The crossing is protected by a member of the crew or other employee, on the ground at the crossing, until front of movement had passed over the crossing. At night, if crew member is on the ground, he will display lighted fuses, which will be left on each side of the crossing.

UNRELIABLE CROSSING PROTECTION:

When rail is rusty due to prolonged period of disuse, automatic crossing protection may not operate properly and movements must proceed as outlined in Form GX Procedures shown above.

7.2.1 CREW MEMBER REPORTING

When a train service employee is assigned as a crew member of a train or yard crew for a limited time, the following applies:

- (a) The train service employee must communicate with the Engineer of the assignment: "This is Trainman (name), I am now a crew member of your (train ID) or (yard ID) and will be working with you."
(b) Other crew members will be informed by the Engineer or the train service employee that he is now a member of the crew.
(c) Before the train service employee performs any work with the crew, he must receive acknowledgement of items (a) and (b).
(d) The train service employee remains a crew member of that assignment until he releases himself to the Conductor and Engineer and receives acknowledgement of the release.

8.2 POSITION OF SWITCHES

A main track switch must not be lined for the diverging movement of an approaching train or engine unless the employee attending the switch is sure of the identity of the train or engine and knows that the purpose of the movement is to use the turnout.

8.8 SWITCHES EQUIPPED WITH LOCK PEDAL

A switch equipped with a switch point lock pedal is identified with a yellow stripe on both sides of the switch stand. The pedal must be depressed before attempting to operate the switch.

8.12 CROSSOVER SWITCHES

Rule 8.12 does not apply outside of block system limits. Where CTC is in use, inside crossover switch must be lined away from MT when not in use.

8.13 SCALE TRACK SWITCHES

Engines operating under their own power will not move onto or over the live rails of track scales.

8.16 DAMAGED OR DEFECTIVE SWITCHES

A three (3) inch by four (4) inch yellow card will be placed on switch locks on switches that have been spiked. Do not attempt to throw any switches that have such a tag applied to the switch stand. If a switch is discovered to be spiked and does not have a card applied, it must be reported to the train dispatcher or yardmaster (whichever is appropriate) immediately.

9.12.1 STOP INDICATION, CTC TERRITORY (Exception): Exception is changed to read:

Conflicting Movement. The control operator must inform the engineer of a conflicting movement to operate at restricted speed. Upon being advised by the engineer of the conflicting movement that the train is operating at restricted speed, he may then authorize another train to proceed in the same limits, advising both crews of movement to be made. The conflicting movement must move at restricted speed until:

- 1. Notified by the control operator that the other train is no longer in the same limits.
2. Its leading wheels have passed the next governing signal or the end of the block system.

9.12.3 AUTOMATIC INTERLOCKINGS

Cancel second paragraph and add the following:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

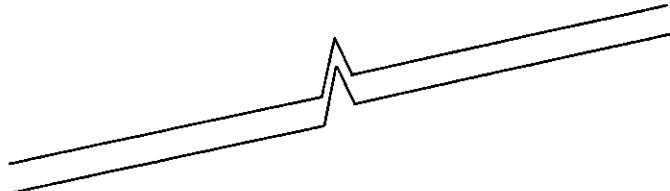
9.13 WHEN INSTRUCTED TO OPERATE DUAL CONTROL SWITCHES BY HAND (Application):

When necessary for a locomotive engineer to hand operate a dual control switch without assistance from another crew member, after hand operating per Rule 9.13.1, the switch may be returned to power provided at least one unit of the locomotive consist is standing entirely between the opposing absolute signals that govern movement over the switch. If switch does not operate after being placed back on power, movement may then proceed over the switch.

Track Bulletin Form A will be substituted by Form D.

WC Railroad Track Bulletin Form D
FVW Railroad Track Bulletin Form D

Subdivision
No. Date
To At



OK Copied by Dispatcher

TRACK CAR LINE-UPS

Track car line-ups will be issued by the train dispatcher and sent via fax machine to appropriate locations. Additional copies can then be made by using a duplicating machine. If necessary, the line-up can be transmitted via phone to another party. The party receiving this line-up will repeat it back to the person issuing it, who must check for accuracy.

DUPLICATION OF TRACK CAR LINE-UPS

Line-ups may be duplicated mechanically at all stations subject to the following:

Copies must be legible and without omission. Employee will not be required to repeat to the train dispatcher when additional copies of the line-up are made, but is responsible to know that all duplicated copies are clearly legible and without omission and must initial each copy of the line-up in the lower right hand corner to indicate that it has been checked for accuracy. Copies which are not legible or do not contain the entire original line-up must be destroyed immediately.

Should the duplicating machine fail to reproduce exact legible copies or become otherwise inoperative, its use will be discontinued immediately for line-up reproduction purposes. Additional copies of existing line-up or any new line-ups will then be (re) copied as necessary and repeated to train dispatcher.

FACSIMILE MACHINES

Track warrants, track bulletins, messages and line-ups issued by the train dispatcher will be sent directly to designated points via FAX machine. Upon reporting for duty, foremen, conductors and/or engineers will check this device to see if their documents are available. When received, check each document to determine that it is legible and complete; any exceptions to be reported to the train dispatcher.

In the event the FAX fails to function as intended, foreman, conductor or engineer must communicate with the train dispatcher and be governed by instructions received.

FAX machines are located as follows:

Abbotsford, WI	(715) 223-2687
Appleton, WI.....	(414) 734-6377
Ashland, WI / Transportation.....	(715) 682-5855
Ashland, WI / Engineering.....	(715) 682-2169
Burlington, WI.....	(414) 763-4789
Butler, WI	(414) 466-2442
Cedarburg, WI.....	(414) 377-6770
Chippewa Falls, WI	(715) 723-4982
Dresser, WI	(715) 755-2135
Fond du Lac, WI / Engineering.....	(414) 929-6049
Fond du Lac, WI / Manager Maintenance	(414) 929-6052
Fond du Lac, WI / Transportation.....	(414) 929-6012
Fond du Lac, WI / Yardmaster	(414) 929-6014
Gladstone, MI / Transportation, Engineering.....	(906) 428-3270
Green Bay, WI / C & S Department	(414) 436-5929
Green Bay, WI / Yard Office/Opr/Eng	(414) 436-5829
Green Bay, WI / Yardmaster.....	(414) 436-5825
Green Bay, WI / Intermodal.....	(414) 436-7851
Hilbert, WI	(414) 853-3039
Independence, WI.....	(715) 985-2524
Inland, MI (Pfizer Quarry).....	(906) 283-3310
Kaukauna, WI.....	(414) 759-1021
Ladysmith, WI	(715) 532-6640
L'Anse, MI	(906) 524-5244
Manistique, MI.....	(906) 341-6060
Manitowoc, WI.....	(414) 684-1176
Marquette, MI	(906) 226-7676

Marshfield, WI	(715) 389-1471
Mellen, WI	(715) 274-2028
Merrill, WI.....	(715) 539-3440
Merrillan, WI.....	(715) 333-2131
Neenah, WI / Transportation, Engineering.....	(414) 729-2809
Neenah, WI / Intermodal	(414) 729-2805
New Brighton, MN.....	(612) 633-8763
New Richmond, WI	(715) 246-6945
Newberry, MI.....	(906) 293-5335
Oshkosh, WI.....	(414) 231-3770
Owen, WI	(715) 229-4595
Park Falls, WI.....	(715) 762-1641
Pembine, WI.....	(715) 324-6003
Pfizer, MI.....	(906) 283-3310
Plover, WI.....	(715) 344-8005
Plymouth, WI.....	(414) 892-2574
Prentice, WI.....	(715) 428-2189
Rhineland, WI	(715) 369-2479
Sault Ste. Marie, MI.....	(906) 635-4265
Schiller Park, IL / Engineering.....	(708) 318-4557
Shawano, WI.....	(715) 526-9317
Solon Springs, WI	(715) 378-4265
South Itasca/Superior, WI	(715) 398-5102
Stevens Point, WI / Customer Service Center	(800) 338-3517
Stevens Point, WI / Opr., Transp., J.E.T., T.M.K.	(715) 345-2482
Stevens Point, WI / Customer Service, Dale Disher ...	(715) 345-2475
Stevens Point, WI / Information Systems/ Opr Ctrl.	(715) 345-2489
Stevens Point, WI / Engineering	(715) 345-2507
Stevens Point, WI / Manager Maintenance.....	(715) 345-2519
WI / Operation Control Center.....	(715) 345-2464
Stevens Point, WI / Dispatchers.....	(715) 345-2488
Stevens Point, WI / Yard Office - Western Division.....	(715) 345-2589
Stevens Point, WI / FVW Dispatcher	(715) 345-2496
Stone Lake, MI.....	(715) 865-2230
Superior, WI	(715) 398-5102
Trout Lake, MI.....	(906) 569-3210
Waukesha, WI.....	(414) 547-6350
Wausau, WI.....	(715) 848-8172
West Bend, WI.....	(414) 335-2415
White Lake, WI.....	(715) 882-2256
Wisconsin Rapids, WI / WC	(715) 423-5151
Wisconsin Rapids, WI / Engineering.....	(715) 423-8636
Wisconsin Rapids, WI / FVW	(715) 423-1232

OCC PHONE NUMBERS

Gladstone.....	(906) 428-3454
Neenah	(414) 729-2804
Sault Ste. Marie	(906) 635-4273
Schiller Park.....	(708) 318-4559
Shops Yard	(414) 929-6013
Stevens Point.....	(715) 345-2575
Wisconsin Rapids	(715) 345-2559

TRACKSIDE WARNING DETECTORS WITH RADIO TALKER

The detector is a radio talker device that uses the train radio system to notify a train crew of a defect in their train. The defect can be one or more of the following: hot box, sticking brakes or dragging equipment. The talker takes this defect information and transmits it by radio directly to the train crew.

Each radio message from this site will contain the site identification information, followed by various status messages.

Train crews must monitor the detector and must be governed by the information furnished by the radio after the train passes.

Trains approaching, passing and departing talking detectors must not transmit unless absolutely necessary and must be alert for transmissions from the detectors.

Examples of Radio Messages	Train Crew Response
1. Wisconsin Central (location) Detector Operating	Proceed
2. Wisconsin Central (location) Detector Not Working	Notify dispatcher at first opportunity of non-working detector and continue moving, watching train closely
†3. Hot Box South Rail Axle 123	Stop train for inspection at indicated axle
4. Sticking Brakes Near Axle 175	Stop train for inspection near indicated axle
5. Dragging Equipment Near Axle 123	Stop train for inspection near indicated axle
6. Wisconsin Central (location) Detector No Defects	Proceed
7. Short audible alarm during passage	Prepare to stop, closely monitor the detector

The axle count given is from the head end of the train. Start with the very first axle on the head end of the train and count to the axle reported as having a defect. If a defect is not located at the indicated axle, inspect two cars on either side to preclude error in counting axles.

† Sticking brakes will also activate the detector, but the indication given will be for a hot box. Multiple hot box indications adjacent to each other will probably mean sticking brakes.

Detector radio messages may describe more than one defect such as:

- First Hot Box South Side Axle 123
- Second Hot Box North Side Axle 84
- First Sticking Brakes Near Axle 151
- Second Sticking Brakes Near Axle 43

All detector messages will be transmitted with priority given in following order:

1. Hot Boxes
2. Sticking Brakes
3. Dragging Equipment

Each defect message is given twice.

When an incomplete radio message is received, stop train for inspection, notifying dispatcher the results of inspection at first opportunity.

When no message is received, apply example two.

Some talking hot box detectors are programmed to broadcast the ambient temperature. See the subdivision pages for applicable Cold Weather Restrictions and Speed Restrictions All Subdivisions for applicable hot weather restrictions.

DEFECT INSPECTION PROCEDURES

A train stopped by a track side warning detector must not be moved until an inspection is made of the car(s) which are reported to be defective. When conditions make it impractical to make a walking inspection, as much of the train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When stopping train because of a possible journal defect, good judgment must be used as to what type of braking to use and consideration must be given to prevent journal failure caused by heavy braking or from extreme slack action.

The wheel report or train list must not be used to locate the car in distress. It must be located by actual physical count. When train consists of any two-axle cars, each two-axle car must be counted as a separate car. When making inspection, visually inspect the entire truck for obvious mechanical defects, such as broke bolster, broken truck side, loose wheel, fouled brake rigging, sticking brakes etc.. Check to be sure that hand brake is fully released.

If overheating of defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect.

In the event the hot box detector indicates an abnormal condition on a diesel unit, the engineer must visually inspect the entire truck involved for defects such as fouled brake rigging, brake shoes dragging on wheel, or hand brake set. Feel the journal box, support bearing cap, and gear case with gloved hand. If no unusual heat is detected, feel these parts carefully with a bare hand. If any of the above are noticeably hotter than others, the unit should be set out unless it can be safely moved.

"Temp Sticks" are heat-indicating crayons that will melt whenever touched to an object that is at a temperature of 200 degrees Fahrenheit or higher. Temp Sticks may be used as indicated below when checking for defects.

HOT BOX INSPECTION - FRICTION AND ROLLER BEARING (AT HOT BOX DETECTOR SITES)

Friction bearing: If upon inspection the journal does not appear to be hot, open journal cover and check for: insufficient oil in journal box, insufficient oil on pad, loose bearing material, lead, smoke, odor or burned lubricator. If any of these conditions are noted, set the car out. If none are noted, apply the Temp Stick to the front edge of the journal bearing. If a liquid smear results, set the car out. If a hot journal is not detected by this examination, carefully inspect for source of heat such as sticking brakes or traction motor defects. In all cases, the cover of the journal box inspected must be left open and a red "Hot Box" tag attached. Advise the train dispatcher all details after making inspection.

Roller bearing: Apply the Temp Stick to the front face of the roller bearing adapter. If a liquid smear results, set the car out.

If crew member making inspection can find no cause for the abnormal temperature but does not have a Temp Stick to make a proper inspection for abnormal temperature, the car must be set out for further inspection by Car Dept. forces. If a buildup of grease combined with heat around the bearings or any broken parts are noted, the car or engine should be set out and the train dispatcher notified.

**DRAGGING EQUIPMENT INSPECTION
(at dragging equipment detector sites)**

In case of dragging equipment indication: Look for equipment or material that extends below the ball of the rail. Common items to look for are hanging brake shoes, brake shoe keys, brake rigging, tie-down bands, wire or chains. Dragging equipment should be cleared for safe running, if possible, and if not safe to run, the car should be set out. Advise the train dispatcher of all details after making inspection.

HOT WHEEL INSPECTION (at hot wheel detector sites)

In case of hot wheel indication: Look for sticking brakes on all wheels of indicated car. Rule 1.32 applies. Advise the train dispatcher all details after making inspection.

AFTER ANY DEFECT INSPECTION IS MADE, NOTIFY THE TRAIN DISPATCHER WITH THE FOLLOWING INFORMATION:

1. Location of Detector
2. Car initials & number
3. Location in train
4. Wheel number
5. Side (north or south)
6. Findings after stop & inspection
(if no defect, report No Defect Found)
7. Set out station (if set out)

Bad Order Defect Codes

One of the following Bad Ordered Codes should be written under a Car ID to explain the car's defect. If a specific defect code is not shown below, write an explanation of the defect.

- AB Air Brakes - Inoperative, Air Cut Out, etc.
- AD Accident Damage - Derail/Sideswipe
- BP Bridge Plate - Bent, Broken, etc.
- BR Brake Rigging - Beam, Lever, Rods, etc.
- DD Doors/Hopper/Box - Broke, Defective, Off Rail
- DG Draft Gear - Yoke Broke/Defective
- ES Exterior Safety Appliance - Hand Hold, Ladder, Step
- FR Floor - Wood/Steel Defective
- HB Handbrake, Including Chain/Lever - Inop. Broken
- HX Hot Box - Friction Bearing
- HR Hot Box - Roller Bearing Overheated
- KR Coupler Broken or Defective
- LK Leaking Contents
- LS Load Shifted
- OG Outlet Gate/Hopper Cars
- RK Rack - Bi or Tri-Level
- SU Superstructure - End, Roof, Sides
- TD Tiedown Device - Loose/Defective
- TH Trailer Hitch Defective
- TL Train Line - Air Hose, Anglecock, etc.
- TR Truck, S-Frame, Bolster, Truck Springs
- UC Uncoupling Rod - Bent/Broken
- UF Underframe - Including Side Sills, Center Sills
- WA Wheel Axle/Defect

COMPANY DESIGNATED PHYSICIANS

CITY	NAME AND ADDRESS	PHONE NUMBER
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MINNESOTA

Fridley	Columbia Park Medical Group Fridley Plaza Clinic 6341 University Avenue, N.E. Fridley, MN 55432	(612) 571-0457
Minneapolis	Columbia Park Medical Group Columbia Park Clinic 4000 Central Ave., N.E. Columbia Heights, MN 55421	(612) 788-9601
St. Paul	St. Paul Ramsey Occupational Health Clinic 640 Jackson Street St. Paul, MN 55101	(612) 221-3313

ILLINOIS

Chicago	Callahan Clinic 4849 W. Fullerton Avenue Chicago, IL 60639	(312) 237-8000
	Suburban Heights Medical Clinic, S.C. 333 Dixie Highway Chicago Heights, IL 60411-1790	(312) 756-0100
Franklin Park	Franklin Park Medical Center 9701 W. Grand Avenue Franklin Park, IL 60131	(312) 455-3670
	Suburban Medical Clinic 540 W. Addison Street Franklin Park, IL 60131	(312) 678-3300
Schiller Park	Schiller Park Medical Center 9651 W. Irving Park Road Schiller Park, IL 60176	(312) 678-6474

MICHIGAN

Gladstone/ Escanaba	Doctors' Park Family Physician, P.C. 104 Doctors' Park Escanaba, MI 49829	(906) 768-0072
L'Anse	P.E. Carmody, M.D. 615 N. Main Street L'Anse, MI 49946	(906) 524-6886
Marquette	Marquette Family Health Center 1414 W. Fair Avenue Marquette, MI 49855	(906) 225-4555
Negunee	Twin Cities Medical Center 829 Croix Street Negunee, MI 49866	(906) 475-4127
Sault Ste. Marie	Riverside Medical Clinic 550 Osborn Blvd. Sault Ste. Marie, MI 49783	(906) 632-1800

WISCONSIN

Abbotsford	Marshfield Clinic - Abbotsford Center 903 E. Spruce Street Abbotsford, WI 54405	(715) 223-2364
Ashland	Chequamegon Clinic, S.C. 206 Sixth Avenue W. Ashland, WI 54806 A.A. Koeller, M.D.	(715) 682-6622
Burlington	Burlington Clinic, S.C. 325 E. Jefferson Street Burlington, WI 53105	(414) 763-3513
	Southern Lakes Therapeutics 317 E. Jefferson Street Burlington, WI 53105	(414) 763-4830

Cedarburg	J.D. Cabatingan, M.D., S.C. N23W5901 Lincoln Boulevard Cedarburg, WI 53012	(414) 375-2800
Chippewa Falls	Marshfield Clinic - Chippewa Falls Center 2501 County Trunk I Chippewa Falls, WI 54729	(715) 723-8827
	C. Samuelson, M.D. 133 W. Central Street Chippewa Falls, WI 54729	(715) 723-8537
	Southside Medical Clinic 727 Maple Street P. O. Box 699 Chippewa Falls, WI 54729	(715) 723-4037
Colby	Marshfield Clinic - Colby Center 102 South 2nd Street Colby, WI 54421	(715) 223-2331
Crandon	B.S. Rathert, M.D. 101 W. Washington Street P. O. Box 278 Crandon, WI 54520	(715) 478-2413
Fond du Lac	Fond du Lac Clinic 80 Sheboygan Street Fond du Lac, WI 54935	(414) 923-7492
	St. Agnes Hospital Occupational Health Department 430 E. Division Street P. O. Box 385 Fond du Lac, WI 54936-0385	(414) 924-0610
Green Bay	Bellin Memorial Hospital Occupational Health Services 744 S. Webster Avenue Green Bay, WI 54305	(414) 433-3448
	West Side Clinic 1551 Dousman St. Green Bay, WI 54307	(414) 496-4700
Hurley	D.J. Martinetti, M.D. 327 Silver Street Hurley, WI 54534	(715) 561-2960
Ladysmith	Marshfield Clinic - Ladysmith Center 906 College Avenue W. Ladysmith, WI 54848	(715) 532-2300
Manitowoc	Park Medical Center 601 N. 8th St. Manitowoc, WI 54220	(414) 682-4646
Marinette	Marinette-Menomonee Clinic 1510 Main Street Marinette, WI 54143	(715) 735-7421
Marshfield	Marshfield Clinic 1000 North Oak Avenue Marshfield, WI 54449	(715) 387-5511
Menomonee	Falls Medical Group N84W1689 Menomonee Ave. Menomonee Falls, WI 53051	(414) 251-7500
Milwaukee	Medical Surgical Clinic, S.C. 2400 W. Lincoln Milwaukee, WI 53215	(414) 671-7000
	Milwaukee Industrial Clinic, S.C. 500 No. 19th Street Milwaukee, WI 53233	(414) 931-7600
	N.F. Gordon, M.D. 111 East Wisconsin Avenue Milwaukee, WI 53202	(414) 272-1147
	Occupational Medical Clinics of America 16351 W. Lincoln Ave. New Berlin, WI 53151	(414) 786-4422

Mosinee	Marshfield Clinic - Mosinee Center 607 13th Street Mosinee, WI 54455	(715) 693-6711
Neenah	LaSalle Clinic 411 Lincoln Street Neenah, WI 54956	(414) 727-4404
Osceola	River Valley Medical Center S.C P. O. Box 218 301 River Street Osceola, WI 54020	(715) 294-2116
Plover	Plover Family Practice P. O. Box 700 Plover, WI 54467	(715) 345-0990
Plymouth	Plymouth Clinic Family Medical Center 2323 Eastern Avenue Plymouth, WI 53073	(414) 893-1411
Portage	Portage Clinic, Ltd. 916 Silver Lake Drive Portage, WI 53901	(608) 742-7161
Rhineland	Rhineland Medical Center, S.C. 1020 Kabel Avenue Rhineland, WI 54501	(715) 369-7700
Shawano	Shawano Clinic, S.C. 117 E. Green Bay Street Shawano, WI 54166	(715) 524-2161
Stanley	Marshfield Clinic - Stanley Center 425 N. Franklin Street Stanley, WI 54768	(715) 644-5711
Stevens Point	Rice Clinic 2501 Main Street Stevens Point, WI 54481	(715) 344-4120
	St. Michael's Hospital Occupational Health Department 900 Illinois Avenue Stevens Point, WI 54481	(715) 346-5243
Superior	Family Practice Center 1514 Ogden Superior, WI 54880	(715) 394-5557
	Superior Clinic 3600 Tower Avenue Superior, WI 54880	(715) 392-8111
Thorp	Marshfield Clinic - Thorp Center 204 W. Prospect Thorp, WI 54771	(715) 669-5536
Waukesha	W.G. Smirl, M.D. 723 Clinton Street Waukesha, WI 53186	(414) 547-0088
	Milwaukee Industrial Clinic 16351 W. Lincoln Ave. New Berlin, WI 53151	(414) 786-4422
Wausau	Wausau Medical Center 2727 Plaza Drive Wausau, WI 54401	(715) 847-3000
Wisconsin Rapids	Doctors' Clinic of Wisconsin Rapids 1041 Hill Street Wisconsin Rapids, WI 54494	(715) 423-0122

CLAIM MANAGER'S TERRITORIES

Al Rose - North Fond du Lac
Oshkosh - Chicago
Chilton - Milwaukee

Mary Wallenfang - Green Bay
Green Bay to but not including Chilton
Green Bay to Neenah
Neenah to Manitowoc
Green Bay to New London
Neenah to but not including Argonne
From but not including Freemont to but not including Oshkosh

Jeff Weliky - Stevens Point
Freemont West
New London West
Argonne (inclusive) East and West
All of Upper Michigan

EASTERN DIVISION

Headquarters — North Fond du Lac, WI (Shops Yard)

Chicago Sub
West Bend Sub
Black Wolf Sub
Neenah Sub (Shops Yard — Dixie)

FOX VALLEY DIVISION

Headquarters — Neenah, WI

Neenah Sub (Dixie — Dale)
Shawano Sub (Neenah — Neopit)
Fox River Sub
Kimberly Sub
New London Sub
Black Creek Sub
Kewaunee Sub
Lake Shore Sub
Manitowoc Sub
Plymouth Sub

MICHIGAN DIVISION

Headquarters — Gladstone, MI

Shawano Sub (Neopit — Argonne)
Pembine Sub
Soo Sub
Newberry Sub
Lanse Sub
Pfizer Spur

WESTERN DIVISION

Headquarters — Stevens Point, WI

Neenah Sub (Dale — Stevens Point)
Plover Sub
Superior Sub
Minneapolis Sub
Valley Sub
Whitehall Sub
Medford Sub
Dresser Sub
Bradley Sub
Rice Lake Sub
Ashland Sub
White Pine Sub

TRACK BULLETIN FORM D



WISCONSIN CENTRAL LTD.
FOX VALLEY & WESTERN LTD.



No. _____ Date _____ 19__

TO	AT
_____	_____
_____	AT
_____	AT
_____	AT

OK	COPIED BY	DISPATCHER
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TRACK BULLETIN FORM B



WISCONSIN CENTRAL LTD.
FOX VALLEY & WESTERN LTD.



No. _____ Date _____ 19__

TO	AT
_____	_____
_____	AT
_____	AT

ON _____ BE GOVERNED BY RULES 15.2 AND 15.2.1 WITHIN THE FOLLOWING LIMITS:

LINE VOID	LINE NO.	MP	LIMITS TO	MP	FROM	UNTIL	TRACK(S)	FOREMAN OR GANG NO.	STOP
	1								
	2								
	3								
	4								

OK	COPIED BY	DISPATCHER
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TRACK WARRANT



No. _____ 19 _____

To: _____ At: _____

- 1. Track warrant number _____ is void.
- 2. Proceed from _____ To _____ On _____ track.
- 3. Proceed from _____ To _____ On _____ track.
- 4. Work between _____ And _____ On _____ track.
- 5. Not in effect until _____
- 6. This authority expires at _____
- 7. Not in effect until after arrival of _____ at _____
- 8. Hold main track at last named point.
- 9. Do not foul limits ahead of _____
- 10. Clear main track at last named point.
- 11. Between _____ and _____
make all movements at restricted speed. Limits occupied by train or engine.
- 12. Between _____ and _____
make all movements at restricted speed and stop short of men or machines fouling track.
- 13. Do not exceed _____ MPH between _____ and _____
- 14. Do not exceed _____ MPH between _____ and _____
- 15. Protection as prescribed by Rule 6.19 not required.
- 16. Track bulletins in effect _____, _____, _____, _____, _____, _____,
_____, _____, _____, _____, _____, _____
- 17. Other specific instructions: _____

OK _____ Dispatcher _____
Relayed to _____ Copied by _____
Limits reported clear at _____ By _____

(Mark X in box for each item instructed.)

MULTI-CHANNEL RADIO INSTRUCTIONS

Units equipped with radio channels used by other railroads are identified by a four digit display which shows channels by the AAR frequency assignment plan number. Channels are selected by either rotary or push button switches on the radio front panel.

NOTE: Hand microphones should be used as much as possible. When not used, speak within 6 inches of the radio unit when transmitting to limit background noise.

NOTE: SPECTRA RADIO TONE CHANNEL 6 IS THE SAME AS 18, SPECTRA 8 IS THE SAME AS 20.

RAILROAD	CHANNEL	DISPLAY	TONE	SPECTRA TONE DISPLAY	SPECTRA HOME DISPLAY	SPECTRA HOME CHANNEL
WC	1	45 45	18	T6	WCL 1	01
WC	2	10 10	18	T6	WCL 2	02
WC	3	79 79	18	T6	WCL 3	03
AMTRAK (Chicago)		42 42			AMTRAK	04
AT&SF	1	36 36			ATSF 1	05
AT&SF	2	96 96			ATSF 2	06
AT&SF	3	30 30			ATSF 3	07
BN	1	66 66			BN 1	08
BN	2	70 70			BN 2	09
BRC	DISPR	26 26			BRC	10
CP	1	91 91			CP 1	11
CP	2	95 91			CP 2	12
CP	3	21 91			CP 3	13
CP	4	67 67			CP 4	14
CP	5	81 81			CP 5	15
CP	6	21 81			CP 6	16
CP	7	95 95			CP 7	17
CP	8	21 95			CP 8	18
CHESSIE	1 ROAD	08 08			CHESSY 1	19
CHESSIE	2 DISP	14 14			CHESSY 2	20
CHESSIE	3	28 28			CHESSY 3	21
CHESSIE	4	70 70			CHESSY 4	22
CHESSIE	5	12 12			CHESSY 5	23
CHESSIE	7	42 42			CHESSY 7	24
C&NW	1	52 52			CNW 1	25
C&NW	3	62 62			CNW 3	26
C&NW	4	71 71			CNW 4	27
C&NW	5 YARD	31 31			CNW 5	28
C&WI		78 78			CWI	29
CONRAIL	YARD	64 64			CONRAIL	30
DMIR	1	16 16			DMIR 1	31
DMIR	2	46 46			DMIR 2	32
DW&P	YARD	87 87			DWP YAR	33
DW&P	ROAD	73 73			DWP ROA	34
EJE	1	16 16			EJE 1	35
FVW	1	15 15			FVW 1	37
FVW	2	76 76			FVW 2	38
FVW	3	49 49			FVW 3	36
ICG	1	72 72			ICG 1	40
ICG	2	54 54			ICG 2	41
ICG	3	90 90			ICG 3	42
ICG	4	78 78			ICG 4	43
IHB	1	58 58			IHB 1	44
TR	1	12 12			TR 1	45
NS	2	76 76			NS 2	46
NS	3	22 22			NS 3	47
SOO LINE	1	84 84			SOO 1	48
SOO LINE	2	94 94			SOO 2	49
SOO LINE	3	65 65			SOO 3	50
SOO LINE	4	44 44			SOO 4	51
SOO LINE	5	88 88			SOO 5	52

TRACK BULLETIN FORM B

Before entering track bulletin limits, a crew member must attempt to contact the employee in charge by radio to avoid delay and report the trains location.

Crew member will state:

"Wisconsin Central, (train designation), calling foreman in charge of Track Bulletin Form B Number () Line No. (). My location is MP , Over."

In granting verbal authority, the following words will be used:

"This is Wisconsin Central Foreman (name) using track bulletin Form B No. line No. between MP and MP on Subdivision."

(a) To permit a train to pass a red flag without stopping, add the following:

" (train) may pass red flag, located at MP without stopping."

The train may pass the red flag, at restricted speed without stopping.

(b) To permit a train to proceed at other than restricted speed, add the following:

" (train) may proceed through the limits at MPH (or at "maximum authorized speed")."

The train may move through the limits at the speed specified unless otherwise restricted.

(c) To require the train to move at restricted speed but less than 20 MPH, add the following:

" (train) must proceed at restricted speed but not exceeding MPH (specify distance if necessary.)"

The train must proceed at restricted speed and not exceed the speed specified.

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

When "STOP" is written in the Stop column, a red flag must be displayed at the beginning of the limits. The train must not enter the limits until authorized by the employee in charge.

STEVENS POINT—SYSTEM

- A.L. AmundsonSupt. of Transportation/Chief Dispatcher
- C. J. Urban.....Manager Rules and Operating Practices
- E. R. PetersonManager Operating Practices - Training
- T. W. Michener.....Hazardous Materials Officer

EASTERN DIVISION

- J. T. BiseniusDivision Manager.....Fond du Lac, WI
- M. K. WattsMgr. Locomotive.....Fond du Lac, WI
Operations
- P. D. TadychSuperintendent.....Fond du Lac, WI
- G. K. Wilson.....Trainmaster.....Fond du Lac, WI
- T. P. Aird.....Trainmaster.....Fond du Lac, WI
- C. Whalum.....Superintendent.....Schiller Park, IL
- D. Theroff.....Trainmaster.....Schiller Park, IL
- J.P. Demming.....Trainmaster.....Schiller Park, IL
- B. Buchanon.....Trainmaster.....Schiller Park, IL

FOX VALLEY DIVISION

- M. A. DuffertDivision Manager.....Neenah, WI
- G. FendleyMgr. Locomotive.....Neenah, WI
Operations
- P. R. DirkesSuperintendent.....Neenah, WI
- L. W. BockinTrainmaster.....Neenah, WI
- D. M. Coady.....Superintendent.....Green Bay, WI
- G. L. Lockstein.....Trainmaster.....Green Bay, WI

MICHIGAN DIVISION

- J. D. Belsky.....Division Manager.....Gladstone, MI
- D. T. Shandonay ..Mgr. Locomotive.....Gladstone, MI
Operations
- C. J. Macki.....Trainmaster.....Gladstone, MI
- J. G. Batho.....Trainmaster.....Sault Ste. Marie, MI
- C. JonesTrainmaster.....Marquette, MI

WESTERN DIVISION

- R. H. HenkeDivision Manager.....Stevens Point, WI
- S. R. Groeschel ..Mgr. Locomotive.....Stevens Point, WI
Operations
- R. T. ButcherSuperintendent.....Stevens Point, WI
- D. L. Peterson.....Trainmaster.....Stevens Point, WI
- M. F. SchmittTrainmaster.....Stevens Point, WI
- A. K. Zorn General Yardmaster.....Stevens Point, WI
- J. R. Milquet.....Trainmaster.....Wisconsin Rapids, WI
- G. E. Bright.....Trainmaster.....Superior, WI
- J. D. HungerTrainmaster.....Superior, WI
- B. O. Karlberg.....Trainmaster.....New Brighton, MN

TRAIN DISPATCHERS—STEVENS POINT

- A. L. Amundson, Superintendent/Chief Dispatcher....715-345-2486
- R. L. Hamilton J. Paquette G. R. Bertolli
- G. L. Terczynski D. J. Beyer J. F. Larsen
- J. O. Whitt D. O. Kuhnke D. J. Lynch
- R. D. Dalum B. R. Nachreiner J. A. Mefford
- K. L. Eberhard D. C. Winkelman A. D. Dunlap
- J. A. Busa J. E. Ford N. A. Trickey
- Asst. Chief Dispatcher.....715-345-2461
- East Desk.....715-345-2462
- West Desk.....715-345-2463
- North Desk.....715-345-2464

Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	48	1	15
8	7	30	50	1	12
10	6	0	52	1	09
12	5	0	55	1	06
15	4	0	58	1	02
18	3	20	60	1	0
20	3	0	62	0	58
23	2	36	65	0	55
25	2	24	68	0	53
27	2	12	70	0	51
30	2	0	72	0	50
32	1	52	75	0	48
35	1	43	78	0	46
38	1	35	80	0	45
40	1	30	85	0	42
43	1	24	90	0	40
45	1	20			

THIS RULER PROVIDED TO ASSIST IN COMPLYING WITH CURRENT AIR BRAKE TESTING REQUIREMENTS

