

APPLICATION OF CONSOLIDATED CODE RULES 14 AND 14(A) AND
FORM Y TRAIN ORDER

FORM Y (REVISED)
MAINTENANCE OF WAY CONDITIONAL STOP

ON _____ (Date) _____
MEN AND EQUIPMENT ON _____ TRACK BETWEEN MP _____
AND MP _____ LOCATED BETWEEN _____ (Station) _____ AND
_____ (Station) _____ FROM _____ M UNTIL _____ M ALL TRAINS
ON _____ TRACK PROCEED THROUGH THESE LIMITS AT
REDUCED SPEED NOT EXCEEDING _____ MPH UNLESS A
DIFFERENT SPEED IS VERBALLY AUTHORIZED BY EMPLOYEE
IN CHARGE OR ENTIRE TRAIN HAS PASSED A GREEN FLAG

When a train or engine finds a red flag displayed to the right of the track (to the left of the track in double track or three or more track territory where trains keep to the left) as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red flag unless:

- (1) a proceed signal given with a yellow flag or yellow light is received, or
- (2) verbal permission is received.

In the application of Rule 14, Rule 14(A) and Form Y train order, the procedures prescribed below must be followed when the employe in charge verbally authorizes a train to pass a red flag without stopping, or after stopping, or verbally authorizes a train to proceed through the limits of a Form Y train order at a different speed from that specified in the train order:

EMPLOYEE IN CHARGE: "CNW section foreman (or other title) calling engineer of CNW
(train number or extra designation) about order No. (Form Y) "

ENGINEER: "This is engineer of CNW _____"

EMPLOYEE IN CHARGE: "No. _____ (or Extra _____) may pass red flag at _____ (location)
without stopping on order No. _____"

or

"No. _____ (or Extra _____) may pass red flag at _____ (location)
on order No. _____" (To be used if train has stopped for red
flag).

A different speed from that specified in the Form Y train order may be verbally authorized by adding to either of the above: "Proceed at Reduced Speed not exceeding _____ MPH on Order No. _____." Under this authority the train is still required to proceed at Reduced Speed through the limits of the Form Y train order,

or

When the condition for which the Form Y train order was issued has been corrected and it is safe to do so, with the men and equipment being clear of the main track, the employe in charge may authorize the train to proceed at normal speed by stating, "Proceed at normal speed on Order No. _____." In this case the train is not required to proceed at Reduced Speed.

When the employe in charge has authorized a train to pass a red flag without stopping, or after stopping, or has authorized a train to proceed at a different speed or at normal speed, the instructions must be repeated by the engineer.

A green flag indicates the end of the restriction.

Engine whistle signal 15(1) will be sounded while approaching and passing through the working limits where a Form "Y" train order is in effect regardless of any law or ordinance restricting or prohibiting whistling.

Additional instructions for "Employee in charge".

In the application of the provisions of Rule 14 and Rule 14(A) as provided for in this timetable involving restrictions with or without the use of Form "Y" train order and Rules E99 (C) and 1112 of the Rules of the Engineering Dept. the following will govern:

1. Employee in charge will before granting permission to any train or engine, the authority to proceed beyond a red flag being displayed, ascertain that all work and activity has ceased within the territory where the restriction applies and that men and equipment under his jurisdiction are in the clear of the track to be used or while working in a territory of two or more main tracks that all activity has ceased and the men are in the clear.
2. Employee in charge of work equipment must remain in close proximity to and in communication with the employees under his jurisdiction and personally supervise the compliance with the provisions of paragraph 1 when a train and/or engine movement is involved.
3. Unless otherwise provided when the provisions of paragraphs one and two have been complied with, the employee in charge should permit the train and/or engine to proceed at normal speed.

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY



SYSTEM

TIMETABLE No. 2

EFFECTIVE

12:01 A.M., JANUARY 1, 1975

CENTRAL STANDARD TIME (EXCEPT MOUNTAIN STANDARD TIME WHERE APPLICABLE)

For the information and
government of employes only

J. R. WOLFE, Vice President—Operations
J. W. ALSOP, Asst. Vice President—Operations and
General Manager
E. A. BURKHARDT, Asst. Vice President—Transportation
J. A. ZITO, Asst. General Manager
R. C. CONLEY, Director—Operations Control Center

SAFETY.....FIRST..... ALWAYS

DIVISIONS	DIVISION MANAGERS	HEADQUARTERS
Chicago	R. M. Milcik	Proviso, Ill.
Wisconsin	E. R. Eshom	Milwaukee, Wis.
Illinois	D. R. Freyer	Chicago, Ill.
Iowa	D. J. Owens	Boone, Iowa
Lake Shore	D. W. Schwarz	Green Bay, Wis.
Twin Cities	C. R. Hellem	St. Paul, Minn.
Central	D. B. Carlisle	Mason City, Iowa
Western	J. C. McIntyre	Chadron, Nebraska

SYMBOLS AND ABBREVIATIONS

A—Arrive Y—Yard limits s—Regular stop

- Ⓐ —Automatic interlocking
- Ⓑ —Bulletin board
- Ⓒ —Train order office or interlocking open continuously
- Ⓓ —Train order office or interlocking open as specified by General Order
- Ⓔ —Gate, normal position against this subdivision
- Ⓕ —Gate, normal position against conflicting route
- Ⓖ —Manual interlocking
- Ⓙ —Junction
- Ⓚ —Standard clock
- Ⓛ —Radio installation
- Ⓜ —Register station
- Ⓝ —Railroad crossing at grade protected by Stop signs
- Ⓟ —Movable bridge (draw, swing or lift)
- Ⓡ —Railroad crossing at grade (used in conjunction with other appropriate symbol)
- Ⓢ —Wye track
- Red. Speed—Reduced Speed
- Res. Speed—Restricted Speed
- SS—Spring switch
- EB—Eastward NB—Northward
- WB—Westward SB—Southward

Schedule meeting or passing points are indicated in full-face type

Capacity of sidings shown in 50-foot cars

Central Standard Time is in effect on all subdivisions except the Long Pine, Casper, Rapid City, and P.R.C. subdivisions of the Western Division.

All lines are single track except where double track or three or more tracks are specified.

Where station names or scheduled times of a train on a subdivision page are printed in **ITALICS**, it indicates that station is not a part of subdivision and times shown are for information or clarity purposes only.

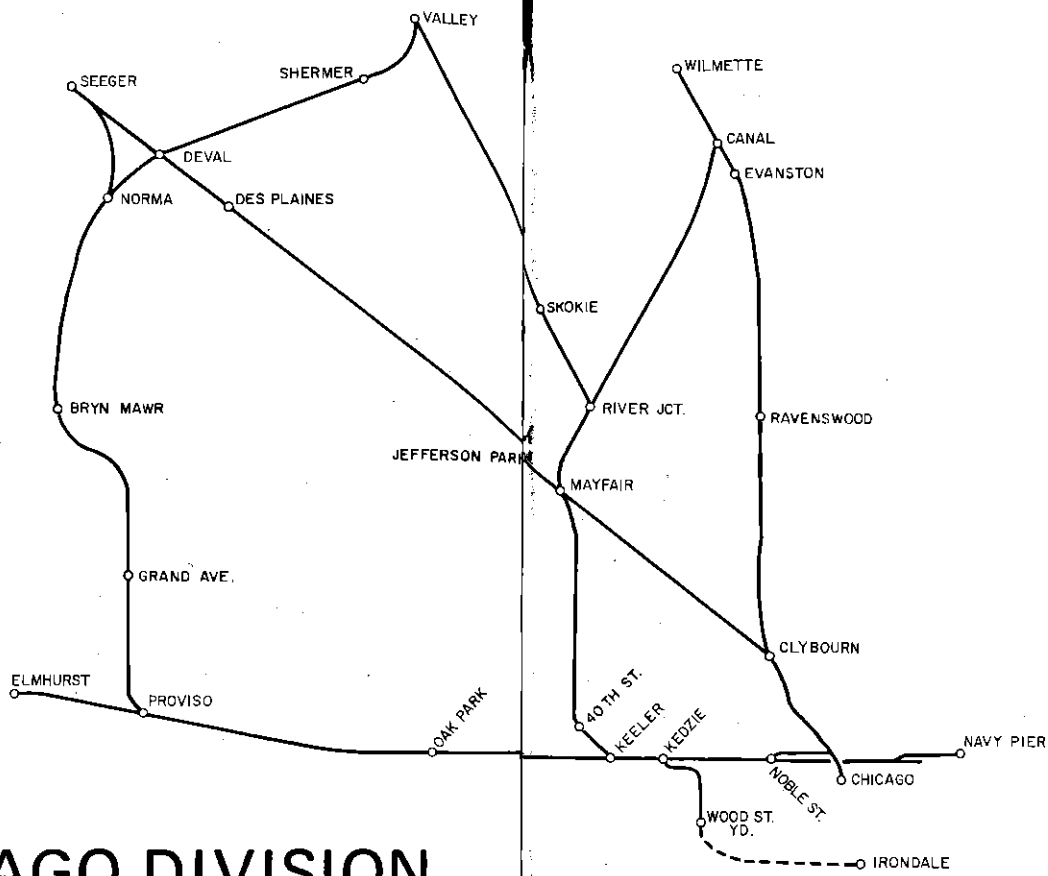
TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
	51	70.6	1	16	47.4	1	50	32.7
	52	69.2	1	18	46.1	1	52	32.1
	53	67.9	1	20	45.0	1	54	31.6
	54	66.6	1	22	43.9	1	56	31.0
	55	65.5	1	24	42.9	1	58	30.5
	56	64.2	1	26	41.9	2	00	30.0
	57	63.2	1	28	40.9	2	05	28.8
	58	62.1	1	30	40.9	2	10	27.7
	59	61.0	1	32	39.1	2	15	26.7
1	00	60.0	1	34	38.3	2	30	24.0
1	02	58.0	1	36	37.5	2	45	21.8
1	04	56.2	1	38	36.8	3	00	20.0
1	06	54.5	1	40	36.0	3	30	17.1
1	08	52.9	1	42	35.3	4	00	15.0
1	10	51.4	1	44	34.6	4	30	13.3
1	12	50.0	1	46	34.0	5	00	12.0
1	14	48.6	1	48	33.3	6	00	10.0

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CHICAGO DIVISION

CHICAGO DIVISION

SUBDIVISION LIMITS

Kenosha—MP 0.0—13.9 (Wilmette)
Harvard—MP 0.0—18.6 (Seeger)
Geneva—MP 0.0—16.0 (Elmhurst)
New Line—MP 0.0—21.2 (Valley)
Rockwell—Entire Subdivn
Weber—Entire Subdivn
Skokie—Entire Subdivn

SHOWN UNDER DIVISION

Wisconsin
Wisconsin
Illinois
Wisconsin
Illinois
Wisconsin
Wisconsin

Instructions governing movement of trains, engines and equipment between Chicago Station Tracks and Signal Bridges "D" and "K".

1. (a) Trains, engines, switch movements or back-up movements into Chicago station must enter the train shed at Reduced Speed not exceeding 10 MPH. On back-up movements, back-up men will indicate by 1 long sound of the communicating signal that engineman should close throttle and permit stop to be made by back-up hose service application of the brakes.

(b) Speed of eastward trains and engines in the train shed must be so controlled that stop will be made by service application of the brakes at, or short of, the white line painted on the platforms ten (10) feet in advance of the bumping post on each track.

(c) When movement is made over Lake St. Interlocking by engines without cars, consisting of one or more units with engine cab on both ends, operation must be controlled from engine cab in direction of movement.

(d) When engines are to be coupled onto a passenger train or cars, they will stop not less than twenty (20) feet from the cars and will couple onto train on proper hand signal.

2. Dwarf signals governing westward movements displaying a marker consisting of TWO white stars located directly above the signal light are located as follows on Lake Street Interlocking:

- The first dwarf signal governing westward movements from each of the train shed tracks.
- The second dwarf signal governing westward movements from track No. 16.
- The dwarf signal governing westward movements from each of the two pockets on lead tracks 1 and 6.

The dwarf signals governing westward movements over Lake Street Interlocking are equipped with a rear view lunar white marker light displaying ONE star located on top of the signal case. This marker is illuminated only by action of the leverman when the signal displays an indication to proceed.

Westward movement of a train or engine from the train shed tracks must not be made without an indication to proceed on the dwarf signal marked with TWO stars, except when a train or engine extends west of one or more dwarf signals, westward movement must not be made unless an indication to proceed is displayed on the first dwarf signal east of the west end of train or engine governing movement on the track it occupies.

Westward movement of a train or engine from the pockets on lead tracks 1 and 6 must not be made without a proceed indication on the dwarf signal marked with TWO stars.

When the indication displayed by the starting signal cannot be observed due to train or engine extending beyond the starting signal, engineer or trainman will be governed by the ONE star lunar white marker. When the ONE star marker is illuminated it indicates that the signal to which it is attached displays an indication to proceed to the next signal and that the route is lined to the next signal.

3. Engine bell must be rung continuously while train is moving between Bridge D or Bridge K and Chicago station.

4. All trains entering the Chicago station will make a special running brake test, as prescribed in air brake rule 426, approaching Bridge D or Bridge K to know that the brakes on train are functioning properly.

Trainmen handling back-up movements into the Chicago station will make a running brake test, as prescribed in rules and special instructions, by use of the valve on back-up hose, or its equivalent approaching Bridge D or Bridge K to know that the brakes are functioning properly.

5. Between Bridge K or Bridge D and the Chicago station, the first paragraph of Rule 17 does not apply and instead trains and engines will display a dim headlight.

6. On the 6 tracks between Clinton St. Interlocking and Lake St. Interlocking movements will be governed in both directions by signal indication.

7. Cars exceeding a height of 16'0" above top of rail must not be operated on any track in the Chicago station.

RESTRICTIONS ON PASSENGER CARS

Double-deck suburban cars must not be handled in the Grand Avenue, Erie Street, or Clinton Street switching districts, or between 40th Street and Mayfair. Passenger cars in excess of 80 feet long must not be operated over bridge 518 over Irving Park Road between Grayland and Mayfair.

Additional instructions applicable to employes in suburban territory on Wisconsin and Illinois divisions:

Rule 84(A)

Trainmen operating on suburban trains, when train is ready to proceed, will close all the doors, which will actuate a light in the engineer's cab. When the engineer receives this starting light, train will proceed without a hand signal. If for any reason this procedure cannot be followed, such a malfunctioning doors, ice and snow accumulations, passengers opening doors, etc., to avoid delay to train proceed signal may be given by communicating buzzer or hand signal in which event report must be made to proper authority. When operating on hand signal the engineer must wait a minimum of seven (7) seconds after receiving hand proceed signal before starting train.

Rule D-107

On the Kenosha and Harvard Subdivisions of the Wisconsin Division and the General Subdivision of the Illinois Division, the following will govern:

(a) When two passenger trains are nearing a station from the same or opposite direction at the same time and only one of them is scheduled to stop, the train to stop must let the other train clear the station platform before it (the train to stop) reaches the platform.

- When two passenger trains are nearing a station from the same or opposite direction at the same time and both are scheduled to stop, the less important train must not reach the platform until the other train has departed. As between trains in opposite directions stopping at the same station, eastward trains have preference from midnight until noon, and westward trains have preference from noon until midnight.
- When a train is "lying back" to permit a train in the opposite direction to pass a station first, the engineer will blink the headlight twice as an indication to the other train that his train is "lying back". When a train is "lying back" to permit another train in the same or opposite direction to pass the station first, the engineer of the train "lying back" will, when practicable, communicate by radio with other train(s) involved.
- Passenger trains must not enter a station at which another passenger train in the same or opposite direction is standing or stopping to receive or discharge passengers until first bringing train to a stop, after which they may proceed slowly and with caution through the station platform limits.
- Freight trains must make every effort, consistent with safety and efficient train handling, to avoid passing a station at which a passenger train in the same or opposite direction has stopped to receive or discharge passengers until the passenger train has cleared the platform. If this cannot be avoided, the whistle or horn must be sounded continuously (regardless of city ordinance) as a warning until front of the freight train has passed through the platform area.
- In the application of this rule, a street or road crossing adjoining or immediately adjacent to the station platform will be considered part of the platform.
- The term "passenger train" includes empty passenger equipment trains.
- The provisions of paragraphs (a) through (f) above do not apply at Kedzie, Oak Park, Clybourn, Jefferson Park, Ravenswood, Rogers Park, Main Street, Evanston, Central Street, Indian Hill, Winnetka, Hubbard Woods, Great Lakes and Kenosha.

Freight Train Operation—Suburban Territory

When a freight train is authorized to operate within the Chicago Suburban District during the morning or evening rush hour periods (specific hours of restriction are listed in general orders), they will operate at the maximum authorized speed and in accordance with Rule D-107 above, approaching and passing through stations where a psgr. train is stopped to pick up or discharge psgrs.

Rule 201(A) (Addition)

Between Chicago and Harvard, Chicago and Kenosha, and Chicago and Geneva, in the application of Rule 201(A) when a Clearance is received at Chicago, Geneva, West Chicago, Harvard, Crystal Lake, Barrington, Deval, Kenosha and Waukegan, by conductors and engineers of suburban crews turning at these stations, train orders annulling a schedule or a section and slow and cautionary orders received on a prior trip or leg of their assignment during the same tour of duty need not be retained unless otherwise directed.

Rule 219

Clearance for suburban trains at initial stations only [Rule 83(B)], need not be OK'd by the train dispatcher.

Occupying Main Track At Initial Station

Passenger trains must not occupy main track at initial station or initial loading station in advance of their scheduled leaving time longer than actually necessary to load psgrs. and train must be protected as prescribed by Rule 99; in addition, when communication can be had and trains of same class are overdue, authority must be received for such movement. Extra precautions must be taken in foggy or stormy weather.

Inspecting Position Of Switches

At outlying points, crews handling suburban equipment from a coach yard or parking track to a main track must inspect hand throw and spring switches under the standing train and along the route to ascertain that they are properly lined and latched. This inspection must be made regardless of the indication of target on switch stand.

Engine Bell

In the application of Rule 30 in the Chicago Suburban District, the engine or cab car bell of all trains and engines must commence ringing not less than two hundred (200) feet in advance of the station platform and must continue to ring until the leading end of train (the engine or the cab car) has passed the platform. Where a public street or road crosses the track at or immediately adjacent to a station platform, such street or road will be considered part of the platform.

Whistling—Chicago Suburban District

In the application of anti-whistling ordinances, on the Geneva and Harvard Subdiv. and between Chicago and Kenosha on the Kenosha Subdivn., engine whistles must be sounded as prescribed by Rule 15(1) at all crossings at grade that are not protected by operating automatic gate protection.

Whistle must also be sounded as per Rule 15(Addition) as shown in rules section of this timetable.

Engine Whistle Signals—Application of Rule 15(e)

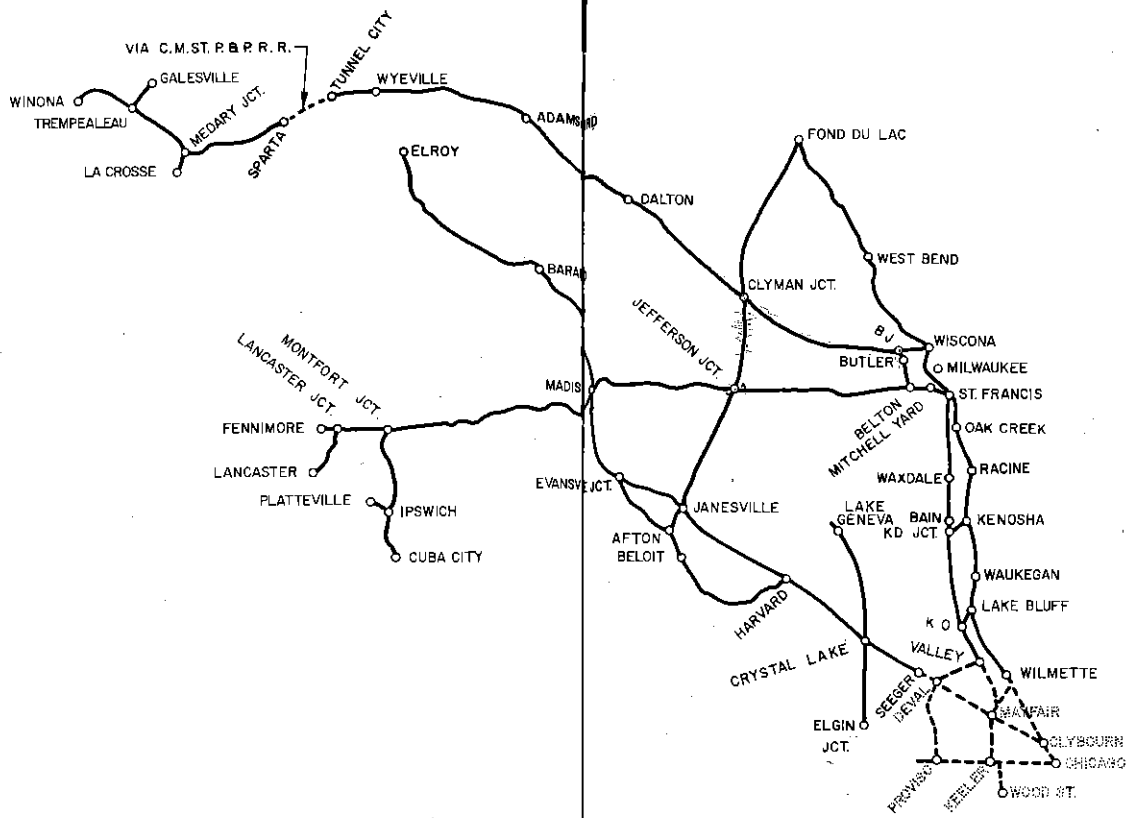
Westward trains and engines using track No. 2 between:

Chicago and WX interlocking
Chicago and Canal
Chicago and Barrington

will sound whistle signal 15(g) preceding 15(e) when recalling flagman.

Running Regular Stops

When, due to operating problems, a psgr. train is directed to cancel Regular Stops or is operating on other than its normal track and will pass thru stations where platforms may be crowded with people, such train will operate at Reduced Speed not to exceed 30 MPH and sound warning whistle frequently approaching and passing these platforms.



WISCONSIN DIVISION

KENOSHA SUBDIVN-CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
0.0	0.0	CHICAGO	① ② ③ ④ ⑤	0000	
0.3	0.3	LAKE ST.	① ②		
0.5	0.5	CLINTON ST.	① ② ③		
2.7	2.7	CY ⊗ CMSTP&P	① ② ③ ④		
2.9	2.9	CLYBOURN		0501	
3.4	3.4	DEERING BR.	Y ① ②	0503	
6.5	6.5	RAVENSWOOD		0506	
9.4	9.4	ROGERS PARK		0511	
11.0	11.0	MAIN ST.		0513	
12.0	12.0	EVANSTON		0514	
12.7	12.7	CANAL	① ② ③ ④	E43	
13.3	13.3	CENTRAL ST.		0516	
14.3	14.3	WILMETTE		0517	
15.2	15.2	KENILWORTH		0518	
15.8	15.8	INDIAN HILL		0520	
16.6	16.6	WINNETKA		0519	
17.7	17.7	HUBBARD WOODS		0521	
19.2	19.2	GLENCOE		0523	
20.5	20.5	BRAESIDE		0526	
21.5	21.5	RAVINIA		0525	
23.0	23.0	HIGHLAND PK.	①	0527	
24.5	24.5	HIGHWOOD		0528	
25.7	25.7	FT. SHERIDAN		0529	
28.3	28.3	LAKE FOREST	①	0531	
30.2	30.2	LAKE BLUFF	① ②	0532	
32.2	32.2	GREAT LAKES		0549	
33.2	33.2	NO. CHICAGO		0533	
35.9	35.9	WAUKEGAN	① ② ③ ④ ⑤	0534	W60
42.1	42.1	ZION		0530	E116
44.5	44.5	WINTHROP HBR.		0537	
51.6	51.6	KENOSHA	① ② ③ ④ ⑤ ⑥ ⑦ ⑧	0538	E69
60.5	60.5	RACINE JCT	① ② ③ ④ ⑤ ⑥	0539	W146
61.9	61.9	RACINE	① ② ③	0540	
72.6	72.6	OAK CREEK	①	0542	W33
74.7	74.7	SO. MILWAUKEE		0543	
78.2	78.2	CUDAHY		0544	W67
80.2	80.2	ST. FRANCIS	① ② ③ ④ ⑤	0545	

SPEED RESTRICTIONS (In MPH)

Between Chicago and CY

Psgr. Frt.

MP 0.0-0.3 10 10
 MP 0.3-0.7 15 10
 MP 0.7-2.4 35 10

Between Chicago and Bridge "K" all movements must be made at Reduced Speed.

Between CY and Kenosha

Max. Psgr. trains 70
 Frt. trains, between Chicago and Canal. 35
 Frt. trains, between Canal and Kenosha 60

Psgr. Frt.

MP 2.4-3.6
 Straight 35 30
 Diverging 30 30

MP 3.6-4.2
 Track 1 60 . .
 Track 2-EB 45 . .
 Track 2-WB 60 . .
 Track 3 45 . .

MP 10.7-12.0 60 . .
 MP 12.0 30 30

MP 12.7 Canal
 Straight routes 60 35
 High-speed crossover and turnouts 30 30

MP 12.7-13.9
 Eastward 60 50

MP 30.4 Lake Bluff
 Diverging 25 25

MP 33.2-37.3 30
 MP 34.6 60
 MP 35.5-37.3 60
 MP 50.8-51.6 60 40

Between Kenosha and St. Francis All Trains
 Maximum 60
 MP 51.6-54.2 40
 MP 58.8-63.2 30
 MP 77.0-78.2 40
 St. Francis Int. limits 10

ABS and ATS: Chicago-St. Francis

Yard Limits:
 MP 0.0-13.0
 MP 33.2-40.4
 MP 48.4-54.6
 MP 58.0-65.5
 MP 67.7-80.2

Hot box detector located at MP 43.1 (Zion). EB indicator at MP 39.8.

Maximum Wt:
 Chicago-Evanston 232,000 lbs.
 Evanston-Lake Bluff 263,000 lbs.
 Lake Bluff-St. Francis 315,000 lbs.

HARVARD SUBDIVN-CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles From Chicago	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
0.0	0.0	CHICAGO	① ② ③ ④ ⑤ ⑥	0000	
2.7	2.7	CY ⊗ CMSTP&P	① ② ③		
2.9	2.9	CLYBOURN		0501	
6.7	7.0	IRVING PARK		0605	
7.6	7.9	MAYFAIR ⊗ CMSTP&P	① ② ③	0607	
8.7	9.0	JEFFERSON PARK	① ② ③	0614	
9.7	10.0	GLADSTONE PARK		0615	
11.1	11.4	NORWOOD PARK		0616	
12.3	12.6	EDISON PARK		0618	
13.1	13.4	PARK RIDGE		0621	
14.6	14.9	DEE ROAD		0622	
16.7	17.0	DES PLAINES	Y	0623	
17.4	17.7	DEVAL ⊗ SOO-C&NW	① ② ③	8003	
18.2	18.5	CUMBERLAND	① ② ③	0624	
18.5	18.8	SEEGER	① ② ③	0620	
19.6	19.9	MT. PROSPECT		0625	
22.4	22.7	ARLINGTON HEIGHTS		0627	
24.2	24.5	ARLINGTON PARK		0628	
26.5	26.8	PALATINE		0630	E70
31.6	31.9	BARRINGTON	① ② ③ ④ ⑤ ⑥	0632	W86 E74
31.9	32.2	EJ&E	①		
37.0	37.3	FOX RIVER GROVE		0635	
38.3	38.6	CARY		0634	
42.5	42.8	CRYSTAL LAKE JCT	① ② ③ ④	0636	
42.9	43.2	CRYSTAL LAKE	① ② ③ ④ ⑤	0636	
45.7	46.0	RIDGEFIELD		0637	
51.3	51.6	WOODSTOCK	①	0638	
55.7	56.0	HARTLAND		0640	
62.8	63.1	HARVARD	① ② ③ ④ ⑤ ⑥ ⑦ ⑧	0641	

SPEED RESTRICTIONS (In MPH)

Between Chicago and CY

Psgr. Frt.

MP 0.0-0.3 10 10
 MP 0.3-0.7 15 10
 MP 0.7-2.4 35 10

Between Chicago and Bridge "K" all movements must be made at Reduced Speed.

Between CY and Harvard

Max. Psgr. trains 70
 except 50 MPH around station platform curves on track No. 1, between Mayfair and Barrington.

Max. Freight trains

Between CY and Harvard

Harvard 60
 except 45 MPH around station platform curves on track No 1 between Mayfair and Barrington.

Psgr. Frt.

MP 2.4-2.9
 Straight 35 30
 Diverging 30 10

MP 2.7 CY
 Track 3 to 2 30 10
 MP 7.0-7.8 40 30

MP 7.6 Mayfair:
 Track 2 to 1 30 10
 Track 2 to 3 35 30

MP 16.5-18.9
 Straight 50 30
 MP 17.1 Deval:
 Track 2 to 1 30 25
 Track 3 to 2 30 25

MP 18.7 Seeger:
 Diverging 10 10

MP 29.0-29.4 (Barrington)
 Track 1 55 50

MP 31.0 Interlocking:
 Straight 50 40
 Track 1 to Westward & Eastward to Track 2 35 30

MP 31.0-32.0 50 40
 MP 37.3 Bridge 35
 MP 42.5-43.5 50 40
 MP 50.5-52.0 50 40
 MP 62.4-63.0 30 30

ABS: Chicago-Harvard
ATS: Chicago-Harvard

Yard Limits:
 MP 0.0-62.8 (Entire subdivision)

Hot box detector located at MP 47.4 (Ridgefield)
 EB indicator at MP 43.9
 WB indicator at MP 50.6

Maximum Wt.
 Chicago-Mayfair 232,000 lbs.
 Mayfair-Harvard 263,000 lbs.

INSTRUCTIONS APPLICABLE ON KENOSHA AND HARVARD SUBDIVNS CHICAGO AND WISCONSIN DIVISIONS

Except as outlined on page 4 - Whistling Chicago Suburban District and Rule 15(Addition) in rules section of this timetable - engine whistle must not be sounded between Chicago and Great Lakes or between Chicago and first crossing west of Seeger. Ordinance prohibits sounding engine whistle within city limits of Chicago, Evanston, Wilmette, Highland Park, Highwood, Lake Forest, Waukegan, Zion, South Milwaukee, Milwaukee, Park Ridge, Des Plaines, Arlington Heights, Palatine, Barrington and Fox River Grove.

At Glencoe passenger trains making scheduled stop are not required to whistle. Other trains must whistle between 6:00 AM and 8:00 PM daily.

At North Chicago westward trains will whistle for 22nd Street east of station. Eastward trains will whistle for crossing just west of station.

At Milwaukee trains and engines will whistle for pedestrian crossing at Conway St., north of St. Francis.

Rule D-83 does not apply at CY, Canal, Lake Bluff, Mayfair, Deval, and Seeger, nor for eastward trains at Harvard. A signal indication authorizing an inferior train to proceed will indicate that all first class trains due have left unless otherwise instructed by the train dispatcher.

Chicago is register station for eastward passenger trains only. Trains terminating at Des Plaines coach yard will leave register ticket and delay report at Deval. At Crystal Lake Jct. passenger trains register by register ticket. At Harvard through trains may register by register ticket. Waukegan and Kenosha are register stations only for trains originating or terminating.

Rule 83(B) does not apply at CY or Canal. Regular trains entering or leaving Lake Geneva Subdivision at Crystal Lake Jct. must obtain clearance at Crystal Lake Jct. Trains waiting at Crystal Lake for eastward trains from Lake Geneva Subdivision will stay west of signal 776.

At Kenosha when train order signal is clear No. 360 and No. 362 are not required to obtain clearance. Trains originating at St. Francis and Eastward trains originating at points between St. Francis and Mitchell Yard must obtain clearance at St. Francis. Other trains are not required to obtain clearance at St. Francis when train order signal is clear.

Main tracks: In three or more track districts the tracks beginning with west track (which is No. 1) are numbered consecutively to the east.

Tracks in operation:

Double track between:

CY and Deering Bridge
Canal and St. Francis
Barrington and Harvard

Three main tracks between:

Deering Bridge and Canal
CY and Barrington

Four main tracks between:

Clinton St. and CY

Clinton St. - CY:

Track 1 - Westward
Tracks 2, 3 and 4 - Movement in both directions on signal indication.

Deering Bridge - Canal:

Track 1 - Westward
Track 2 - Westward 12:01 PM to 12:01 AM
Eastward 12:01 AM to 12:01 PM

Track 3 - Eastward

Trains or engines must not enter track 2 at or use crossovers at Diversey Blvd. (MP 4.3) without permission from train dispatcher.

CY - Barrington:

Track 1 - Westward
Track 2 - Movements in either direction on signal indication, per Rule 261
Track 3 - Eastward

Crossover movements are prohibited to track 2 at intermediate points between Mayfair and Barrington, except when permission is obtained between Mayfair and Deval through the control operator at Deval or Mayfair interlockings and between Deval and Barrington through the control operator at Deval or the control operator at Barrington station. Telephones are opposite the center switches of each set of crossovers to center track.

The crossover switches on the center track of each set of crossovers are equipped with mechanical facing point locks having lever which will operate lock on both switches. The operation of this lock will set the automatic signals at STOP on center track in both directions but will not set the automatic signals at STOP on the outside tracks.

The throwing of the switch on the center track will set the automatic signals at STOP on the track toward which this switch leads.

Two block indicators are located at the facing point lever stands; these indicators show the approach of trains on the outside track. At the end of each crossover located on the outside track, are two indicators so connected as to indicate the approach of trains separately from each direction on the center track. (Contd. on page 11)

Ordinance prohibits sounding engine whistle within Lake Forest city limits.

Clearance not required when train order signal at KO is clear.

Double track in operation. Movements against current traffic may be made on signal indication.

Maximum Wt: 315,000 lbs.

INSTRUCTIONS APPLICABLE ON KENOSHA AND HARVARD SUBDIVNS CHICAGO AND WISCONSIN DIVISIONS

Movements against the current of traffic:

Between Clinton St. and CY and between CY and Deering Bridge will be made on signal indications. Control operator must obtain positive block from the next station in advance before clearing signals and make proper record.

Between Deering Bridge and Canal on track 2, paragraph (1) of Additional Speed Restrictions does not apply.

Between CY and Mayfair and between CY and Canal movements against the current of traffic may be arranged by and between the control operators at CY, Mayfair and Canal by authority and under the direction of the train dispatcher. A train or engine desiring to move against the current of traffic from an industry or auxiliary track located in either of these districts must communicate with the control operator at either of the designated points by telephone for permission to do so. Before authorizing any movement against the current of traffic, control operators must get instructions from train dispatcher, secure block from the station in advance and then make proper record. Conductors of yard engines doing work on auxiliary tracks leading from tracks 1 or 3 between CY and Mayfair interlockings, must confer with control operator regarding movements to be made. Jurisdiction of control operators is as follows:

MAYFAIR

Track 3 - from Mayfair to switch at east end of New Yard MP 5.2
Track 1 - from CY to Mayfair.

CY

Track 3 - from CY to switch at east end of New Yard MP 5.2

Telephones for communication with operators are located:

In cabin at Hettler's Lead switch - MP 3.6
On signal bridge 702;
On post just west of Pulaski Road - MP 6.4

Normal position of spring switches:

Barrington - Track 1 east end of coach yard to eastward track - for main track. Westward movements over switch must not exceed 10 MPH. West end west siding - for main track.

Harvard - End of double track - for eastward track. Junction of Madison and Beloit subdivisions - for Madison Subdivision.

Waukegan - Track 1 east end of coach yard to eastward track - for main track.

Automatic Train Stop - Wisconsin Division

Main tracks equipped:

CY - St. Francis
Chicago - Harvard

(a) Non-equipped engines without cars and non-equipped engines in transfer service and switching service between CY and Canal may be operated at not exceeding Restricted Speed and in accordance with the automatic block signal indications.

(b) Non-equipped engines without cars and non-equipped engines with or without cars in transfer and switching service between Chicago and MP 25.0, west of Arlington Heights, may be operated at not exceeding Restricted Speed, being governed by automatic block signal indications and a positive block established in advance of the movement.

(c) Non-equipped engines in transfer service and switching service at Waukegan, Kenosha, Racine and Milwaukee-Bulter Terminal may be operated on the main track within yard limits at not exceeding Restricted Speed and in accordance with the automatic block signal indications.

(d) Non-equipped engines may be operated to engine terminals and return for inspection and repairs, Waukegan to Chicago, Kenosha and Racine to Milwaukee-Bulter Terminal, Harvard to Chicago at a speed not exceeding 40 MPH. Such movements must be made in accordance with automatic block signal indications and a positive block established in advance of the movement.

(e) In connection with operation under paragraphs (b) and (d), a Stop and Proceed signal, Rule 240B shall be considered a positive stop signal, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlockings, when Rule 608 is in effect, Rule 509 will also apply.

FARM SUBDIVN - WISCONSIN DIVISION

LAKE SUBDIVN - WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
29.8	0.0	KO	①②③④	8020	..
31.7	1.9	LAKE BLUFF	①②③④	0532	..

SPEED RESTRICTIONS (MPH)

Maximum 30

ABS: KO - Lake Bluff

Yard Limits:
Entire subdivn.

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	KENOSHA	①②③④	0538	..
1.2	1.2	FARM YARD	①②③④	..	..
4.2	4.2	KD JCT.	①②③④	..	..

Except for trains originating at Kenosha, trains enroute Farm or New Line

Subdivision are not required to obtain Clearance at Kenosha.

SPEED RESTRICTIONS (MPH)

Maximum 10
KD Jct. Stop

Yard Limits:
Entire subdivn.

Kenosha is register station only for trains originating or terminating.

Rule 97 does not apply.

Flag over all grade crossings except those where automatic protection is provided.

Train location reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

LAKE GENEVA SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
.....	.....	CHICAGO		0000	..
.....	0.0	CRYSTAL LAKE JCT.	ⓐⓑⓒⓓⓔⓕⓖⓗ	.....	..
58.4	0.4	WEST WYE SWITCH	Y	.....	..
61.3	3.3	TERRA COTTA	.....	0090	20
65.8	7.8	McHENRY	ⓓ	0091	..
69.5	11.5	RINGWOOD	.....	0092	..
75.6	17.6	RICHMOND	.....	0093	..
77.3	19.3	GENOA CITY	ⓓ	0094	13
80.4	22.4	PELL LAKE	.....	0095	..
85.9	27.9	LAKE GENEVA Y.	ⓑⓓⓔⓕⓖⓗ	0096	13

Schedules of best class trains between Crystal Lake Jct. and Lake Geneva are shown in Chicago Suburban District timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Chicago Suburban District timetable in their possession while on duty.

SPEED RESTRICTIONS
(In MPH)
Maximum Psgr. Frt.
Northeast wye
Crystal Lake
Jct. 20 10
MP 58.4-65.0 40 25
MP 65.0-85.8 15 10
MP 85.8-85.9* 5 5
MP 86.1** Stop Stop

*Broad St. crossing to Lake Geneva station.
**Madison and Marshall St. crossings, Lake Geneva.

Yard Limits:
Crystal Lake Jct.—MP 59.1
MP 84.0—End of track

Psgr. trains register by register ticket at Crystal Lake Jct.

Regular trains entering or leaving Lake Geneva Subdivision at Crystal Lake Jct. must obtain Clearance at this point.

Maximum Wt: 251,000 lbs.

Class AAA diesel units must not be operated on Lake Geneva Subdivision.

MADISON SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
62.8	0.0	HARVARD Y	ⓐⓑⓒⓓⓔⓕⓖⓗ	0641	...
70.9	8.1	SHARON	.....	0643	75
77.5	15.7	CLINTON JCT.	ⓧ CMSTP&P	ⓐⓑ	0645 56
78.5	19.7	TIFFANY	.....	0646	...
88.2	25.4	SO. JANESVILLE	ⓑⓓⓔⓕⓖⓗ	0648	...
91.4	28.6	JANESVILLE	ⓧ CMSTP&P	ⓓⓔ	0648
97.5	35.3	LEYDEN	.....	0649	38
106.7	44.5	EVANSVILLE JCT.	.....	ⓓ	...
115.9	44.7	EVANSVILLE	.....	ⓓ	0908 150
122.5	51.1	BROOKLYN	.....	0910	...
128.1	56.7	OREGON	.....	0911	150
137.3	65.8	MX	ⓧ CMSTP&P	ⓓⓔ	...
138.6	67.1	ⓧ CMSTP&P	.....	ⓓ	...
140.3	68.8	MADISON	ⓑⓓⓔⓕⓖⓗ	0913	...
143.5	72.0	MENDOTA	.....	0914	...
148.4	76.9	WAUNAKEE Y	.....	0915	90
153.2	81.7	DANE	.....	0916	74
158.0	86.5	LODI Y	.....	0917	...
164.6	93.1	MERRIMAC	.....	0920	...
168.4	97.0	BADGER Y	.....	ⓓ	0922 50
175.5	104.0	BARABOO Y	.....	ⓓⓔ	0923 150
181.8	110.2	NORTH FREEDOM	.....	0925	...
184.8	113.3	ROCK SPRINGS Y	.....	ⓓ	0926
191.2	119.6	REEDSBURG Y	.....	0927	160
199.0	127.4	LA VALLE	.....	0930	30
206.1	134.5	WONEWOC Y	.....	0932	...
208.9	137.4	UNION CENTER	.....	0933	65
212.8	141.3	ELROY Y	ⓑⓓⓔⓕⓖⓗ	0934	...

DUNDEE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
41.0	0.0	ELGIN JCT.	ⓧ CMSTP&P	ⓐⓓ	...
42.8	1.8	EAST ELGIN	.....	0086	53
47.6	6.6	DUNDEE	.....	0087	..
48.4	7.4	CARPENTERSVILLE	Y	0088	14
52.9	11.9	ALGONQUIN	.....	0089	..
58.3	17.3	CS JCT.	ⓓⓔ	.....	..
58.5	17.5	CRYSTAL LAKE	ⓑⓓⓔⓕⓖⓗ	0636	24
58.4	17.5	WEST WYE SWITCH	.....	.....	.....

SPEED RESTRICTIONS
(MPH)
Maximum 10
MP 52.7 Main St. Algonquin 5
MP 56.8 Over track scales 5

Yard Limits:
Entire subdvn.

Rule 97 does not apply.
Except for GP-7 type units, only Class A or smaller engines may be operated.
Train location reports (line-ups) not issued.

Maximum Wt: 251,000 lbs.

MADISON SUBDIVN—WISCONSIN DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum:	
Harvard—Elroy	60
MP 63.0 Int. limits, Harvard	10
MP 88.0—91.2	30
MP 91.2—91.6	10
MP 91.6 CMSTP&P Janesville	10
MP 91.7	30
MP 106.1—106.7	30
MP 115.9 Jct switch	10
MP 137.0—141.2	10
MP 138.6 CMSTP&P Madison	Stop
MP 138.7 Street crossings Madison	

See Note*

MP 163.8—164.4	30
MP 171.0—177.0	30
MP 184.5—186.3	30
MP 198.5—198.8	35
MP 199.2—199.8	40
MP 206.5—206.7	40
Franklin St., Elroy	10

Yard Limits:

Harvard—MP 64.6	MP 167.5—169.4
MP 85.9—91.6	MP 173.9—176.6
MP 105.7—118.0	MP 183.5—186.7
MP 134.5—143.5	MP 188.5—192.6
MP 147.0—149.0	MP 204.6—206.8
MP 157.3—158.5	MP 211.6—Elroy

ABS: Harvard—Elroy

Note*

Madison—MP 138.7. Street traffic lights at Blair, E. Wilson and Williamson St. crossings are co-ordinated to operate automatically when actuated by a train or engine occupying the approach circuits which extend 200 feet on either side of the street crossing and are located between the "R R CROSSING — STOP" signs and the crossing.

A color light type indicator for both eastward and westward movements is located on a single pole at the west side of the street crossing between the CMSTP&P main track and the C&NW westward track and will display a red or yellow aspect. When red is displayed, the traffic lights are operating for movement of vehicular traffic over the street crossing. When yellow is displayed, the traffic lights are displaying a stop indication for vehicular traffic.

"PUSH BUTTONS" for manual control of the traffic lights are located in a box on the stub post north of CMSTP&P main track on either side of the street crossing.

After stop (Rule 98) has been made for the CMSTP&P crossing and after Rule 98(A) has been complied with, train or engine movement may proceed toward the street crossing. After entering the approach circuit, the traffic lights should display "STOP" for highway traffic and indicator will display a yellow indication for about a one minute interval. Movement may then be made on the yellow indication.

If, after entering the approach circuit the indicator continues to display a red indication, a crew member must go to the crossing and operate the "PUSH BUTTON".

If, after actuating the "PUSH BUTTON" the indicator continues to display a red indication, the movement may then be made over the street crossing with a crew member acting as a flagman (Rule 103).

When a train or engine stops for WB signal 151 or EB signal 153 between Baraboo and Merrimac, it must not exceed 10 MPH passing slide detector east of MP 172.

When a train or engine stops for WB signal 185 east of Rock Springs and signal 187 west of Rock Springs or EB signals 186 and 188 west of Rock Springs, it must not exceed 10 MPH passing slide detector east of MP 186.

Ordinance prohibits sounding engine whistle within city limits of Janesville and Madison.

That portion of siding at Reedsburg between east switch and crossover east of Pine Street will be used for meeting and passing trains.

At Harvard through freight trains may register by register ticket.

Rock Springs is a register station only for trains originating and terminating at this station.

Elroy — Trains operating through Elroy without crew change may register by register ticket when office is open.

Trains must obtain Clearance at Madison when office is open.

Only trains requiring train orders (Rule 97) at So. Janesville will obtain Clearance at South Janesville.

Normal position of junction switch at Evansville Jct. is for Madison Subdivision.

Rule 97 does not apply between Janesville and So. Janesville.

CMSTP&P bulletin board located at Madison yard office.

Spring switches:

Harvard—End of double track, normal position is for eastward track.

Jct. of Madison Subdivision and Beloit Subdivision, normal position is for Madison Subdivision.

So. Janesville—East end of yard track, normal position is for main track.

Janesville—Jct. of Beloit Subdivision and Madison Subdivision, normal position is for Madison Subdivision.

*† Evansville—West end of siding, normal position is for main track.

*† Oregon—East end of siding, normal position is for main track.

*† Baraboo—Both ends of siding, normal position is for main track.

† Indicates locations where spring switches are equipped with facing point locks.

* Indicates maximum speed of 10 MPH through spring switches entering or leaving siding.

Double track:

MX—Madison

Hot box detectors:

MP 73.7 (Sharon). WB indicator MP 77.5.
EB indicator MP 69.9.

Maximum Wt: 263,000 lbs.

BELOIT SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
62.8	0.0	HARVARD Y	(A)(B)(C)(D)(E)(F)(G)(H)	0641	76
		2.6			
65.4	2.6	CHEMUNG		0810	
		4.1			
69.5	6.7	CAPRON		0811	55
		5.1			
74.6	11.8	POPLAR GROVE		0812	
		3.7			
78.3	15.5	CALEDONIA		0813	49
		11.0			
89.3	26.5	SIDING DO		0901	43
		1.4			
90.7	27.9	BELOIT	(X) CMSTP&P Y (A)(B)(C)	0902	
		1.6			
92.3	29.5	SIDING BW		0903	45
		5.8			
98.1	35.3	AFTON Y	(X) CMSTP&P (A)(B)(C)(D)	0904	
		6.4			
104.5	41.7	JANESVILLE Y	(X) CMSTP&P (A)(B)(C)	0648	

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 63.0 Int. limits	10
MP 77.7—78.0	30
MP 89.0—90.6	30
MP 90.6 CMSTP&P crossing	10
MP 90.6—92.0	10
MP 97.8 curve	35

MP 98.4 Jct. Switch Afton	Stop
MP 98.5 CMSTP&P crossing	10
MP 103.0—104.2	10

Yard Limits:

MP 62.8—65.0
MP 87.0—92.8
MP 97.0—98.9
MP 103.0—104.5

For trains arriving at Harvard from Beloit Subdivision, the hand throw electrically locked switch at the west end of Harvard yard will be considered the entrance to the siding at Harvard.

Switching movements must flag over Ratzlaff St. crossing at MP 63.4, Harvard.

Ordinance prohibits sounding engine whistle within city limits of Janesville.

Harvard: Through freight trains may register by register ticket.

That section of Siding DO between the east and west crossover switches will be used for meeting and passing of trains.

Normal position of junction switch at Afton is for Footville Subdivn.

Spring switches:

Harvard: End of double track, normal position is for eastward track. Jct. of Madison Subdivision and Beloit Subdivision, normal position is for Madison Subdivision.

Janesville: Jct. of Beloit and Madison Subdivisions, normal position is for Madison Subdivision.

Maximum Wt: 263,000 lbs.

SKOKIE SUBDIVN—CHICAGO DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	CRAWFORD AVE			
		0.9			
0.9	0.9	40TH STREET	(B)(C)(D)(E)	0002	
		1.6			
2.5	2.5	CRAGIN	(X) CMSTP&P Y (D)	0611	
		2.5			
5.0	5.0	GRAYLAND	(X) CMSTP&P (D)	0608	
		0.6			
5.6	5.6	MAYFAIR	(X) CMSTP&P (C)(D)(E)	0607	
		4.1	C&NW (D)(E)		
12.5	10.3	SKOKIE		8007	
		5.4			
17.8	15.7	NORTHFIELD		8012	
		3.8			
21.6	19.5	VALLEY	(D)(E)	8015	

SPEED RESTRICTIONS (MPH)

Between Crawford Ave. and Valley	
Maximum	40
MP 0.0—2.5	10
MP 2.5—5.0	
Eastward	10
Westward	30
MP 5.0—5.6	10
MP 5.6—13.8	30
MP 21.6 Valley	10

Yard Limits:

MP 0.0—13.8

Ordinance prohibits sounding engine whistle within Chicago city limits.

Westward trains from 40th Street except transfer movements between Mayfair and Canal must obtain Clearance at Mayfair.

Eastward trains to 40th Street are not required to obtain Clearance at Mayfair.

Rule 97 applies only between Mayfair and Valley.

Double track in operation between Crawford Ave. and Mayfair. Single track in operation between Mayfair and Valley.

Passenger cars longer than 80 feet must not be operated between Crawford Ave. and Mayfair.
Maximum Wt: 263,000 lbs.

NEW LINE SUBDIVISION - CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
	0.0	PROVISO	②③④	0023	
3.6	2.7	GRAND AVENUE	②③		
8.4	7.5	BRYN MAWR	①④	8001	
10.9	11.0	NORMA	①④⑤	8002	
12.2	12.3	SEEGER	①④⑤	0620	
12.0	12.1	DEVAL	②③④⑤	8003	
17.5	17.6	SHERMER	①④		
21.2	21.2	VALLEY	①④	8015	
23.8	23.4	BLODGETT		8017	W-32 E-66
29.7	29.3	KO	③④⑤⑥	8020	
31.9	31.5	UPTON	② E&E	8023	W99
38.2	37.8	GURNEE	④	8027	
50.5	50.1	KD JCT.	①⑤		
51.7	51.3	BAIN	③⑥	8035	230
60.8	60.4	WAXDALE	② CMSTP&P	8043	
65.5	65.1	SIDING K		8045	200
76.6	76.2	AIRPORT JCT.	④	8050	
78.4	78.0	LAYTON AVE.		8055	78
80.1	79.6	ST. FRANCIS	③④⑤⑥⑦	0545	
2.3	82.0	CHASE	⑦	0553	
5.5	83.9	MITCHELL YARD	②③④⑤⑥	1301	
8.5	86.9	WEST ALLIS		1302	
9.2	87.6	BELTON	④⑤	1303	
10.1	88.5	BELTON JCT.	④⑤		
16.5	94.9	BUTLER	②③	5716	

SPEED RESTRICTIONS (In MPH)

Maximum 60
 MP 0.0-3.6 *

Chicago Division General Orders govern

MP 3.6-8.2 50
 MP 8.2-Bryn Mawr:
 Straight 45
 Diverging 35
 MP 8.2-10.8 50
 MP 10.8-12.3 30
 MP 17.5-Shermer:
 Straight 35
 Diverging 30
 MP 21.2-Valley
 Diverging 30
 MP 29.8-KO:
 Straight 50

Diverging 25
 MP 38.2 Westward S.S. 40
 MP 50.0-52.0 50
 MP 76.6 Eastward S.S. 40
 MP 80.1 St. Francis 10
 MP 0.0-15.0 40
 MP 2.3-2.6 Curve 25
 MP 10.0 Curve 25
 MP 15.0-16.5 10

ABS: Grand Ave.-Butler

Westward trains leaving Grand Ave.
 The provisions of the Note to Rule 99 do not apply until the entire train has passed the second ABS signal, number 17 located at MP 6.3.

Yard Limits:
 Proviso to Deval & Seeger:
 MP 31.9-39.0
 MP 49.0-54.0
 MP 60.4-61.6
 MP 76.6-16.5
 (Airport Jct. to Butler)
 CMSTP&P trains operate between Shermer and Bryn Mawr.

To avoid blocking road crossings between Bryn Mawr and Deval, before passing Bryn Mawr, westward C&NW trains will call opr. at Deval to ascertain when route will be lined. Operator at B-17 will not permit westward CMSTP&P trains to pass absolute signal at Bryn Mawr without first ascertaining when route at Deval will be lined.

Between Norma and Seeger the most westerly track will be used as a single track and trains in both directions will operate at Reduced Speed not exceeding 10 MPH.

Trains and engines must call the operator at St. Francis for permission before entering or leaving the New Line Subdivision at Chase.

Mitchell Yard is a register station only for trains originating and terminating.

That section of the siding at Bain, between the spring switch located just east of KD Jct. and crossover at MP 52.4 will be used for meeting and passing of trains.

Ordinance prohibits sounding engine whistle within city limits of Chicago, Des Plaines, Milwaukee and West Allis and between first crossing west of Valley and KO, except trains will whistle for Old Elm Road crossing at MP 26.8.

Except for psgr. trains originating at Des Plaines or Deval, trains are not required to obtain a Clearance at Deval, unless directed to do so by the control operator. Local switch runs and way freights originating or operating between Shermer and Grand Ave. on the New Line Subdivision will operate at Restricted Speed unless a different speed is authorized. Crews of these trains must call the control operator at Deval for instructions before entering the main track at any locations.

Proviso is a designated terminal in the application of air brake Rule 401.

NEW LINE SUBDIVISION - CHICAGO AND WISCONSIN DIVISIONS

Westward trains except Elk Grove switch runs obtain clearance at Proviso.

Trains are not required to obtain a Clearance at KO when train order signal is clear.

Trains must obtain a Clearance at Butler except that road special deliveries, switch runs and way freights operating out of Butler must obtain a Clearance on their initial trip only out of Butler and need not obtain a Clearance on subsequent trips out of Butler.

Trains originating at St. Francis and Eastward trains originating at points between St. Francis and Mitchell Yard must obtain Clearance at St. Francis. Other trains are not required to obtain Clearance at St. Francis when train order signal is clear.

Rule 97 does not apply between Norma and Seeger.

Spring switches:

† Gurnee - At end of double track, normal position is for eastward track.

* † Bain - East end of siding, normal position is for main track.

* † Siding K - Both ends of siding, normal position is for main track.

† Airport Jct. - At end of double track, normal position is for westward track.

Belton Jct. - Wye to westward track, normal position is for New Line Subdivision.

Butler - At east end of yard lead to eastward track, normal position is for eastward track.

† Indicates spring switches equipped with facing point lock.

* Indicates maximum speed of 10 MPH through spring switch entering or leaving siding.

Double track in operation between:
 Grand Ave. and Gurnee
 Airport Jct. and Butler

Between Deval and Norma train and engine movements against the current of traffic, on either track, may be made upon block signal indication. Conductors of trains or engines working in the Des Plaines coach yard must obtain permission from control operator at Deval before entering westward track between Norma and Deval.

Hot box detectors:

MP 21.8 (Valley), WB indicator at MP 25.1
 MP 41.7 (Gurnee), WB indicator at MP 46.2. EB indicator at MP 37.6.

Maximum Wt: 315,000 lbs.

PLATTEVILLE SUBDIV - WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
144.7	0.0	MONTFORT JCT.	①⑤⑥	1353	
149.9	4.9	LIVINGSTON		1375	
154.8	9.7	REWEY	④	1374	
166.0	21.1	IPSWICH	⑤	1369	
173.5	28.5	CUBA CITY		1366	

SPEED RESTRICTIONS (MPH)

Maximum 10
 MP 144.5 (Jct. Switch) Stop

Yard Limits:
 Entire Subdivn.

Rule 97 does not apply.

Spur track extends 4.0 miles from Ipswich to Platteville (Sta No. 1370). Maximum speed 10 MPH.

Class AAA diesel units must not be operated on Platteville Subdivision.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

WEBER SUBDIV - CHICAGO DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
5.6	0.0	MAYFAIR	② CMSTP&P	0607	
10.5	4.9	WEBER	④	0688	
12.9	7.3	CANAL	②③		

SPEED RESTRICTIONS (MPH)
 Between Mayfair and Canal
 Maximum 10

Yard Limits:
 Entire subdivn.
 Ordinance prohibits sounding engine whistle

within Chicago and Evanston city limits.

Rule 83(B) does not apply at Canal.

Westward trains from 40th Street except transfer movements between Mayfair and Canal must obtain Clearance at Mayfair.

Rule 97 does not apply.

Spring switch at MP 7.4 normal position for main track.

Train location reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

AIR LINE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
16.5	0.0	BUTLER	②③④	5716	..
	1.4		②③④		
17.3	1.4	BJ	①②③	5715	..
13.5	1.6	FONDA		5713	..
11.8	2.9				
7.9	6.9	WISCONA	Y ①②③	5709	..
92.4	5.8	C&NW			
98.2	12.4	GRANVILLE		0557	43
105.3	19.5	ROCKFIELD		0558	59
110.4	24.6	JACKSON		0559	53
117.6	31.8	WEST BEND	②③	0560	30
122.0	36.2	SIDING BR		0563	170
125.1	39.3	KEWASKUM	Y	0562	28
131.4	45.6	CAMPBELLSPORT	Y	0564	48
139.2	53.4	EDEN	Y	0565	52
140.3	54.5	EDEN QUARRY		0565	..
146.4	60.6	NW	①②		
	61.0	FOND DU LAC	②③④	0668	..

That section of the siding at West Bend between the east switch and the crossover will be used for the meeting and passing of trains.

Trains must call control operator at Butler for instructions before leaving Bradley Rd. industrial area located at MP 95.2.

Ordinance prohibits sounding engine whistle within city limits of Milwaukee.

Trains register by register ticket at Fond du Lac.

Trains operating through Butler without crew change may register by register ticket.

Eastward trains obtain Clearance at Fond du Lac.

Trains must obtain a Clearance at Butler except that road special deliveries, switch runs and way freights operating out of Butler must obtain a clearance on their initial trip only out of Butler and need not obtain Clearance on subsequent trips out of Butler.

Double track is in operation between BJ and Wiscona.

Spring Switches:
*#Siding BR—Both ends of siding, normal position is for main track.

* Indicates maximum speed of 10 MPH through spring switches entering or leaving siding.

Indicates locations where spring switches are equipped with facing point locks.

Hot Box Detector at MP 131.8 (Campbellsport). WB indicator at MP 136.0. EB indicator at MP 128.0

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum:	MP 124.3—126.0
Butler—Wiscona	MP 130.5—132.0
Wiscona—NW	MP 137.9—140.8
	MP 145.1—Fond du Lac
Butler—MP 17.9	10
Int. limits, Wiscona	30
MP 100.6—101.9	45
MP 117.0—120.5	35
MP 145.3 curve	45
MP 146.2—146.8	30

Switches and signals for wye track at Wiscona between MP 93.0 and MP 8.6 and crossover switches at MP 8.9 are controlled by operator at Butler. The signals at the railroad crossing are automatic.

ABS: Butler—NW.

Yard Limits:
Butler—MP 119.3

The milepost shown for Wiscona is at the railroad crossing.

WAUKESHA SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
16.5	0.0	BUTLER	②③④⑤⑥⑦	5716	..
	6.4	BELTON JCT.	①②		
10.1	6.4				
9.2	0.3	BELTON	①②	1303	..
	0.9				
10.1	6.7	WEST WYE	Y ①②		
	4.1				
14.2	10.8	NEW BERLIN		1305	..
	3.5				
17.7	14.3	HALLS SIDING	③	1308	40
	1.8				
19.5	16.1	WAUKESHA	SOO LINE ③④⑤⑥⑦⑧⑨	1308	..
	0.9				
20.4	17.0	CMSTP&P	①		
	7.2				
27.6	24.2	WALES		1311	36
	5.0				
32.6	29.2	DOUSMAN	⑦	1313	..
	5.9				
38.5	35.1	SULLIVAN		1315	..
	10.6				
49.1	45.7	JEFFERSON JCT.	③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺	1318	..
	6.5				
55.6	52.2	FARGO SPUR			
	0.4				
56.0	52.6	LAKE MILLS	②③④⑤⑥	1321	35
	8.8				
64.8	61.4	DEERFIELD		1327	30
	6.7				
71.5	68.1	COTTAGE GROVE		1330	..
	8.2				
79.7	76.3	CMSTP&P	①		
	0.8				
80.5	77.1	EAST WYE	③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺		
	0.9				
	78.0	MADISON	②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺	0913	..

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 10.1 Wye track	10
MP 17.9	10
MP 18.0—21.0	30
MP 49.1 C&NW crossing	Stop
MP 59.0—59.2	30
MP 81.1 CMSTP&P crossing	Stop

Trains en route Butler from Waukesha Subdivision must obtain permission from train dispatcher to enter wye at West Wye and will then proceed being governed by signal indication at Belton Jct.

Junction switches:
West Wye: Normal position for Belton Jct.
East Wye: Normal position for wye track.

Spring switches:
Belton Jct: Wye track to westward track; normal position for New Line Subdivision.

C&NW-CMSTP&P crossing on east wye at Madison protected by gate, normally set against C&NW. Comply with instructions posted in release box.

Intermediate stations:	Sta. No.
MP 43.9 Helenville	1317
	connected at both ends
61.4 London	1323
	connected at both ends
Maximum Wt: 263,000 lbs.	

Yard Limits:
Belton and Belton Jct.
West Wye—MP 21.0
MP 47.4—51.1
MP 54.5—57.5
MP 76.8—Madison

Ordinance prohibits sounding engine whistle within city limits of Milwaukee, and Madison.

Waukesha, Jefferson Jct. and Lake Mills are register stations only for trains originating and terminating at these stations.

Trains must obtain Clearance at Madison when office is open.

ADAMS SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	Rule 261 applies between BJ and Marcy.		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
16.5	0.0	BUTLER 0.8	Ⓚ Ⓞ Ⓚ Ⓞ Ⓚ Ⓞ	5716	...
17.3	0.8	BJ	Ⓚ Ⓞ Ⓚ Ⓞ	5715	...
18.0	5.3	MARCY 4.0		5722	...
22.0	9.3	SUSSEX 2.5	Ⓚ	5723	75
24.5	11.8	BARK PIT 5.1		5725	230
29.6	16.9	NORTH LAKE 5.1		5731	...
34.7	22.0	MAPLETON 3.8		5736	...
38.5	25.8	ASHIPPUN 2.0		5739	62
40.5	27.8	ROCK SIDING 4.2		5746	240
44.7	32.0	LEBANON 6.8		5746	...
51.5	38.8	CLYMAN JCT. Ⓚ C&NW Y	Ⓚ Ⓚ Ⓚ Ⓚ	5752	270
56.6	43.9	NORTH LOWELL 6.4		5758	...
63.0	50.3	SO. BEAVER DAM 7.6		5764	97
70.6	57.9	SO. RANDOLPH 6.4		5772	125
77.0	64.3	FRIESLAND 8.8	Ⓚ Ⓚ	5778	76
85.8	73.1	DALTON 10.1	SS EAST END	5787	150
95.9	83.2	GLENOAK 10.6		5797	94
106.5	93.8	OXFORD 10.9	Ⓚ	5807	125
117.4	104.7	GRAND MARSH 7.1		5818	90
124.5	111.8	ADAMS 1.0		5825	...
125.5	112.8	ADAMS YARD	Ⓚ Ⓚ Ⓚ Ⓚ Ⓚ Ⓚ	5826	...
138.3	125.6	NECEDAH 8.4		5839	96
146.7	134.0	CUTLER 7.2		5848	115
153.9	141.2	WYEVILLE Ⓚ C&NW Y	Ⓚ Ⓚ Ⓚ Ⓚ	5855	95
160.4	147.7	NORTH TOMAH 3.0		5861	...
163.4	150.7	TUNNEL CITY		5864	...
Between Tunnel City and Sparta C&NW trains and engines operate over CMSTP&P and are governed by CMSTP&P rules and timetable					
246.7	164.7	SPARTA Y	Ⓚ Ⓚ Ⓚ Ⓚ Ⓚ Ⓚ	0943	53
248.6	166.6	Ⓚ CMSTP&P	Ⓚ	...	...
256.0	174.0	BANGOR Y		0946	...
260.8	178.8	WEST SALEM Y		0947	94
267.9	185.9	MEDARY JCT. Y Ⓚ CMSTP&P	Ⓚ Ⓚ Ⓚ Ⓚ	0948	17
270.1	188.1	ONALASKA Y		0950	...
273.6	191.5	MIDWAY 10.4		0952	87
284.0	201.9	TREMPEALEAU Y	Ⓚ	0954	...
291.7	209.6	Ⓚ GB&W 3.7	Ⓚ	...	...
295.4	213.3	Ⓚ BN	Ⓚ	...	...
296.5	214.4	WINONA Y Ⓚ BN	Ⓚ Ⓚ Ⓚ Ⓚ Ⓚ Ⓚ	1000	...

ADAMS SUBDIVN—WISCONSIN DIVISION

SPEED RESTRICTIONS (In MPH)

Between Butler and Wyeville	
Maximum	60
BJ Int. limits	10
Butler—MP 17.3	10
MP 51.5 Clyman Jct:	
Diverging	10
MP 82.0 curve	45
MP 82.7 curve	45
MP 95.1 curve	45
MP 101.8 Bridge 2655	35 50
MP 107.4 Bridge 2668	35 50
MP 124.1 spring switch	40
MP 124.6 highway crossing	30*
MP 125.2 spring switch	40
MP 132.3 Bridge 2720	35 50
MP 153.9 Wyeville:	
Straight	40
Diverging	10 25

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Between Wyeville and Winona (Except Spur Tracks)

Maximum	49
Wyeville—Int. limits (EASTWARD)	10
MP 248.6 CMSTP&P crossing	10
MP 267.9 Medary Jct:	
Straight	30
Diverging	10
MP 291.5—292.3	10
MP 295.4 BN crossing	10
MP 296.4—0.1 Winona	10

Spur Tracks

Spur track extends 7.8 miles from Sparta to Camp McCoy Ⓚ (Sta. No. 5872). Trains and Eng. are authorized to operate at Red. Speed not to exceed 30 MPH between Sparta and Camp McCoy. Max. Wt. 263,000 lbs.

Spur track extends 3.8 miles from Medary Jct. to LaCrosse (Sta. No. 0951). Max. speed 10 MPH. Max. Wt. 263,000 lbs. Ⓚ BN-CMSTP&P Ⓚ located at MP 269.5.

Spur track extends 7.1 miles from Trempealeau to Galesville (Sta. No. 0975). Max. speed 10 MPH. Only Class A or smaller engines (single units only) may be operated. Max. Wt. 220,000 lbs.

Yard Limits:

Butler—MP 18.5	
MP 48.5—53.0	
MP 123.3—127.2	
MP 151.2—155.6	
MP 175.2—248.5	
(East of Sparta—West of Sparta)	
MP 255.0—257.0	
MP 258.7—262.3	
MP 266.6—271.3	
MP 283.5—285.3	
MP 295.5—Winona	

A form S-C train order giving a westward train on Adams Subdivision right over an opposing train to Clyman Jct. governs to the interlocking absolute signal.

Trains register at Wyeville by register ticket.

Sparta is a register station for trains originating and terminating only. It is not a register station for trains operating via the CMSTP&P at Sparta.

CMSTP&P bulletin boards are located at Madison, Adams Yard office and at Winona Yard office and Enginehouse.

Westward trains obtain CMSTP&P clearance at Wyeville.

Eastward trains obtain CMSTP&P clearance from CMSTP&P Operator at Sparta.

Eastward trains at Winona obtain clearance at CK (Central Divn.).

Rule 97 does not apply between: Marcy and BJ

Spring switches: EAST END - DALTON

*† Marcy—At west end of Megals Lead, normal position for main track.

*† Bark Pit—Both ends of siding, normal position for main track.

*† Rock Siding—Both ends of siding, normal position for main track.

*† Clyman Jct—At east end of siding, normal position for main track.

† Adams—At end of double track, 0.3 miles east of station, normal position for westward track.

—At end of double track, 0.7 mile west of station, normal position is for movement to eastward track. Spring switch in addition to crossover switch must be thrown by hand before movement from westward track to yard is started.

† Indicates locations where spring switches are equipped with facing point locks. * Indicates maximum speed of 10 MPH through spring switches entering or leaving siding.

Double track between Adams and Adams Yard:

ABS between BJ and Wyeville.

Hot box detector at MP 91.2 (Dalton). WB indicator located at MP 95.9 EB indicator at MP 88.1

Hot box detector at MP 32.3 (Mapleton) WB indicator located at MP 35.9 EB indicator located at MP 27.9

Maximum Wt:

Butler—Wyeville	315,000 lbs.
Wyeville—Winona	263,000 lbs.

LANCASTER SUBDIVN—WISCONSIN DIVISION

WEST			EAST			
SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	THIRD CLASS
531						532
Mon Wed Fri						Tue Thur Sat
			MADISON	0913		
AM		3.1				PM
8:00	83.3	0.0	MX ⊗ CMSTP&P			Al:20
9:00	93.1	9.8	VERONA	1336		1:00
9:18	101.4	18.1	KLEVENVILLE	1340		12:40
9:28	105.5	22.1	MT. HOREB	1341		12:30
10:00	114.6	31.2	BARNEVELD	1344		11:51
10:15	120.3	36.9	RIDGEWAY	1346		11:39
11:00	129.7	46.0	DODGEVILLE	1348	26	11:20
11:25	140.5	56.9	COBB	1351	29	10:35
11:35	144.7	61.4	MONTFORT JCT.	1353		10:25
11:40	145.9	62.4	MONTFORT	1355		10:20
12:05	155.9	72.4	LANCASTER JCT.	1379		5:25
12:30	159.9	76.4	STITZER	1380		5:00
Al:25 PM	167.8	84.4	LANCASTER	1382		4:45 AM

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 83.8 Jct. switch MX	10
MP 93.1	10
MP 104.8-106.0	10
MP 144.7-145.0 Jct. switches	10
MP 157.3-167.8	10

Yard Limits:

Madison—MP 89.4

Ordinance prohibits sounding whistle within Madison city limits.

Spur track extends 2.5 miles from Lancaster Jct. to Fenimore (Sta. No. 1379). Max. speed 10 MPH. Max. Wt. 251,000 lbs.

Class AAA diesel units must not be operated on Lancaster Subdivision.

Normal position of junction switch at Montfort Jct. is for Lancaster Subdivn.

Rule 99(c) applies.

Maximum Wt: 251,000 lbs.

FOOTVILLE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Capacity of Sidings
98.5	0.0	AFTON	① ⊗	0904	
103.9	5.4	⊗ CMSTP&P	Ⓐ		
107.1	8.6	FOOTVILLE		0906	
115.9	17.3	EVANSVILLE JCT.	① ⊗		
116.1	17.5	EVANSVILLE	Ⓓ	0908	

SPEED RESTRICTIONS (In MPH)

Between Afton and Evansville Jct.	
Maximum	30
MP 103.9 CMSTP&P crossing	10
MP 115.9 Jct. switch	Stop

Normal position of junction switch at Evansville Jct. is for Madison Subdivn.

Normal position of junction switch at Afton is for Footville Subdivn.

Rule 99(c) applies.

Maximum Wt: 263,000 lbs.

JANESVILLE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Capacity of Sidings
88.2	0.0	SOUTH JANESVILLE	Ⓔ ⊗ ⊗ ⊗ ⊗	0648	
91.4	3.2	JANESVILLE ⊗ CMSTP&P	Ⓝ ⊗ ⊗	0648	
94.3	6.1	⊗ CMSTP&P	Ⓐ		
99.5	11.3	MILTON JCT. ⊗ CMSTP&P	①	0650	
111.5	23.3	FORT ATKINSON		0652	40
117.2	29.0	JEFFERSON	Ⓝ	0653	15
119.6	31.4	JEFFERSON JCT. ⊗ C&NW ⊗ ⊗ ⊗	Ⓝ ⊗ ⊗ ⊗	1318	65
122.5	34.3	JOHNSON CREEK		0654	31
130.6	42.4	⊗ CMSTP&P	Ⓝ ⊗		
130.9	42.7	WATERTOWN	Ⓓ	0656	
138.9	50.7	CLYMAN		0658	21
140.0	51.8	CLYMAN JCT. ⊗ C&NW	Ⓝ ⊗ ⊗ ⊗	5752	105
145.7	57.5	JUNEAU	Ⓓ	0660	
148.9	60.7	MINNESOTA JCT. ⊗ CMSTP&P	Ⓐ	0661	
152.6	64.4	BURNETT ⊗ CMSTP&P	Ⓐ	0662	56
166.0	77.8	OAK CENTER		0665	29
169.1	80.9	OAKFIELD		0666	107
174.1	85.9	JCT. A	Ⓝ		
175.4	87.2	JCT. B	Ⓝ		
176.0	87.8	⊗ SOO LINE	Ⓝ ⊗		
176.8	88.6	NW ⊗ CMSTP&P	Ⓝ ⊗		
177.2	89.0	FOND DU LAC	Ⓔ ⊗ ⊗ ⊗ ⊗	0668	

SPEED RESTRICTIONS (MPH)

Between Janesville and Clyman Jct.	
Maximum	40
MP 91.6 CMSTP&P crossing	10
MP 94.3 CMSTP&P crossing	10
MP 99.5 CMSTP&P crossing	10
MP 110.5-112.5	10
MP 116.5-118.0	10
MP 117.4 Candice St. Jefferson	Stop
MP 119.6 C&NW crossing	Stop
MP 130.6 CMSTP&P crossing	Stop
MP 130.6-131.6	10
MP 139.9 Clyman Jct.	10

Between Clyman Jct. and NW

Maximum	40
MP 139.9 Clyman Jct.: Straight	10
Diverging	10
MP 148.9-149.1 Minnesota Jct.	10
MP 152.5-152.7 Burnett	10
MP 175.1-176.8 Soo Line	10
MP 176.8-177.4	30

Yard Limits:

Janesville—MP 95.0
MP 109.5-120.6
MP 137.5-142.0
MP 172.0—NW

Flag all movements over Sherman Ave. and Milwaukee Ave. crossings in Fort Atkinson.

Ordinances prohibit sounding engine whistle within city limits of Janesville, Fort Atkinson and Watertown.

Trains register by register ticket at Fond du Lac.

Only originating or terminating trains register at Jefferson Jct.

Eastward trains must obtain Clearance at Fond du Lac.

Rule 97 does not apply between Jefferson Jct. and Jefferson and between Jct. A and NW.

CMSTP&P trains and engines operate between Jct. A and Jct. B.

Normal position of switches at Jct. A and Jct. B is for C&NW.

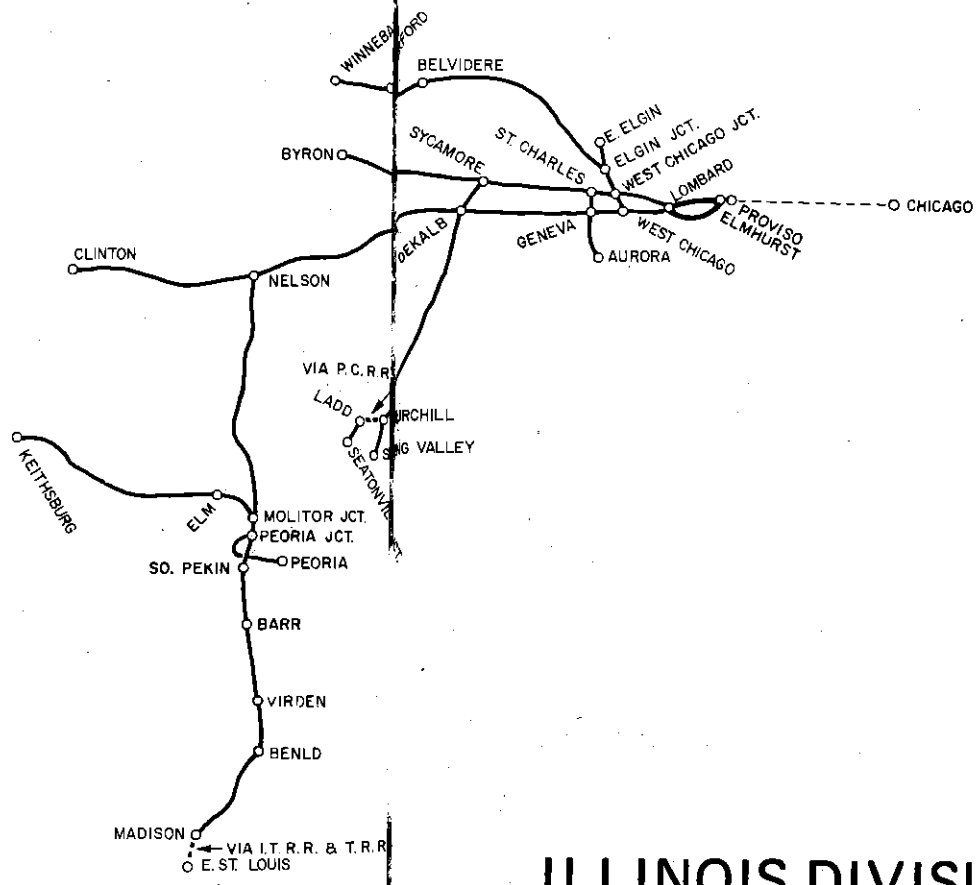
Movements between Jct. A and Jct. B will be made at Red. Speed not to exceed 10 MPH.

Telephones to operator at Fond du Lac located in boxes at Jct. A and Jct. B Eastward C&NW trains and engines will obtain permission from operator Fond du Lac before entering this territory at Jct. B (prior to leaving Fond du Lac if practicable) and will clear themselves to operator Fond du Lac when clear of this territory at Jct. A.

Westward C&NW trains and engines will obtain permission to enter this territory at Jct. A from operator Fond du Lac but need not clear themselves at Jct. B.

CMSTP&P trains and engines will obtain permission from operator Fond du Lac before fouling C&NW main track at either Jct. A or Jct. B. After movement has been completed and is clear of C&NW main track and switches lined to normal position, will so inform the operator Fond du Lac.

At CMSTP&P crossing Watertown, C&NW trains and engines must stop at governing signal and may then proceed upon proper signal indication and when gate East of crossing is not across track, or upon verbal instructions from CMSTP&P control operator. Maximum Wt: 263,000 lbs.



ILLINOIS DIVISION

GENEVA SUBDIVN— CHICAGO AND ILLINOIS DIVISIONS

Mile Posts	Miles	Schedules of first class trains between Chicago and Geneva are shown in Chicago Suburban District timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Chicago Suburban District timetable in their possession while on duty.		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
0.0	0.0	CHICAGO	ⓑⓒⓓⓔⓕⓖⓗⓓ	0000	
0.2	0.2	LAKE STREET	ⓑⓓⓔⓕⓖⓗⓓ		
0.4	0.4	CLINTON STREET	ⓑⓓⓔⓕⓖⓗⓓ		
1.3	1.3	NOBLE STREET	ⓑⓓⓔⓕⓖⓗⓓ		
2.6	2.6	WESTERN AVE.	ⓑⓓⓔⓕⓖⓗⓓ	0005	
3.6	3.6	KEDZIE	ⓑⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗⓓ		
4.8	4.8	KEELER	ⓑⓓⓔⓕⓖⓗⓓ	0011	
5.2	5.2	KENTON AVE.	ⓑⓓⓔⓕⓖⓗⓓ		
8.5	8.5	OAK PARK	ⓑⓓⓔⓕⓖⓗⓓ	0018	
8.9	8.9	LATHROP AVE.	ⓑⓓⓔⓕⓖⓗⓓ		
9.7	9.7	RIVER FOREST	ⓑⓓⓔⓕⓖⓗⓓ	0020	
10.0	10.0	VALE	ⓑⓓⓔⓕⓖⓗⓓ		
10.5	10.5	MAYWOOD	ⓑⓓⓔⓕⓖⓗⓓ	0021	
11.3	11.3	MELROSE PARK	ⓑⓓⓔⓕⓖⓗⓓ	0022	
11.9	11.9	JN	ⓑⓓⓔⓕⓖⓗⓓ		
12.6	12.6	BELLWOOD	ⓑⓓⓔⓕⓖⓗⓓ	0017	
14.3	14.3	BERKELEY	ⓑⓓⓔⓕⓖⓗⓓ	0016	
15.5	15.5	HM	ⓑⓓⓔⓕⓖⓗⓓ		
15.7	15.7	ELMHURST	ⓑⓓⓔⓕⓖⓗⓓ	0024	
17.8	17.8	VILLA PARK	ⓑⓓⓔⓕⓖⓗⓓ	0025	
19.9	19.9	LOMBARD	ⓑⓓⓔⓕⓖⓗⓓ	0026	
22.4	22.4	GLEN ELLYN	ⓑⓓⓔⓕⓖⓗⓓ	0027	
23.8	23.8	COLLEGE AVENUE	ⓑⓓⓔⓕⓖⓗⓓ	0028	
25.0	25.0	WHEATON	ⓑⓓⓔⓕⓖⓗⓓ	0029	
27.5	27.5	WINFIELD	ⓑⓓⓔⓕⓖⓗⓓ	0030	
29.5	29.5	NI	ⓑⓓⓔⓕⓖⓗⓓ		
30.3	30.3	WEST CHICAGO	ⓑⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗⓓ	0031	
32.1	32.1	WX	ⓑⓓⓔⓕⓖⓗⓓ		
35.5	35.5	GENEVA	ⓑⓓⓔⓕⓖⓗⓓ	0032	

Psgr.	Frnt.
50	30
30	30
10	10
40	30
35	35
15	10
50	35
50	35
70	50
40	30
60	40
50	40
50	40
15	10
50	35
30	30
60	40
55	35
55	35
35	30
60	40
55	35
35	30
15	10

SPEED RESTRICTIONS (In MPH)

	Psgr.	Frnt.
Maximum	70	60
MP 0.0-0.3 Between Chicago and Signal Bridge A. Reduced Speed not exceeding	10	10

MP 0.3-0.7 Signal Bridge A to Signal Bridge D. Reduced Speed not exceeding	15	10
MP 0.7-1.3 Signal Bridge D to Noble St.	35	30
MP 1.3 Noble St. Interlocking—Straight routes	35	30
Diverging routes	15	10

GENEVA SUBDIVN— CHICAGO AND ILLINOIS DIVISIONS

SPEED RESTRICTIONS (In MPH) (Continued)

	Psgr.	Frnt.
Straight routes	45	35
Diverging routes	10	10
MP 32.1 WX Interlocking: Straight routes	50	40
Diverging routes	40	40
To and from yard lead	10	10
MP 35.2-35.5 (Geneva)	50	50

Yard Limits:

MP 0.0-17.0
MP 29.0-32.6
MP 34.6-Geneva

ABS: Chicago-HM

ATC: Clinton St.—Geneva

Rule D-83 does not apply at Noble Street, Western Avenue, Kedzie, Kenton Avenue, Vale, JN, HM and NI. At these stations an inferior train may proceed on signal indication unless otherwise instructed.

Rule 83(B) does not apply at Kedzie.

Except for Psgr. trains originating at Geneva when train order office is open, trains are not required to obtain a Clearance at Geneva.

Eastward Psgr. trains from Geneva that originate at West Chicago yard, will obtain a Clearance at West Chicago when office at Geneva is closed.

Eastward Psgr. trains must communicate with train dispatcher before leaving Geneva.

Chicago is a register station for Eastward psgr. trains only.

Main tracks:

Double track: Vale-HM
 Two main track CTC: WX-Geneva
 Three main tracks: MP 4.5 (Harding Ave.)—Lathrop Ave.
 HM-NI
 Three main track CTC: NI-WX
 Four main tracks: Clinton St.—Kedzie Lathrop Ave.—Vale
 Five main tracks: Kedzie—MP 4.5 (Harding Ave.)

Current of traffic on three or more tracks: Beginning with south track as No. 1, tracks are numbered consecutively to the north, except between Lathrop Ave. and Vale the south track is A-1.

(a) Clinton St.—Kedzie:

Track 1—Westward
 Track 2—Eastward
 Track 3—Westward
 Track 4—Eastward

(b) Kedzie—Harding Ave. (MP 4.5):

Track 1—Westward
 Track 2—Eastward
 Track 3—Westward
 Track 4—Eastward
 Track 5—Eastward

(c) Harding Ave.—Kenton Ave.:

Track 1—Westward
 Track 2—Eastward
 Track 3—Eastward

(d) Kenton Ave.—Lathrop Ave.:

Track 1—Westward
 Track 2—Movements in either direction on signal indication, per Rule 261.
 Track 3—Eastward

(e) Lathrop Ave.—Vale:

Track A-1—Westward
 Track 1—Westward
 Track 2—Movements in either direction on signal indication, per Rule 261.
 Track 3—Eastward

(f) HM-NI:

Track 1—Westward
 Track 2—Movements in either direction on signal indication, per Rule 261.
 Track 3—Eastward

Crossover movements to or from track 2 may be made only on authority of the train dispatcher.

Movement Against the Current of Traffic Rule D-151 (A) (New Rule) On the portions of the Geneva Subdivision specified below, movement against the current of traffic may be arranged by control operators upon authority of and as directed by the train dispatcher.

(a) Clinton Street and Noble Street

Movement against the current of traffic on tracks 1, 2, 3 and 4 may be made on signal indication.

(b) Noble Street and Western Avenue

Movement against the current of traffic on tracks 3 and 4 may be made on signal indication.

(c) Western Avenue and Kedzie

Movement against the current of traffic on track 3 may be made on signal indication.

Movement against the current of traffic on tracks 1, 2 and 4 may be made as per Rule D-151 (A) above.

(d) Kedzie and HM

Spring switch at JN. Normal position for EB main track.

Trains or engines may be operated against the current of traffic between Kedzie and HM Interlocking under positive block interlocking to interlocking in advance of movement. Such movement will be authorized by the train dispatcher and effected by the train dispatcher and/or operators and switch-tenders. Such movements against current of traffic will be made at Restricted Speed on signal indication without train orders. Before proceeding, instructions must be repeated to the train dispatcher by the conductor or engineer to insure full understanding.

Between Harding Avenue and Kedzie, movements against the current of traffic on tracks 3, 4 and 5 may be made as arranged by and between the switchtender at Harding Avenue and the operator at Kedzie

Between Kenton Ave. and Harding Ave., movements against the current of traffic on track 3 may be made as arranged by and between the switchtender at Harding Avenue and the train dispatcher.

Maximum Wt:

Clinton St.—HM (Proviso) . . . 263,000 lbs.
 HM (Proviso)—Geneva . . . 315,000 lbs.

Ordinances prohibit sounding engine whistle within City of Chicago, between Chicago and Winfield inclusive except that whistle must be sounded for the County Farm crossing located between Wheaton and Winfield. See additional instructions on Whistling—Chicago Suburban District as shown on page 4 and Rule 15(Addition) in rules section of this timetable.

CHICAGO AND ILLINOIS DIVISIONS

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL BETWEEN CHICAGO AND CLINTON

Except as provided below, in ATC territory the locomotive unit or cab car from which the train brakes are controlled shall be equipped with operative train control apparatus.

(a) Between Chicago and Kedzie, engines without cars, transfer movements, movements to and from the Wisconsin Division, back-up movements and trains being handled with train control device cut out due to failure en route, may be operated without train control in effect, being governed by signal indication, not exceeding Restricted Speed.

(b) Between Kedzie and Elmhurst, engines without cars, transfer movements, engines not equipped with ATC, or ATC equipped engines or cab cars incurring a train control failure, may be operated at a speed not exceeding 40 MPH, being governed by automatic block signal indications and a positive block established in advance of the movement. In connection with the movements described in this paragraph, a Stop and Proceed signal, Rule 240B, shall be considered a Stop signal, Rule 240A, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlockings when Rule 608 is in effect, Rule 509 will also apply.

(c) Non-equipped engines in switching service may be operated on the main track between Chicago and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton and Clinton, and at West Chicago, DeKalb, Dixon, Nelson and Sterling within yard limits, in accordance with signal indications, not exceeding Restricted Speed.

(d) Between Kedzie and Nelson when movements to and from repair shops for inspection and repairs are made with engines not equipped with ATC or in the event of ATC equipped engines incurring an ATC failure enroute, conductor or engineer will communicate with the train dispatcher by the quickest available means of communication and further movement of the train or engine will be as directed by the train dispatcher.

The train dispatcher is authorized to establish and direct positive block, in advance of the movement, interlocking to interlocking or station to station.

Such movements under positive block may be authorized and made without train orders. Before proceeding, instructions must be repeated by conductor or engineer to insure correct understanding.

(e) Between Nelson and Clinton when movements to and from repair shops for inspection and repairs are made with engines not equipped with ATC or in the event of ATC equipped engines incurring an ATC failure enroute, they must be protected by positive block in advance of such movements, and crews must obtain permission to

proceed and be governed by instructions of the train dispatcher. Movements must not exceed Restricted Speed until the train dispatcher has been contacted and his instructions received.

(f) Sperry rail detector cars, except when testing, must operate under the same instructions applicable to movements made with engines not equipped with train control.

(g) Between Chicago and West Chicago, in the event of train control failure on a passenger train in suburban service equipped with radio, the crew must immediately report the failure to the train dispatcher by radio. The train dispatcher is authorized to establish positive block in advance of the movement without train orders. The train dispatcher will instruct the crew by radio on what basis to proceed, in accordance with Rule 533 (A) or (B). After positive block is established in advance of the movement, the train dispatcher will issue authority to the train in the following form: "You may proceed under positive block protection to _____"

These instructions must be repeated by the engineer to insure correct understanding.

(h) Between Elmhurst and Clinton, when train control device becomes inoperative on engine, movement must be made in accordance with Rule 533, or as directed by special instructions issued by proper authority.

(i) Main track train control test sections are located as follows:

LAKE STREET . . . Tracks 1 to 6, inc., starting 200 feet west of Bridge "A", extending westward 100 feet.

ELMHURST . . . Track No. 1 just west of York Street and extending to signal. Signal must indicate proceed to get ATC test.

West Chicago—
Eastward—North main track at yard office.

—Downtown lead
—Belvidere Subdivision

Westward—South main track at WX.

DeKalb—Eastward—Connecting track from Troy Grove Subdivision.

MP 94.5—Westward—1.6 miles west of Nachusa on tracks 1 and 2.

MP 113.6—Eastward—1.2 miles east of Agnew on eastward track.

Nelson—Eastward—No. 2 wye.
Westward—West wye at NJ.
Agnew—BN lead.

A HIGH LOAD DETECTOR governing eastward freight movements only is located on tracks one (1) and two (2) east of JN at MP 11.6, Geneva Subdivn.

Automatic approach lighted high load indicators at Maywood MP 10.5, and east of River Forest MP 9.5 will display three lunar lights horizontally for "STOP-inspect train" indication and will govern eastward freight movements on all tracks.

A "Stop-inspect train" indication will indicate that there is one or more suspected excessive height cars in the train. The train must be stopped as promptly as is consistent with safety and the location of high car in train, however, under no circumstances may a high car be moved under Soo Line bridge at MP 9.4. After train is stopped for inspection, it must not proceed unless safe to do so—per Rule 713(C). This must be determined either by visual inspection or through communication between a crew member and train dispatcher.

STERLING SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
35.5	0.0	GENEVA Y.	ⓈⓄⓀ	0032	MP 63.0 MA Diverging routes 40
		1.7			MP 67.8 HX Diverging routes 40
37.2	1.7	GX	Ⓢ		MP 73.3 RX Diverging routes 40
		5.1			MP 75.3 BN Crossing . . 40
42.3	6.8	LX	Ⓢ		MP 82.0 AE Diverging routes 40
		1.7			MP 92.9 NA Diverging routes 40
44.0	8.5	ELBURN		0040	MP 97.0-100.0 around curves 45
		4.0			MP 103.0-105.3 tracks 1 and 2 10
48.0	12.5	MEREDITH		0033	MP 104.3 Nelson, tracks 3 and 4 35
		2.6			Diverging routes 10
50.6	15.1	MAPLE PARK		0041	MP 105.1 NJ, tracks 3 and 4 35
		4.8			Diverging routes 30
55.4	19.9	CORTLAND }	Ⓢ	0042	MP 107.9-112.0 30
		2.9			MP 130.8 curve 50
58.3	22.8	DE KALB }	ⓈⓄⓀ	0046	MP 135.6-135.9 curve . 35
		4.7			MP 135.9-0.0 Miss. River Bridge 30
63.0	27.5	MA	Ⓢ		MP 0.1 Second Street: Straight routes 30
		1.3			Diverging routes 10
64.3	28.8	MALTA		0047	MP 98.2 Dixon town track 10
		3.5			
67.8	32.3	HX			
		1.9			
69.7	34.2	CRESTON		0048	
		3.6			
73.3	37.8	RX	Ⓢ		
		1.5			
74.8	39.3	ROCHELLE } BN Y }	ⓈⓄⓀ	0049	Yard Limits: Geneva—MP 37.0
		4.2			MP 54.3-59.2
79.0	43.5	FLAGG	ⓈⓄⓀ	0050	MP 73.5-76.5
		3.0			MP 96.0-99.6
82.0	46.5	AE	Ⓢ		MP 102.6-106.2
		1.7			MP 109.0-115.8
83.7	48.2	ASHTON		0051	MP 135.0-Second Street
		4.3			ATC: Geneva-Second Street
88.0	52.5	FRANKLIN GROVE		0052	Main Tracks: Double track NJ-Second Street
		4.9			Two main track CTC Geneva-NQ
92.9	57.4	NACHUSA	Ⓢ	0053	Four main tracks NQ-NJ
		5.0			Current of traffic on three or more tracks: NQ-Nelson: Tracks 1, 2, 3 and 4: Movements in either direction on signal indi- cation.
97.9	62.4	DIXON Y		0054	Nelson-NJ: Tracks 1, 2 and 3. Movements in either direction on signal indication
		5.1			Track 4—Eastward
103.0	67.5	NQ	Ⓢ		Rule 83(B) does not apply at Geneva.
		1.3			DeKalb, Rochelle, Sterling and Nelson are register sta- tions only for trains origi- nating and terminating.
104.3	68.8	NELSON }	ⓈⓄⓀⓈ	0056	
		0.8			
105.1	69.6	NJ	Ⓢ		
		4.1			
109.2	73.7	BN }	Ⓢ		
		0.3			
109.5	74.0	STERLING } Y	ⓈⓄⓀⓈ	0057	
		3.5			
113.0	77.5	GALT	ⓈⓄⓀ	0058	
		1.8			
114.8	79.3	AGNEW	Ⓢ	0059	
		3.8			
118.6	83.1	ROUND GROVE		0060	
		5.2			
123.8	88.3	MORRISON		0061	
		3.8			
127.6	92.1	UNION GROVE		0062	
		8.2			
135.8	100.3	EAST CLINTON } CMSTP&P }	ⓈⓄⓀ	0065	
		0.2			
136.0	100.5	MISSISSIPPI RIVER BR. } Y	ⓈⓄⓀ		
		1.1			
0.1	101.6	SECOND STREET } CMSTP&P }	ⓈⓄⓀ		
		0.2			
0.3	101.8	CLINTON }	ⓈⓄⓀⓈ	0100	

SPEED RESTRICTIONS

(In MPH)	MP 42.3 LX
Maximum 60	Diverging routes 40
MP 37.2 GX 40	MP 55.5 Cortland
Diverging routes 40	Diverging routes 40
	MP 57.5 - 60.0 30

when entire train has passed mp 117

STERLING SUBDIVN—ILLINOIS DIVISION

MP 87.6 (Franklin Grove) Tracks 1 and 2

WB—NA

EB—indicator at MP 85.0

Ordinances prohibit sounding engine whistle within city limits of Elburn, Dixon and Morrison.

BN operates between Sterling and Agnew. BN must obtain permission through the Sterling operator before entering C&NW tracks.

Spur track extends 5.4 miles from DeKalb to Sycamore (Sta. No. 0043) Max. Speed 10 MPH. Max. Wt. 263,000 lbs. ⊗ CMSTP&P ⊙ Stop located at MP 25.1. Flag over State St. and Pleasant St. in DeKalb and over all street crossings in Sycamore. Obtain permission from train dispatcher before entering Sterling Subdivn. at DeKalb.

Maximum Wt: 315,000 lbs.

ELM SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
4.7	1.3	EAST PEORIA		3132	
3.4	1.3	BRIDGE JCT.	⊙ ⊗		
82.0	2.1	ADAMS STREET		3131	
80.2	0.3	PEORIA JCT.	⊙ ⊙	3030	
79.9	0.3				
486.0	0.0	MOLITOR JCT. ⊗ BN	⊙ ⊙ ⊙		
483.3	2.7	MAXWELL		3191	
478.5	7.5	HANNA CITY		3192	
473.5	12.5	TRIVOLI		3194	
472.3	13.7	ELM	⊙ ⊙ ⊙ ⊙ ⊙	3200	
470.5	15.5	CRAMERS		3195	79
467.4	18.6	FARMINGTON		3196	
462.3	23.7	MIDDLE GROVE		3197	
459.0	27.0	RAPATEE	Y	0401	
458.0	28.0	FAIRVIEW		0404	
453.3	32.7	LONDON MILLS		0399	
442.1	43.9	ABINGDON Y		0398	
434.4	51.6	BERWICK		0397	
429.3	56.7	NEMO Y		0396	
424.7	61.3	⊗ BN	⊙		
424.5	61.5	MONMOUTH ⊗ BN	Y ⊙ ⊙ ⊙	3198	
414.4	71.6	LITTLE YORK	⊙ ⊙	0394	
407.0	79.0	SEATON		0385	
400.2	85.8	KEITHSBURG		0392	

MP 475.0—465.8
MP 463.5—457.1
MP 443.8—440.7
MP 431.0—428.2
MP 426.5—Keithsburg

Rule 97 does not apply between Monmouth and Keithsburg, Elm and Cramers, and Maxwell and Adams St.

ABS: Maxwell—Molitor Jct. Between East Peoria and Adams Street C&NW operates over P&PU.

Between Peoria Jct. and Molitor Jct. trains operate via South Pekin Subdivn.

WB trains originating at East Peoria obtain Clearance at Bridge Jct.

For movements from Adams Street Yard, a member of the crew must communicate with train dispatcher for permission to enter the South Pekin Subdivn. at Peoria Jct. and must specify route to be used.

Eastward trains from Elm Subdivn must contact train dispatcher before leaving Maxwell and must specify route to be used.

Before entering BN at Farmington to operate to the Truax Traer mine at Norris, a member of the crew must contact the BN train dispatcher by telephone located at the connection switch for permission, and crew will be governed by the train dispatcher's instructions.

Train location reports (line ups) not issued between Monmouth and Keithsburg, or between Molitor Jct. and Adams Street.

All trains obtain Clearance at Elm when train order office is open.

Spring switch is located at MP 472.3 (Elm, east leg of wye).

Normal position is for main track.

Maximum Wt:
Adams Street—Monmouth 315,000 lbs.
Monmouth—Keithsburg 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Between Adams St. and Peoria Jct.
Maximum Red. speed not to exceed 10
Between Molitor Jct. and Middle Grove
Maximum 40
MP 486.1—BN crossing 10

MP 486.0—483.3 10
MP 472.3 Elm mine spur 10
Between Middle Grove and Keithsburg
Maximum 30
MP 452.9—451.8 10
MP 425.3—423.5 10
Yard Limits:
MP 82.4—79.9
MP 486.0—482.1

BELVIDERE SUBDIVN—ILLINOIS DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							THIRD CLASS	
97	99						98	96
PM	AM						AM	PM
10:30	9:30	30.3	0.0	WEST CHICAGO } B ⊙ ⊙ ⊙ ⊙ ⊙	0031		A7:05	A6:05
			0.3	0.3 } Y ⊙ ⊙ ⊙ ⊙				
			0.3	⊗ C&NW } ⊙				
			8.8					
10:55	9:55	39.2	9.1	SOUTH ELGIN } ⊙	0067		6:40	5:40
			1.8	ELGIN JCT. } Y ⊙			6:35	5:35
11:00	10:00	41.0	10.9	1.5 } ⊙				
			42.5	12.4 } ⊙				
			42.5	12.4 } ⊙				
11:30	10:30	50.0	19.9	7.5 } ⊙	0071		6:05	5:05
			5.5	GILBERTS } ⊙				
11:40	10:40	55.5	25.4	7.2 } ⊙	0072	54	5:55	4:55
			62.7	32.6 } ⊙	0073			
			62.7	32.6 } ⊙				
12:05	11:05	66.1	36.0	3.4 } ⊙	0074	38	5:30	4:30
			66.1	36.0 } ⊙				
			72.1	42.0 } ⊙	0075			
12:40	11:40	80.5	50.4	8.4 } B ⊙ ⊙ ⊙ ⊙	0076		5:00	4:00
AM	AM		84.2	54.1 } ⊙ ⊙ ⊙ ⊙	0077		AM	PM
			84.2	54.1 } ⊙				
			92.8	62.7 } ⊙ ⊙ ⊙ ⊙	0080			
			92.8	62.7 } ⊙				
			100.3	70.2 } ⊙	0081			

SPEED RESTRICTIONS (In MPH)

Maximum 49
MP 41.7—43.5 10
MP 77.0—80.5 30
MP 80.5—Winnebago 10
MP 92.4 KD line spur 10
MP 91.2 Churchill St. spur 5
MP 93.4 Preston St. spur 5

Yard Limits:

MP 30.3—34.0
MP 38.5—46.0
MP 77.0—Winnebago

Rule 97 does not apply between Elgin Jct. and West Elgin and between Belvidere and Winnebago.

Westward approach signal at MP 39.5 is used in connection with absolute signal of B-35 interlocking located on Dundee Subdivn of Wisconsin Division.

Trains and engines must obtain permission from West Chicago yard before entering yard limits on Belvidere Subdivision main track at West Chicago. This applies to trains and engines arriving, leaving or passing through West Chicago.

Stop and flag over all public grade crossings between Rockford and Winnebago.

Between Belvidere and Winnebago train location reports not issued.

Maximum Wt.:

West Chicago—Belvidere 263,000 lbs.
Belvidere—Winnebago 210,000 lbs.

AURORA SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	SOUTH STATIONS	NORTH	Station Numbers	Capacity of Sidings
35.5	0.0	GENEVA	⊙ ⊙ ⊙ ⊙	0032	
		2.5			
38.0	2.5	BATAVIA	Y	0036	
		6.0			
44.0	8.5	AURORA		0038	

SPEED RESTRICTIONS (In MPH)

Maximum 10
MP 41.5 Butterfield Rd.
Stop and flag over crossing.

Yard Limits: Entire subdivision.

Rule 97 does not apply

Train location reports not issued.

Trains and engines must communicate with train dispatcher before entering Geneva Subdivn at Geneva.

Maximum Wt: 210,000 lbs

St. Charles spur track extends 2.1 miles from Geneva to St. Charles (Sta. No. 0034). Maximum Speed on Spur track 10 MPH.

Stop and flag over State St. and Highway 31 crossings in Geneva and Highway 31 crossing in St. Charles.

SOUTH PEKIN SUBDIVN—ILLINOIS DIVISION

SOUTH				Mile Posts	Miles	STATIONS
SECOND CLASS						
383	387	381	393			
Daily	Daily	Daily	Daily			
PM 11:30	PM 9:25	PM 2:30	AM 7:50	0.0	0.0	NELSON Y B C D I J K Q R W
				4.4	4.4	4.4 ⊗ BN A
				6.9	6.9	2.5 VAN PETTEN
11:40	9:35	2:40	8:00 (388)	6.9	6.9	4.8 VAN PETTEN
11:50	9:45	2:50	8:10	11.7	11.7	3.0 HAHNAMAN
				14.7	14.7	2.1 ⊗ BN A
				16.8	16.8	7.2 NORMANDY
12:00	9:55	3:00	8:20	16.8	16.8	6.2 NORMANDY
12:10	10:05	3:10	8:30	24.0	24.0	4.2 MANLIUS D ⊗
12:20	10:15	3:20	8:40	30.2	30.2	6.3 LANGLEY
12:30	10:25	3:30	8:50	34.4	34.4	4.2 BUDA
12:40	10:35	3:40	9:00	40.7	40.7	4.2 MORSE
12:50	10:45	3:50	9:10	44.9	44.9	1.8 STORAGE
12:55	10:50	3:55	9:15	46.7	46.7	4.6 BROADMOOR
1:05 (386)	11:00	4:05	9:25	51.3	51.3	6.5 CAMP GROVE D ⊗
1:15	11:10	4:15	9:35	57.8	57.8	5.8 SPEER
1:25	11:20	4:25	9:45 (380)	63.6	63.6	8.5 AKRON
1:40	11:35	4:40	9:57	72.1	72.1	5.0 PIONEER C ⊗
1:53	11:48	4:53	10:10	77.1	77.1	1.1 POTTSTOWN
1:55	11:50	4:55	10:15	78.2	78.2	1.8 LIMESTONE
1:59	11:54	4:59	10:19	80.0	80.0	0.3 MOLITOR JCT. D ⊕
2:01 PM	11:56 PM	5:01	10:20	0.0	80.3	4.0 PEORIA JCT. D ⊕
				4.0	84.3	1.7 P&PU ⊕
2:20		5:20	10:39	5.7	86.0	3.1 SOMMER ⊗ PTC A ⊗ ⊕
				8.8	89.1	4.4 ILLINOIS RIVER BR. ⊕ ⊗ ⊕
A2:35 AM		A5:35 PM	A10:54 AM	13.2	93.5	SOUTH PEKIN Y B C K Q R

SPEED RESTRICTIONS (In MPH)

Maximum	.49
MP 0.0-2.9	.10
MP 2.9 Spring switch	.30
MP 3.5-4.4 BN Crossing	.40
MP 14.7-BN Crossing	.40
MP 71.6 Over spring switch, North end of double track, Pioneer, Northward	.25
MP 71.6-77.1 Between Pioneer and Pottstown	.30
MP 77.1 Over spring switch, South end of double track, Pottstown, Northward	.25
MP 77.1 Over spring switch, South end of double track, Pottstown, Southward	.30
MP 80.0 Molitor Jct. Straight	.30
MP 80.0 Molitor Jct. Diverging	.15
MP 0.0 Peoria Jct. Straight	.30
MP 0.0 Peoria Jct. Diverging	.10
MP 0.0-3.7 curves	.30

MP 3.7-5.8 (Sommer)	Res. Speed
MP 5.8-8.7	.49
MP 8.7-9.0 Bridge 1731	.25

Yard Limits:

MP 0.0-4.0 (Nelson)
MP 71.0-6.2 (Pioneer-Sommer)
MP 10.5-So. Pekin
Normal position of spring switches:
* MP 2.9-Nelson, for track No. 8
* MP 21.8-North end Manlius, for main track
* MP 44.4-North end Storage, for main track
MP 71.7-Pioneer, for southward track
MP 77.1-Pottstown, for northward track
* MP 12.5-South Pekin, for yard lead

* Spring switch indicators are in place one-half to one mile in advance of and govern facing-point movement over spring switch. These are not to be considered as automatic block signals and they do not indicate whether or not the track is occupied between the indicator and the spring switch.

No. 387 will register at South Pekin their arrival at Peoria Jct.

SOUTH PEKIN SUBDIVN—ILLINOIS DIVISION

SOUTH				Mile Posts	Miles	STATIONS
THIRD CLASS						
386	388	380	394			
Daily	Daily	Daily	Daily			
AM A3:00	AM A8:30	PM A12:05	PM A9:05			NELSON Y B C D I J K Q R W
				4.4	4.4	4.4 ⊗ BN A
				6.9	6.9	2.5 VAN PETTEN
2:50	8:20 (393)	11:55	8:55	11.7	11.7	4.8 VAN PETTEN
2:40	8:10	11:45	8:45	14.7	14.7	3.0 HAHNAMAN
				16.8	16.8	2.1 ⊗ BN A
				18.0	18.0	7.2 NORMANDY
2:30	8:00	11:35	8:35	24.0	24.0	6.2 NORMANDY
2:20	7:50	11:25	8:25	30.2	30.2	4.2 MANLIUS D ⊗
2:10	7:40	11:15	8:15	34.4	34.4	6.2 LANGLEY
2:00	7:30	11:05	8:05	40.7	40.7	4.2 BUDA
1:50	7:20	10:55	7:55	44.9	44.9	4.2 MORSE
1:40	7:10	10:45	7:45	46.7	46.7	1.8 STORAGE
1:35	7:05	10:40	7:40	49.9	49.9	4.6 BROADMOOR
1:25	6:55	10:30	7:30	51.3	51.3	6.5 CAMP GROVE D ⊗
1:15	6:45	10:20	7:18	57.8	57.8	5.8 SPEER
1:05	6:35	10:10	7:10	63.6	63.6	8.5 AKRON
12:55	6:20	10:00	6:55	72.1	72.1	5.0 PIONEER C ⊗
				77.1	77.1	1.1 POTTSTOWN
				78.2	78.2	1.8 LIMESTONE
				80.0	80.0	0.3 MOLITOR JCT. D ⊕
12:35	6:00 AM	9:35	6:35	0.0	80.3	4.0 PEORIA JCT. D ⊕
				4.0	84.3	1.7 P&PU ⊕
12:15		9:15	6:15	5.7	86.0	3.1 SOMMER ⊗ PTC A ⊗ ⊕
				8.8	89.1	4.4 ILLINOIS RIVER BR. ⊕ ⊗ ⊕
12:01 AM		9:00 AM	6:00 PM			SOUTH PEKIN Y B C K Q R

Trains operating through Nelson without crew change may register by register ticket.

Hot box detector located at MP 42.2 (Morse). SB indicator at MP 45.0. NB indicator at MP 39.5.

Between Pottstown and Pioneer movements against the current of traffic may be made on verbal authority from the train dispatcher. The dispatcher's instructions must be repeated.

Rule 97 does not apply between Peoria Jct. and Molitor Jct.

Double track: Pioneer-Pottstown.

ABS: Pioneer-Peoria Jct. (Southward absolute signal at Peoria Jct. governs only through interlocking limits.)

P&PU and TP&W operate between MP 3.7 and 5.8 and must obtain permission from train dispatcher at South Pekin before entering South Pekin Subdivn. All trains and engines must move at Restricted Speed through these limits.

When a train stops for the absolute signal at PTC crossing at Sommer, comply with instructions posted in box at crossing gate. Maximum Wt: 315,000 lbs.

ST. LOUIS SUBDIVN-ILLINOIS DIVISION

SOUTH					Mile Points	Miles	STATIONS
THIRD CLASS	SECOND CLASS						
ICG 565	389	381	393	383			
Daily Except Sunday	Daily	Daily	Daily	Daily			Northward trains are superior to Southward trains of the same class.
	PM	PM	AM	AM	13.2	0.0	SOUTH PEKIN Y [ⓑ] ⓐⓓⓔⓕⓖ
	10:15	6:55 (390)	11:45	2:35			13.1
	10:35	7:15	12:05	2:55	26.3	13.1	ALLEN [ⓓ] ⓔⓕⓖ
	10:45	7:25	12:15	3:05	33.8	20.6	LUTHER [ⓓ] ICG [ⓐ]
	11:05	7:45	12:35	3:25	44.0	30.8	SWEETWATER [ⓓ]
	11:10 (386)	7:50	12:40	3:30	47.1	33.9	CULVER [ⓓ]
	11:20	8:00	12:50	3:40	51.4	38.2	BARR [ⓓ] C&IM Y [ⓐ] ⓓⓔⓕⓖ
	11:40	8:20	1:10	4:00	63.3	50.1	ARCHER [ⓓ]
	11:50	8:35	1:25	4:15	70.7	57.5	LICK [ⓓ]
	12:05	8:45	1:35	4:25	77.0	63.8	COMPRO [ⓓ]
					82.5	69.3	VIRDEN JCT. [ⓓ]
	12:15	8:55	1:45	4:35	83.3	70.1	VIRDEN [ⓓ]
	12:25	9:05	1:55	4:45	87.4	74.2	GIRARD [ⓓ]
					90.8	77.6	NILWOOD [ⓓ]
					99.8	86.6	WOMAC [ⓓ]
	12:55	9:35 (386)	2:25	5:15	104.8	91.6	MONTEREY JCT. Y [ⓓ]
	1:05	9:45	2:35	5:25	111.7	98.5	BENLD [ⓓ] ⓐⓓⓔⓕⓖ
					119.2	106.0	ⓓ N&W [ⓐ]
	1:20	10:00	2:50	5:40	119.8	106.6	DECAMP [ⓓ]
	1:30	10:10	3:00	5:50	123.5	110.3	WORDEN [ⓓ]
	1:40	10:20	3:10	6:00	128.0	114.8	LOVE [ⓓ]
	1:50	10:30	3:20	6:10	134.2	121.0	EDWARDSVILLE [ⓓ]
					135.2	122.0	LE CLAIRE [ⓓ] ITC [ⓓ] ⓐⓓⓔⓕⓖ
AM	6:30	2:00	3:30	6:20	139.1	125.9	GLEN [ⓓ] ⓐⓓⓔⓕⓖ
	6:40	2:10	3:40	6:30	144.0	130.8	STALLINGS [ⓓ]
	6:45	A2:15 AM	3:45	A6:35 AM	146.5	133.3	COCHEM [ⓓ]
					147.8	134.6	ⓓ A&S [ⓓ]
					148.6	135.4	L&M JCT. Y [ⓓ]
A6:50 AM		All:00 PM	A3:50 PM		135.5		MADISON [ⓓ] ⓐⓓⓔⓕⓖ

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 14.1-Over switch	10
MP 34.1 ICG Crossing	40
MP 50.6-52.1	30
MP 119.8 Over switch	10
MP 133.5-135.5 Str. crossings and ITC	30
MP 136.3-138.8	30
Monterey Jct. to Wilson and mine tracks	10

Yard Limits:

So. Pekin-MP 17.0
MP 50.0-52.0
MP 104.0-105.0
MP 147.7-Madison

ABS: Glen-MP 147.7

Hot box detector located at MP 68.1 (Lick). SB indicator at MP 70.8. NB indicator located at MP 64.0.

ST. LOUIS SUBDIVN-ILLINOIS DIVISION

NORTH					Station Numbers	Capacity of Sidings	STATIONS
THIRD CLASS							
380	ICG 564	394	390	386			
Daily	Daily Except Monday	Daily	Daily	Daily			Northward trains are superior to Southward trains of the same class.
	AM		PM	PM			SOUTH PEKIN Y [ⓑ] ⓐⓓⓔⓕⓖ
	A7:55		A2:35	A7:35 (381)	3135		13.1
	7:35		2:15	7:15	3139	140	ALLEN [ⓓ] ⓔⓕⓖ
	7:25		2:05	7:05	3141		LUTHER [ⓓ] ICG [ⓐ]
	7:05		1:45	6:45	3145		SWEETWATER [ⓓ]
	7:00		1:40	6:40	3146		CULVER [ⓓ]
	6:50		1:30	6:30	3147	215	BARR [ⓓ] C&IM Y [ⓐ] ⓓⓔⓕⓖ
	6:30		1:10	6:10	3151	68	ARCHER [ⓓ]
	6:15		12:55	5:55	3153		LICK [ⓓ]
	6:05		12:45	5:45	3155		COMPRO [ⓓ]
							VIRDEN JCT. [ⓓ]
	5:55		12:35	5:35	3160	215	VIRDEN [ⓓ]
	5:45		12:25	5:25	3163		GIRARD [ⓓ]
					3165		NILWOOD [ⓓ]
	5:15		11:55	4:55	3167		WOMAC [ⓓ]
	5:05		11:45	4:45	3171	109	MONTEREY JCT. Y [ⓓ]
					3176		BENLD [ⓓ] ⓐⓓⓔⓕⓖ
	4:50		11:30	4:30		**	ⓓ N&W [ⓐ]
	4:40		11:20	4:20			DECAMP [ⓓ]
	4:30		11:10	4:10	3178		WORDEN [ⓓ]
	4:20		11:00	4:00	3179	100	LOVE [ⓓ]
					3183		EDWARDSVILLE [ⓓ]
						64	LE CLAIRE [ⓓ] ITC [ⓓ] ⓐⓓⓔⓕⓖ
	AM				3184		GLEN [ⓓ] ⓐⓓⓔⓕⓖ
	A6:05		10:50	3:50 (393)	3186	152	STALLINGS [ⓓ]
	5:55		10:40	3:40			COCHEM [ⓓ]
	5:50		10:35	3:25			ⓓ A&S [ⓓ]
							L&M JCT. Y [ⓓ]
	3:50 AM		10:30 AM	3:20 PM	3188		MADISON [ⓓ] ⓐⓓⓔⓕⓖ

Spring switches:

- * MP 48.3, Barr, N end of siding
- * MP 94.7, Virden, S end of siding

Normal position of spring switches is for main track.

* See note on spring switch indicators for South Pekin Subdivision.

** DeCamp spur track extends 2.3 miles from DeCamp. Spur track is used for meeting and passing trains. Max. speed 10 MPH.

ITC trains and engines operate between Le Claire and MP 104.2

ICG trains and engines operate between Glen and Madison.

Auxiliary track at Cochem used exclusively by ICG.

Cochem is a register station only for trains originating and terminating, register book is located at Madison.

Register ticket authorized at Glen and Madison.

To avoid blocking street crossings in Edwardsville, trains must communicate with operator at Le Claire.

Maximum Wt: 315,000 lbs. (except 263,000 lbs on DeCamp spur)

INGALTON SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
17.0	0.0	ELMHURST ⊗ ICG	ⓐ	0024	
	1.5	VILLA PARK		7106	
18.5	2.4	LOMBARD		7107	
20.9	3.9	CAROL STREAM	Y	7109	
25.6	5.1	INGALTON		7111	100
30.7	13.7	WEST CHICAGO JCT.	ⓐ		
32.3	15.3	ST. CHARLES	ⓐ	7122	
35.9	18.9	WASCO		7114	
41.4	24.4	VIRGIL		7116	
48.6	31.6	SYCAMORE Y	ⓐⓑ	0043	160
56.5	39.5	FIVE POINTS		7119	
59.3	42.3	CMSTP&P	ⓐ		
61.9	44.9	CLARE Y		7120	
64.1	47.1	ESMOND Y		7121	124
69.8	52.8	LINDENWOOD		7122	
75.0	58.0	HOLCOMB ⊗ BN	ⓐ	7123	
78.4	61.4	STILLMAN VALLEY		7124	
83.4	66.4	BYRON Y	ⓐⓑ	7125	

SPEED RESTRICTIONS

(In MPH)
 Maximum 30
 MP 17.2 ICG Crossing .10
 MP 25.5 Depot Road .10*
 MP 27.1 Pleasant Hill Road10*
 MP 29.5 Prince Crossing Road10*
 MP 61.9 CMSTP&P .10
 MP 82.9 Bridge C-82.8810

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Elmhurst—MP 39.0
 MP 54.5—58.1
 MP 63.0—65.0
 MP 68.0—71.0
 MP 74.0—80.0
 MP 87.0—Byron

ABS: Ingalton—Sycamore

Trains whose initial sub-division station is West Chicago Jct. must obtain Clearance at West Chicago.

Rule 97 does not apply between Elmhurst and West Chicago Jct.

Rule 99(c) applies between Sycamore and Byron.

Trains must communicate with West Chicago Yard before entering Belvidere Subdivn.

Stop and flag over Highway 51 crossing at Holcomb.

Stop and flag over Ohio St. crossing on track serving Swift Co. at St. Charles.

Normal position of junction switch at West Chicago Jct. is for connecting track to Belvidere Subdivn.
 Maximum Wt: 263,000 lbs.

CHURCHILL SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	CHURCHILL	ⓐ	3045	
	2.7	LADD ⊗ BN	ⓐⓑ	3041	
	0.5	LADD JCT.	ⓐⓑ		
	1.6	SEATONVILLE JCT.	ⓐ		

SPEED RESTRICTIONS

(In MPH)
 Maximum 10

Yard Limits: Entire sub-division.

Rule 97 does not apply.

Between Ladd and Seatonville Jct. track is used jointly by C&NW and PC. PC rules govern.

C&NW crews must obtain permission to operate over trackage between Churchill and Seatonville Jct. by calling PC from phone in box at Churchill. Dial 1-447-2292.

Normal position of junction switch at Ladd Jct. (west wye) is for PC.

Maximum Wt: Churchill—Ladd 220,000 lbs.
 Ladd—Seatonville Jct. 263,000 lbs.

ROCKWELL SUBDIVN—CHICAGO DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
2.5	2.5	WOOD STREET ⊗ B&O	ⓐ	0004	
	0.3	OGDEN AVENUE	ⓐ		
2.2	2.2	B&O CONN. ⊗ B&O	ⓐⓑ		
2.0	2.0	TAYLOR ST. ⊗ PC	ⓐⓑ		
1.9	1.9	ROCKWELL JCT.	ⓐⓑ		
0.7	0.7	KEDZIE	ⓐⓑ		

SPEED RESTRICTIONS

(In MPH)
 Maximum 10

Between Wood St. and Kedzie and between Rockwell Jct. and Western Ave. trains and engines of other railroads operate over C&NW, governed by C&NW rules and instructions.

ABS: Rockwell Jct.—Kedzie.

Rule 83(B) does not apply at Kedzie.

Rule 97 does not apply.

Yard Limits: Entire sub-division.

Double track is in operation between Ogden Ave. and Kedzie. Between Rock-

well Jct. and Taylor St. trains must keep to the left unless otherwise instructed.

Between Ogden Ave. and Taylor St. trains must keep to the right unless otherwise instructed.

Between B&O Connection and Taylor St., C&O/B&O trains in both directions operate over track No. 4 the eastward track, and will be governed by switchtenders at B&OCT crossing and Taylor St.

Between Taylor St. and Rockwell Jct. the westerly track is track No. 3 and is the scale and industry track. The center track is track No. 1 and is the westward main track.

The easterly track is track No. 2 and is the eastward track.

Westward trains must stop at B&OCT crossing, and further movement will be governed by switchtender.

Eastward trains must stop at Taylor St., and further movement will be governed by switchtender.

Movements against the current of traffic between Taylor St. and Rockwell Jct. and/or Kedzie may be arranged by and between the switchtender at Taylor St. and the control operator at Kedzie. Such movements will be governed by hand signal or interlocking signal.

Switchtender at B&OCT crossing will use GREEN hand and lantern signals to govern movements using C&NW tracks.

Switchtender at Taylor St. will use WHITE hand and lantern signals to govern movements using C&NW tracks.

Between Ogden Ave. and Kedzie trains and engines must be prepared to stop short of switch not properly lined.

Train location reports (line-ups) not issued.

Maximum Wt: 263,000 lbs. on track 2; 251,000 lbs. on tracks 1 and 3.

TROY GROVE SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		SOUTH	NORTH		
26.7	0.0	DE KALB Y	ⓐⓑⓑⓑ	0046	
	5.1	ELVA	ⓐⓑⓑ	3011	
31.8	3.4	McGIRR		3013	
35.2	8.5	ⓐ BN	ⓐ		
38.0	12.2	ROLLO		3017	
46.2	19.5	EARLVILLE ⊗ BN Y	ⓐⓑ	3020	
52.4	25.7	TRIUMPH		3022	
60.1	33.4	TROY GROVE Y	ⓐ	3024	
63.8	37.1	ⓐ ICG	ⓐ		
66.6	39.9	CHURCHILL	ⓐⓑ	3045	
71.3	44.6	LA SALLE JCT.	ⓐ	3047	
71.9	45.2	SPRING VALLEY Y	ⓐ	3028	

SPEED RESTRICTIONS

(In MPH)

Between DeKalb

and Troy Grove

Maximum 49

MP 26.7—41.0 10

MP 28.9 Highway 23 Stop
 MP 51.0—MP 63.8 10
 Between Troy Grove and Spring Valley
 Maximum 30

Yard Limits:

DeKalb—MP 29.0
 MP 51.0—53.0
 MP 63.0—65.5
 MP 70.3—72.5
 MP 75.1—Spring Valley

DeKalb is register station only for trains originating or terminating.

Rule 97 does not apply between LaSalle Jct. and Churchill.

Rule 99(c) applies.

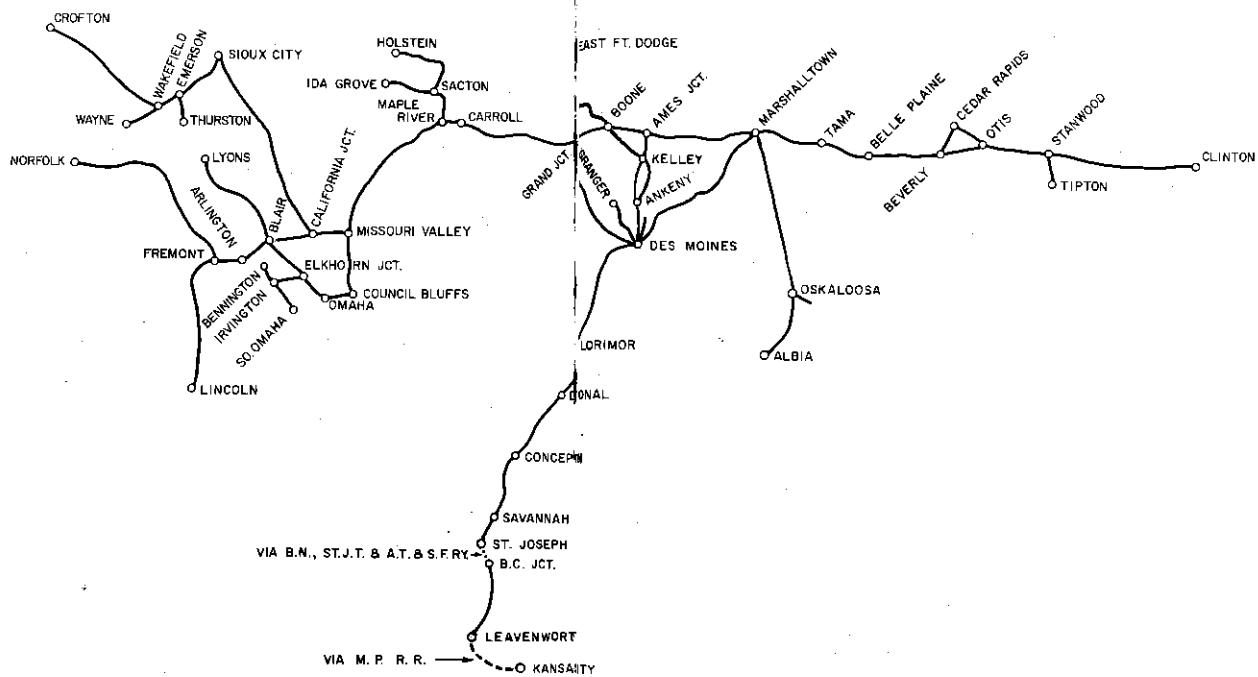
Between LaSalle Jct. and Churchill main track used jointly by C&NW and LS&BC.

Between BN crossing (Earlville) and 0.5 mile north of Earlville main track used jointly by C&NW and BN.

Trains and engines must communicate with train dispatcher before entering Starling Subdivn at DeKalb.

Stop and flag over Highway 23 crossing at MP 28.9

Maximum Wt: 220,000 lbs.



IOWA DIVISION

CLINTON SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
2.1	0.0	CLINTON	(B)(C)	100	
9.6	7.5	LOW MOOR	(K)(R)(V)(W)	102	
19.1	17.0	DE WITT Y		104	
24.8	22.7	GRAND MOUND Y		105	
30.5	28.4	CALAMUS Y		106	
34.7	32.6	WHEATLAND Y		107	
39.7	37.6	LOWDEN Y	(D)	108	W-144
46.7	44.6	CLARENCE Y		110	
51.6	49.5	STANWOOD Y	(W)	111	E-111
57.1	55.0	MECHANICSVILLE Y		114	
64.1	62.0	LISBON		115	E-116 W-80
65.6	63.5	MT. VERNON		116	
77.7	75.6	OTIS	(A)	118	
82.4	80.3	CMSTP&P	(D)(I)		
86.3	80.8	BEVERLY	(B)(D)(K)(Q)(W)	109	
90.0	84.5	FAIRFAX		122	
97.4	91.9	NORWAY		123	
100.8	95.3	WATKINS		124	
106.2	100.7	BLAIRSTOWN Y		125	E-109 W-130
111.3	105.8	LUZERNE Y		126	
116.4	110.9	BELLE PLAINE Y	(D)(R)(Q)(W)	127	
122.9	117.4	CHELSEA Y		128	
133.1	127.6	TAMA	(B)(C)(I)(J)(K)	131	E-149 W-155
140.0	134.5	MONTOUR		133	
143.2	137.7	LE GRAND		134	
145.3	139.8	QUARRY		135	
151.3	145.8	MARSHALLTOWN	(D)(C)(I)(K)	136	
151.8	146.3	C&NW	(J)(I)(W)		
158.6	153.1	LA MOILLE		137	E-110 W-121
165.6	160.1	STATE CENTER Y		138	
173.4	167.9	COLO		142	
180.6	175.1	NEVADA		143	E-110 W-93
185.0	179.5	AMES	(D)(K)(R)	145	
189.0	183.5	AMES JCT.	(J)(I)(W)		
192.3	186.8	ONTARIO		147	
197.8	192.3	JORDAN		148	
202.2	196.7	BOONE	(B)(D)(C)(K)(Q)(R)	150	

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 0.0-2.5	30
MP 3.0-5.0 EB	40
MP 71.5-77.8	50
MP 78.6-78.9 WB	30
MP 113.7-116.8	40
MP 150.6-152.2	50
MP 153.9-154.6	50
MP 188.3-189.3	40

ATC: Clinton-Boone
 ATC main track test sections:
 WB-MP 32.5
 EB-MP 195.4
 EB-MP 91.5

Non ATC equipped engines in switching service may be operated on the main track between East Clinton and Hawkeye Siding at MP 6.9 Clinton; between Otis and Beverly; between Ames and Ames Jct.; and at Tama, Marshalltown and Boone within yard limits at not exceeding Restricted Speed.

Yard Limits:
 Clinton-MP 11.1
 MP 17.6-21.1
 MP 23.5-26.3
 MP 29.1-32.0
 MP 33.2-36.2
 MP 38.2-41.3
 MP 45.3-53.1
 MP 55.2-58.7
 MP 61.4-67.1
 MP 76.4-91.5
 MP 96.0-102.1
 MP 105.0-108.3
 MP 110.0-112.5
 MP 114.8-118.2
 MP 121.5-124.4
 MP 130.5-146.8
 MP 149.1-160.8
 MP 164.0-166.9
 MP 172.0-Boone

Double track: Clinton-Boone.

Movements against the current of traffic must be authorized by train dispatcher at Boone.

Tipton spur track extends 8.5 miles from Stanwood to Tipton (Sta. No. 113). Max. Speed 5 MPH.

Trains operated exclusively on the Clinton Subdiv. will not register at Marshalltown or Ames.

Hot box detectors and indicators:

Detector		Indicator
Westward:		
MP 45.4	MP 92.8	MP 49.2
MP 127.9	MP 173.3	MP 96.8
MP 173.3		MP 130.9
MP 173.3		MP 176.7
Eastward:		
MP 173.3		MP 170.2
MP 127.9		MP 124.1
MP 92.8		MP 90.0
MP 57.9		MP 54.8
MP 28.8		MP 25.0

CLINTON SUBDIVN—IOWA DIVISION

Spring Switches:
 Westward

Clinton—west end Camanche lead.
 Tama—west end westward siding.
 La Moille—west end westward siding.

Eastward:

Nevada—east end eastward siding.
 La Moille—east end eastward siding.
 Blairstown—east end eastward siding.
 Max. speed through spring switches—10 MPH.

Normal position of spring switches is for main track.

Yard track extends 8.1 miles between Beverly and Otis via Cedar Rapids. Rule 93 (New) governs and in addition trains and engines will not exceed 10 MPH between Wilson Ave. crossing at MP 84.2 and Otis.

Marshalltown:

Permission must be obtained from train dispatcher thru the operator before using the

crossover between Clinton Subdiv. westward track and Des Moines Subdiv. main track.

Westward trains or engines receiving an ATC restriction at or between "Approach Clearing" sign located at MP 149.1 and "Approach Re-Clear" sign located at MP 151.4 at Marshalltown must proceed prepared to stop short of westward absolute signal of Marshalltown interlocking. This applies if train or engine is unable to maintain an average speed of 40 MPH from MP 149.1 to MP 151.4.

At Ames Jct. crossing protection at Kellogg Ave. at MP 188.6 must be started manually when trains are operating on lead track to or from westward track or Ankeny Subdiv. main track.

Maximum Wt: 315,000 lbs.

BOONE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ NORTH	↑ SOUTH		
73.6	0.0	ANKENY	(D)(I)(J)	7820	
67.4	6.2	ALLEMAN		7819	
62.4	11.2	HUXLEY		7818	20
56.6	17.0	KELLEY	(A)(J)	7816	19
53.4	20.2	NAPIER		7815	
48.6	25.0	ERICSON		7814	
42.5	31.1	BOONE	(B)(C)(J)	7813	95
36.3	37.3	GRAVEL PIT	(K)(Q)(R)	7812	
34.3	39.3	FRASER		7811	
32.2	41.4	NILES	(Y)	7810	20
31.2	42.4	WOLF		7809	
26.3	47.3	BOXHOLM		7808	24
22.2	51.4	HOPE	(W)	7807	
18.3	55.3	HARCOURT	(S)(I)	7806	
14.0	59.6	PALM GROVE		7805	
11.0	62.6	LUNDGREN		7804	
7.0	66.6	ROBERTS		7803	21
6.0	67.6	SUMMIT			
4.1	69.5	SHADY OAK		7802	
2.1	71.5	E. FT. DODGE	(B)(D)(C)(K)(Q)(R)	7801	

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 34.0-35.0	5
MP 36.8	5
MP 39.0	5

Yard Limits:
 Entire subdivision.

Rule 97 does not apply.

Rule 83(B) does not apply.
 Flag over Story Street crossing at Boone.

Spur track extends 3.0 miles from Hope to Lanyon (Sta. No. 7830). Max. Speed 10 MPH.

Trains or engines must not operate between Alleman and Ankeny, and between Roberts and Shady Oak without permission from train dispatcher.

Train location reports not issued.

Maximum Wt: 210,000 lbs.

COUNCIL BLUFFS SUBDIVN—IOWA DIVISION

Mile Posts	Miles	↓ WEST STATIONS ↑ EAST		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
202.2	0.0	BOONE Y	ⓑ ⓐ ⓓ Ⓚ Ⓠ Ⓡ	150	
		9.2			
214.3	9.2	OGDEN Y		152	
		5.5			
219.8	14.7	BEAVER Y		153	
		5.1			
224.9	19.8	GRAND JCT. C&NW	ⓓ Ⓛ	154	
		6.6	ⓓ Ⓛ		
231.5	26.4	JEFFERSON C&MSTP&P Y	ⓓ Ⓛ	155	
		9.1	ⓓ Ⓛ		
241.0	35.5	SCRANTON Y		157	
		4.8			
245.8	40.3	RALSTON Y		158	
		5.1			
250.9	45.4	GLIDDEN Y		160	
		7.5			
258.4	52.9	CARROLL	Ⓡ ⓓ ⓐ ⓓ Ⓚ Ⓠ	162	E-52 W-100
		4.0	Ⓡ ⓓ ⓐ ⓓ Ⓚ Ⓠ		
262.4	56.9	MAPLE RIVER	Ⓡ ⓓ ⓐ ⓓ Ⓚ Ⓠ	163	
		6.0	Ⓡ ⓓ ⓐ ⓓ Ⓚ Ⓠ		
268.4	62.9	ARCADIA		164	
		3.0			
271.4	65.9	WEST SIDE		165	
		6.1			
277.5	72.0	VAIL Y		166	
		8.9			
286.4	80.9	DENISON	ⓓ Ⓠ	168	E-108 W-132
		4.7	ⓓ Ⓠ		
291.1	85.6	WEST DENISON		169	
		2.3			
293.4	87.9	ARION C&MSTP&P	ⓐ	169	
		2.1	ⓐ		
295.5	90.0	DOW CITY		171	
		6.3			
301.8	96.3	EAST DUNLAP		173	445
		1.5			
303.3	97.8	DUNLAP	ⓓ	173	445
		2.7	ⓓ		
306.0	100.5	WEST DUNLAP		175	
		7.1			
313.1	107.6	WOODBINE		175	
		0.6			
313.7	108.2	EAST WOODBINE		446	
		4.1			
317.8	112.3	WEST WOODBINE		446	
		3.4			
321.2	115.7	LOGAN Y		176	
		6.0			
327.2	121.7	EAST MISSOURI VALLEY		178	
		2.2			
329.4	123.9	MISSOURI VALLEY	ⓑ ⓐ ⓓ Ⓚ Ⓠ	178	
		2.4	ⓑ ⓐ ⓓ Ⓚ Ⓠ		
331.8	126.3	WEST MISSOURI VALLEY	ⓑ ⓐ ⓓ Ⓚ Ⓠ	180	
		2.1	ⓑ ⓐ ⓓ Ⓚ Ⓠ		
333.9	128.4	LOVELAND		180	
		13.1			
347.0	141.5	EAST COUNCIL BLUFFS		183	
		2.9			
349.9	144.4	COUNCIL BLUFFS	ⓑ ⓐ ⓓ Ⓚ Ⓠ	183	

SPEED RESTRICTIONS
(In MPH)

Between Boone and Missouri Valley:
Maximum 60
MP 202.4-202.9 30
WB until Story St. occupied 10
EB 30
MP 207.4-207.9 35
MP 231.4-232.5 50
MP 257.6-259.0 40
MP 291.1 Westward 35
MP 320.9-321.4 50
MP 329.0-330.0 30

Between West Missouri Valley and East Council Bluffs:
Maximum 60
MP 347.0-350.4 30

Between East Council Bluffs and MP 350.4 30

Yard Limits:
Boone—MP 208.0
MP 209.9-215.9
MP 218.3-227.5
MP 230.3-233.3
MP 239.5-242.5
MP 244.3-247.3
MP 249.4-252.4

MP 255.1-264.0
MP 266.8-273.0
MP 276.0-279.0
MP 283.5-297.3
MP 301.6-306.2
MP 311.5-318.0
MP 319.5-322.5
MP 327.2-Council Bluffs

CTC: West Denison to East Missouri Valley and West Missouri Valley to East Council Bluffs.

CTC control machine located in yard office at Missouri Valley.

Maximum speed - CTC turnouts 30 MPH

Coal and grain trains and trains handling 50 or more cars of coal and grain may operate at Restricted Speed on the controlled sidings at Woodbine and Dunlap.

ATC: Boone-Council Bluffs.

ATC main trk. test sections
MP 224.9 WB only
MP 342.7

Non ATC equipped engines in switching service may be operated on the main track between Carroll and Maple River, between Missouri Valley and Council Bluffs, and at Boone within yard limits at not exceeding Restricted Speed.

Non ATC equipped engines (foreign line or C&NW) in freight service may be operated on the main track between Missouri Valley and Council Bluffs at not to exceed 40 MPH and in accordance with CTC signal indications.

Eastward trains obtain Clearance at Missouri Valley.

Trains enroute Council Bluffs from Fremont Subdivn. need not obtain Clearance at Missouri Valley when train order signal is clear.

Council Bluffs Subdivn. trains enroute to or from Council Bluffs will not register at Missouri Valley. Other trains register by Register Ticket.

WB trains enroute Wall Lake Subdivn. obtain Clearance at Carroll.

Carroll is a register station only for trains originating or terminating.

Hot box detectors and indicators:
Detector Indicator
Westward
MP 251.5 MP 255.8
MP 308.0 MP 311.3
Eastward
MP 308.0 MP 305.9
MP 251.5 MP 247.8

COUNCIL BLUFFS SUBDIVN—IOWA DIVISION

The Westward indicator light at MP 311.3 will display a yellow aspect on signal 3113 and a red aspect at absolute signal at East Woodbine (MP 313.7) together with a revolving white beacon on CTC bungalow at MP 313.7 when trains must inspect.

The Eastward indicator light at MP 305.9 will display a yellow aspect on absolute signal, and a red aspect on absolute signal at MP 301.8 together with a revolving white beacon on CTC bungalow at MP 301.8. When these aspects are displayed, crew member must call either operator at Missouri Valley or train dispatcher at Boone for instructions.

Double track:
Boone—West Denison
East Missouri Valley—
West Missouri Valley.
East Council Bluffs—
Council Bluffs

Movement against the current of traffic between Boone and West Denison must be authorized by train dispatcher.

Movement against the current of traffic between East Missouri Valley and West Missouri Valley must be authorized by the control operator at Missouri Valley.

Movement against the current of traffic between East Council Bluffs and Council Bluffs may be made on authority of the yardmaster.

When absolute signal at the "HIGH BRIDGE" (No. B-615) west of Boone displays Stop indication C.C. Rule 509 and ATC Rule 530 apply. Only one train may occupy this bridge at any time.

Dragging equipment detector located on eastward track at MP 213.8. Lunar indicator light located at MP 207.9. When eastward

absolute signal at MP 207.9 displays stop indication and lunar light is illuminated train must stop and not be moved until entire train inspected for dragging equipment. After inspection made, push button at lunar light must be operated to extinguish light.

Central Division trains must not occupy Iowa Division main track at Carroll without first obtaining permission from Iowa Division train dispatcher.

Wall Lake Subdivn. trains must obtain permission from train dispatcher before occupying Council Bluffs Subdivn. main track at Maple River.

At Arion interlocking when absolute signal displays a stop indication, crew must comply with Rule 613, and if signal does not clear must also comply with Rule 269.

Spring switches.

Westward:

Carroll: West end of westward siding.
Denison: West end of westward siding.

Eastward:

Council Bluffs: East end of lake lead.

Normal position of spring switches is for main track.

Dunlap:

1. East end of north storage track, normal position is for main track.
2. West end of south storage track, normal position is for siding.

Maximum speed through spring switches—10 MPH.

Maximum Wt: 315,000 lbs.

WAYNE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	↓ WEST STATIONS ↑ EAST		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
	0.0	SIoux CITY	ⓑ ⓐ ⓓ Ⓚ Ⓠ	4738	
		2.3	ⓑ ⓐ ⓓ Ⓚ Ⓠ		
1.2	2.3	FLOYD			
		2.7			
3.9	5.0	SO. SIOUX CITY	ⓓ	2200	83
		0.5	ⓓ		
4.4	5.5	FERRY		2201	
		2.7			
7.1	8.2	DAKOTA CITY	ⓓ	2202	
		0.2	ⓓ		
7.3	8.4	BN	ⓓ		
		4.4	ⓓ		
11.7	12.8	BEERMANN		2204	
		4.8			
16.5	17.6	HUBBARD		2205	
		12.6			
0.0	30.2	EMERSON		2208	
		9.3			
9.3	39.5	WAKEFIELD	ⓓ ⓐ ⓓ Ⓚ Ⓠ	2403	50
		9.2	ⓓ ⓐ ⓓ Ⓚ Ⓠ		
18.5	48.7	WAYNE		2406	41

SPEED RESTRICTIONS
(In MPH)
Maximum 10

Yard Limits:
Entire subdivision.
Between Floyd and Ferry C&NW trains and engines operate over BN and are governed by BN rules and timetable.

Rule 97 does not apply between Sioux City and Floyd, between Ferry and Dakota City, and between Wakefield and Wayne.

Thurston spur track extends 7.2 miles from Emerson to Thurston (Sta. No. 2210). Max. Speed 10 MPH.

Normal position of junction switch at Wakefield is for Wayne Subdivn.

Train location reports not issued.

Maximum Wt: 210,000 lbs.

FREMONT SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS	WEST					
			SECOND CLASS					
			3441	847	181	361	241	247
			Tues Thurs Sat	Daily	Daily	Daily ex Sun	Daily	Daily
0.2	0.0	MISSOURI VALLEY (W) 5.7 (B)(C)(D)(E)(F)(G)(H)(I)(J)(K)(L)(M)(N)(O)(P)(Q)(R)(S)(T)(U)(V)(W)(X)(Y)	AM 8:35	.....	AM 9:15	AM 10:00	AM 10:25	PM 12:30
5.9	5.7	CALIFORNIA JCT. 7.6 (J)(K)	AM 8:50	AM 9:25	AM 9:30	AM 10:10	AM 10:35	AM 12:40
13.2	13.3	BLAIR Y 7.0 (D)(J)(K)(W)	.....	9:40	.....	10:20	10:45	12:50
20.2	20.3	KENNARD 9.1	.....	9:55	.....	10:35	11:00	1:05
29.3	29.4	ARLINGTON 7.6	.....	10:10	.....	10:50	11:15	1:20
0.0	37.0	FREMONT Y (B)(D)(J)(K)(L)(M)(N)(O)(P)(Q)(R)(S)(T)(U)(V)(W)(X)(Y)	.....	AM 10:25	.....	11:05	AM 11:30 (852)	AM 1:35
6.8	43.8	BN 2.4 (A)	.....	AM	.....	.....	AM	PM
9.2	46.2	NICKERSON 7.6	.....	.....	.....	12:05	.....	.....
16.8	53.8	HOOPER 7.4	.....	.....	.....	1:25	.....	.....
24.2	61.2	SCRIBNER 10.0	.....	.....	.....	1:50	.....	.....
36.9	71.2	WEST POINT Y 11.1 (D)	.....	.....	.....	A2:15 PM	.....	.....
45.3	82.3	BEEMER 6.8	.....	.....	.....	.....	.....	.....
52.1	89.1	WISNER 7.6	.....	.....	.....	.....	.....	.....
59.7	96.7	PILGER 21.2	.....	.....	.....	.....	.....	.....
80.9	117.9	NORFOLK Y (B)(D)(J)(K)(L)(M)(N)(O)(P)(Q)(R)(S)(T)(U)(V)(W)(X)(Y)	.....	.....	.....	.....	.....	.....

STATIONS	Station Numbers	Capacity of Sidings	EAST					
			SECOND CLASS					
			248	252	172	3432	852	3452
			Daily	Daily	Daily	Mon Wed Fri	Daily	Daily
MISSOURI VALLEY 5.7 (B)(C)(D)(E)(F)(G)(H)(I)(J)(K)(L)(M)(N)(O)(P)(Q)(R)(S)(T)(U)(V)(W)(X)(Y)	0178	...	AM A3:05	AM A5:05	AM A6:40	AM A11:59	.....	PM A5:15
CALIFORNIA JCT. 7.6 (J)(K)	4703	104	2:55	4:55	6:25 AM	11:45 AM	12:30	5:00 PM
BLAIR Y 7.0 (D)(J)(K)(W)	6007	22	2:45	4:45	.....	.....	12:20	.....
KENNARD 9.1 <i>head in</i>	6012	...	2:30	4:30	.....	.....	12:05	.....
ARLINGTON 7.6 <i>Sum.</i>	6017	127	2:15	4:15	.....	.....	11:50 (241)	.....
FREMONT Y 6.8 (B)(D)(J)(K)(L)(M)(N)(O)(P)(Q)(R)(S)(T)(U)(V)(W)(X)(Y)	6023	...	2:00 AM	4:00 AM	.....	.....	11:35 AM	.....
BN 2.4	.....	.....	.....	.....	.....	.....	.....	.....
NICKERSON 7.6	6031	44	.....	.....	.....	.....	.....	.....
HOOPER 7.4	6034	87	.....	.....	.....	.....	.....	.....
SCRIBNER 10.0	6037	69	.....	.....	.....	.....	.....	.....
WEST POINT Y 11.1 (D)	6044	46	.....	.....	.....	.....	.....	.....
BEEMER 6.8	6048	88	.....	.....	.....	.....	.....	.....
WISNER 7.6	6051	...	.....	.....	.....	.....	.....	.....
PILGER 21.2	6054	73	.....	.....	.....	.....	.....	.....
NORFOLK Y (B)(D)(J)(K)(L)(M)(N)(O)(P)(Q)(R)(S)(T)(U)(V)(W)(X)(Y)	7001	...	.....	.....	.....	.....	.....	.....

FREMONT SUBDIVN—IOWA DIVISION

WEST				
SECOND CLASS				
249	355	351	3461	245
Daily	Daily	Daily	Daily	Daily
PM 6:25	PM 9:00 (250)	PM 9:05	PM 9:15	PM 9:30
6:35 (356)	9:10	9:15	A9:30 PM	9:40
6:50	9:20	A9:25 PM	.....	9:50
7:05	9:35	.....	.....	10:05
7:20 (250)	9:50	.....	.....	10:20
7:35 PM	10:05	.....	.....	A10:35 PM
.....
.....	10:35	.....	.....	.....
.....	10:55	.....	.....	.....
.....	11:15	.....	.....	.....
.....	11:40	.....	.....	.....
.....	12:10	.....	.....	.....
.....	12:25	.....	.....	.....
.....	12:45	.....	.....	.....
.....	A1:35 AM	.....	.....	.....

EAST				
SECOND CLASS		THIRD CLASS		
250	246	352	358	356
Daily	Daily	Daily	Daily	Daily ex Sun
PM A8:55 (355)	AM A12:01	AM A1:25	AM A8:15	PM 6:45
8:45	11:50	1:15	8:05	6:35 (249)
8:30	11:35	1:05 AM	7:55	6:15
8:15	11:20	.....	7:40	6:00
8:00 (249)	11:05	.....	7:25	5:45
7:45 PM	10:50 PM	.....	7:10	5:30
.....
.....	.....	.....	6:55	4:35
.....	.....	.....	6:35	4:15
.....	.....	.....	6:15	3:55
.....	.....	.....	5:50	3:30 PM
.....	.....	.....	5:30	.....
.....	.....	.....	5:10	.....
.....	.....	.....	4:50	.....
.....	.....	.....	4:00 AM	.....

SPEED RESTRICTIONS (In MPH)
 Between Missouri Valley and Blair
 Maximum 60
 Blair—over Missouri River bridge
 and over all street crossings 35
 Between Blair and Fremont
 Maximum 49
 Blair—over Missouri River bridge
 and over all street crossings 35
 MP 23.9—24.3 curves 40
 MP 29.6—30.6 curves 40
 Between Fremont and Norfolk
 Maximum 30

Yard Limits:
 Missouri Valley—MP 8.0
 MP 11.8—14.6
 MP 32.0—Fremont
 Fremont—MP 3.7
 MP 32.0—40.0
 MP 80.0—Norfolk

ATC main track test sections: EB-MP
 0.7—Missouri Valley

CTC: Missouri Valley—Blair. CTC control
 machine located in yard office at Missouri
 Valley.

Trains enroute Council Bluffs from Fremont
 Subdivn. need not obtain Clearance at
 Missouri Valley when train order signal is
 clear.

All trains obtain Clearance at Fremont.
 No. 356 obtain Clearance at West Point. No.
 358 obtain Clearance at Norfolk.

Normal position of junction switches at
 Blair and Fremont are for Fremont Subdivn.

Spring switch at east end of long track at
 Fremont. Normal position is for main track.

West Point — track known as the "Long
 Pass" located between MP 36-37 will be used
 for meeting or passing trains.

All trains operating thru West Point must
 inspect entire train at that point.

Engines equipped with six-wheel trucks
 must not be operated on the River track at
 Blair.

No. 3441 corresponds to No. 344,
 No. 181 corresponds to No. 18, and No.
 3461 corresponds to No. 346 on the Sioux
 City Subdivn. and are alone authorized to
 assume their schedules unless otherwise
 directed by train order.

Intermediate Stations:
 MP 69.4 Stanton Sta No. 6058
 connected at both ends

Maximum Wt: 263,000 lbs.

SIoux CITY SUBDIVN—IOWA DIVISION

WEST							EASTWARD trains are superior to westward trains of the same class except: No. 847 is superior to No. 18	EAST							
THIRD CLASS		SECOND CLASS						SECOND CLASS				THIRD CLASS			
339		351	345	343	847	341		17	344	18	852	346	352	338	342
Daily ex Sun		Daily	Daily	Mon Wed Fri	Daily	Daily ex Sun		Daily	Tues Thurs Sat	Daily	Daily	Daily	Daily	Daily ex Sun	Daily ex Sun
			PM 3:00 (852)	AM 9:30	AM 7:30	AM 7:00	AM 4:30								
			3:10 (342)	9:45	7:40	7:15	4:40								
			3:20	9:55	7:48	A7:35 AM	4:50								
			3:31	10:07	7:59		4:58								
			3:41	10:19 (18)	8:09		5:08								
			3:52	10:30	8:20		5:19								
			4:02	10:40	8:30		5:29								
			4:12	10:50	8:40		5:39								
			4:19	11:00	8:47		5:46								
			4:28	11:10	8:56 (344)		5:55								
			4:40	11:22	9:08		6:07								
			4:51	11:35	9:19 (18)		6:18								
AM 9:30		PM 9:25	A5:00 PM	A11:45 AM	A9:25 AM		A6:25 AM								
9:55		9:45													
10:15		10:00													
10:25		10:10													
A10:35 AM		A10:20 PM													

SPEED RESTRICTIONS (In MPH)

Between Stock Yards and California Jct.:
Maximum 60

Eastward trains from west siding switch at Stock Yards to signal 158 (Floyd River bridge, Sioux City) Restricted Speed

Between Blair and Omaha:
Maximum 30

At Sioux City do not exceed 10 MPH over street crossings.

At Onawa do not exceed 30 MPH over Main St. crossing.

At California Jct. do not exceed 10 MPH on both legs of wye.

Between California Jct. and Blair, Sioux City Subdivn trains and engines operate over Fremont Subdivn.

No. 17 corresponds to No. 172, No. 343 corresponds to No. 3432, and No. 345 corresponds to No. 3452 on the Fremont

Subdivn. and are alone authorized to assume their schedules unless otherwise directed by train order.

Hot box detector located at MP 35.5. EB indicator at MP 37.9 and WB indicator at MP 32.6.

Engines may operate over live rails of track scale at Sioux City.

Engines with six wheel trucks must not be operated on River track at Blair or OPPD tracks at Florence.

Yard Limits:

Sioux City—MP 65.2
MP 47.0—31.0
MP 7.7—5.9
MP 98.6—100.0
MP 116.0—Omaha

ABS: Stock Yards—California Jct.

Rule 97 does not apply between Sioux City and Stock Yards.

Maximum Wt: 263,000 lbs.

SIoux CITY SUBDIVN—IOWA DIVISION

Mile Posts	Miles	Station Numbers	Capacity of Sidings	EAST											
				SECOND CLASS				THIRD CLASS							
				344	18	852	346	352	338	342					
76.3	0.0	4738		AM 11:55	AM 11:25	PM A2:50 (345)	PM 11:50								
73.9	2.4	60	60	11:40	11:12	2:35	11:37							3:45 (345)	
68.4	7.9	4735	118	11:25	11:00	2:26	11:28							3:25 PM	
60.8	15.5	4730	66	11:05 (18)	10:51 (344)	2:19	11:08								
54.8	21.5	4727	89	10:50 (847)	10:41 (343)	2:10	10:53								
46.5	29.8	4723	83	10:15	10:30	2:01	10:42								
38.7	37.6	0320	52	10:04	10:20	1:51	10:27								
32.2	44.1	4719	122	9:54	10:11	1:42	10:17								
28.0	48.3	4720		9:37	10:04	1:35	10:07								
23.1	53.2	4715		9:30 (847)	9:56	1:27	10:00								
16.6	59.7	0395	127	9:08	9:47	1:18	9:48								
10.3	66.0	4707		8:57	9:37 (847)	1:08	9:37								
5.9	70.4	4703	70	8:50 AM	9:30 AM	1:01 PM	9:30 PM								
98.6	78.0	6007	23									AM 1:05	AM 5:05		
107.4	86.8	2232	47									12:50	4:40		
114.5	93.9		23									12:30	4:20		
118.3	97.7	2236	63									12:20	4:10		
122.4	101.8	6600										12:10 AM	4:00 AM		

WALL LAKE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	MAPLE RIVER	①	0163	
7.2	7.2	BREDA		0301	
12.9	12.9	CARNARVON		0299	
15.5	15.5	SACTON	①	0300	
16.6	16.6	WALL LAKE	①	0302	
25.7	25.7	OEBOLT		0305	
31.4	31.4	ARTHUR		0306	
38.1	38.1	IDA GROVE		0307	

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 0.0 Jct. Stop

Yard Limits:
Entire subdivision.

Rule 97 does not apply.

Normal position of junction switches:
Maple River—for Council Bluffs Subdivn.

Train location reports not issued.

Maximum Wt: 263,000 lbs.

ANKENY SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		↑	↓		
2.4	0.0	HULL AVE.	①②③④⑤⑥⑦⑧⑨⑩	0350	..
		8.2			
10.6	8.2	ANKENY	①②③	0354	51
		11.4			
22.0	19.6	SHELDAHL		0358	..
		1.4			
23.4	21.0	SLATER ⊗ CMSTP&P	①	0360	..
		4.8			
28.2	25.8	KELLEY ⊗ C&NW	①	0359	52
		5.7			
33.9	31.5	AMES JCT. Y	①②③④	0145	..

SPEED RESTRICTIONS

(In MPH)

Maximum—Reduced Speed
not to exceed30
MP 2.8—2.9 Hull
Avenue10
MP 2.9—6.0 (Southward
trains)30

MP 33.7—33.910

Yard Limits:

Hull Ave.—MP 11.5
MP 32.5—Ames Jct.

Rule 97 does not apply
between Hull Avenue and
Ankeny.

Northward trains originat-
ing at Hull Ave. must obtain
Clearance.

Southward trains will com-
municate with yardmaster
or operator at Hull Ave.
before leaving Ankeny.

At Ames Jct. crossing pro-
tection at Kellogg Ave.
must be started manually
when trains are operating
on lead track to or from
Clinton Subdivision west-
ward track or Ankeny Sub-
divn.

There is NO normal posi-
tion for the junction switch
located at south end of the
wyck track at Ames Jct.
Trains and engines will ap-
proach this junction switch
expecting to find it im-
properly lined.

Industry tracks located at
MP 6.7, Saylor (Sta. No.
0352).

Maximum Wt: 263,000 lbs.

DES MOINES SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		↓	↑		
277.3	73.9	MARSHALLTOWN Y ⊗ C&NW 13.4 ①②③④⑤⑥⑦⑧		0136	..
263.9	87.3	MELBOURNE		7317	67
		18.3			
245.6	105.6	MINGO		7319	57
		12.7			
232.9	118.3	BONDURANT		7321	122
		8.3			
224.6	126.6	HIGHLAND PARK		7323	..
		2.9			
221.7	129.5	⊗ CRI&P	①②	..	..
		0.8			
220.9	130.3	⊗ CRI&P-DMU	Y	⑤	..
		0.4			
220.5	130.7	⊗ BN		⑤	..
		1.7			
218.8	132.4	DES MOINES	① ② ③ ④ ⑤	7325	..

SPEED RESTRICTIONS

(In MPH)

Maximum60
MP 277.3—273.3
Res. Speed
MP 273.3—263.945
MP 259.5—253.345
MP 248.4 curve45
MP 244.7—238.145
MP 238.1—235.035
MP 227.1—223.640

MP 223.6—218.830

except:

MP 220.9 CRI&P
DMU crossingStop
MP 220.5 BN crossing Stop

Yard Limits:

Marshalltown—MP 273.3
MP 227.0—Des Moines

ABS: Marshalltown—Des
Moines

Register ticket authorized
at Marshalltown.

Rule 97 does not apply
between Des Moines and
Highland Park.

Marshalltown: Authority
for movement through cross-
over between Clinton Sub-
divn. westward track and
Des Moines Subdivn. main
track must be obtained from
the train dispatcher through
the operator. Movements
against the current of traffic
on westward track must be
authorized by operator.
When the arm of block in-
dicator at south switch of
crossover is horizontal,
switch must not be opened
without permission.

Trains meeting at Marshall-
town will be governed by
instructions from operator.

Intermediate station.

Sta.
No.
MP
255.1 Baxter7318
Connected at Both ends

Hot Box detector at
MP 248.0 (Mingo)
SB indicator located at
MP 245.5
NB indicator located at
MP 250.6

Maximum Wt: 263,000 lbs.

PERRY SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		↓	↑		
260.5	115.2	GRAND JUNCTION Y ⊗ CNW 7.3 ①②③④		0154	15
267.8	122.5	RIPPEY		2695	..
272.0	126.7	ANGUS		2696	..
		3.9			
275.9	130.6	PERRY ⊗ CMSTP&P	①	2697	..
		7.0			
282.9	137.6	MINBURN	Y	2698	..
		6.1			
289.0	143.7	DALLAS CENTER		2699	..
		6.4			
295.4	150.1	WAUKEE ⊗ CMSTP&P	⑤	2700	..
		9.7			
305.1	159.8	WEST DES MOINES }	①	0351	31
		9.0			
..	168.8	HULL AVENUE }	①②③④⑤	0350	..

SPEED RESTRICTIONS

(In MPH)

Maximum30
MP 260.5—282.910
MP 295.2 CMSTP&P
crossingStop

Yard Limits:

Grand Jct.—MP 262.0
MP 274.9—290.0
MP 304.0—W. Des Moines

Rule 97 does not apply be-
tween Perry and Dallas
Center.

Rule 99(c) applies.

Between Hull Avenue and
West Des Moines C&NW
operates over CRI&P. Be-
fore entering CRI&P at
West Des Moines C&NW
trains must obtain permis-
sion from CRI&P train dis-
patcher.

Maximum Wt:

Grand Jct.—Minburn
.232,000 lbs.
West Des Moines—
Minburn263,000 lbs.

ALBIA SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		↓	↑		
324.6	0.0	ALBIA	①	2674	..
		1.4			
323.2	1.4	MAXON ⊗ BN	①	2673	..
		10.2			
313.0	11.6	BRIDGEPORT		2672	..
		1.8			
311.2	13.4	EDDYVILLE		2671	..
		1.1			
310.1	14.5	CRI&P JCT.	①	..	..
		6.5			
303.6	21.0	C&NW JCT.	①	..	..
		3.2			
300.4	24.2	OSKALOOSA	①②③④	2635	..
		11.2			
289.2	35.4	NEW SHARON	Y	2634	..
		8.9			
280.3	44.3	SEARSBORO		2633	..
		11.5			
268.8	55.8	GRINNELL ⊗ CRI&P	①②	2631	95
		6.4			
262.4	62.2	NEWBURG		2630	..
		4.5			
257.9	66.7	GILMAN		2629	..
		4.6			
253.3	71.3	PICKERING		2628	130
		2.5			
250.8	73.8	DILLON		2627	..
		7.1			
243.7	80.9	MARSHALLTOWN	①②③④	0136	..

SPEED RESTRICTIONS

(In MPH)

Maximum30
MP 323.0 BN crossing20
MP 311.5 Bridge10
MP 269.2—268.0
CRI&P crossing20

Yard Limits:

Entire Subdivision.

Rule 97 does not apply.

Between CRI&P Jct. and
C&NW Jct. track is used
jointly by C&NW and
CRI&P. C&NW special in-
structions govern.

At Albia—C&NW operates
over N&W.

Normal position of junc-
tion switches:
Albia— for N&W
CRI&P Jct.— for CRI&P
C&NW Jct.— for C&NW

Maximum Wt: 263,000 lbs.

KANSAS CITY SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS	NORTH	Station Numbers	Capacity of Sidings
218.8	0.0	DES MOINES	① ② ③ ④ ⑤	7325	...
207.8	11.0	CUMMING		7327	192
184.4	34.4	PERU		7331	...
173.1	45.7	LORIMOR	① ②	7332	190
165.3	53.5	TALMAGE		7333	...
157.1	61.7	ARISPE		7334	70
144.8	74.0	DIAGONAL	①	7336	170
127.7	91.1	BLOCKTON		7339	...
117.3	101.5	SHERIDAN	① ②	7341	217
105.1	113.7	RAVENWOOD		7343	...
99.3	119.5	CONCEPTION	①	7344	100
74.6	144.2	SAVANNAH		7347	211
63.0	155.8	ST. JOSEPH	① ② ③ ④ ⑤ ⑥	7349	187
61.8	157.0	FRANCIS STREET	① ②	...	...
61.0	157.8	Via BN FOURTH ST.	① ②	...	...
60.9	157.9	FIFTH ST. ① BN	① ②	...	...
60.6	158.2	Via SJT MONTEREY ST.	①	...	...
72.8	158.4	Via SJT TERMINAL YARD	① ②	...	...
72.3	158.9	Via SJT MK JCT. ① BN-CRI&P	①	...	...
72.1	159.1	Via ATSF ① BN	①	...	...
71.6	159.5	Via ATSF ① CRI&P	①	...	...
52.9	165.9	BC JCT.	① ②	7350	...
50.8	168.0	WILLOW BROOK		7351	98
42.9	175.9	DEARBORN		7352	...
39.0	179.8	HAYDITE		7353	174
29.9	188.9	BEVERLY ① BN	①	7354	35
26.3	192.5	BN JCT.	①	...	...
25.4	193.4	Via MP LEAVENWORTH	① ② ③ ④ ⑤	7356	...
...	217.7	Via MP KANSAS CITY	① ② ③ ④ ⑤ ⑥ ⑦ ⑧	7365	...

SPEED RESTRICTIONS (In MPH)

Within ABS territory
Between Des Moines
and Diagonal:
Maximum Speed 60
MP 218.8-217.0 10
MP 217.0-213.6 40
MP 209.1 curve 45
MP 207.5-205.9 45
MP 203.1-198.1 40
MP 195.7 curve 45
MP 190.4-187.5 45
MP 184.7-183.3 40
MP 177.7-157.0 40

Except curve at
MP 163.7 35

MP 153.1-151.3 45
MP 145.7 curve 40

**Non ABS territory
between Diagonal
and Leavenworth**

MP 145.7 curve 49
MP 83.8 curve 40
MP 71.1-70.6 40

MP 65.8-64.3 30
MP 64.3-ATSF
MP 72.1 10

Fifth Street RR
crossing Stop
Monterey Street

crossing Stop
MK Jct. RR crossing Stop

ATSF MP 72.1
RR crossing Stop

ATSF MP 72.1-70.8 20
ATSF MP 70.8

BC Jct. Int. limits 40
MP 52.9 Int. limits 30
MP 51.7 curve 40

MP 32.0-29.9 BN
crossing 35
MP 28.6 curve 30

MP 26.3-25.1 around
curve and over bridge
and Interlocking 8

MP 26.9-Leavenworth

Yard Limits:
Des Moines-MP 215.0
CNW MP 65.4-
ATSF MP 70.8
MP 26.9-Leavenworth

ABS: Des Moines-Diagonal
BN Jct.-Leavenworth

Rule 97 does not apply be-
tween:
St. Joseph and BC Jct.
BN Jct. and Leavenworth

St. Joseph is a register
station only for trains orig-
inating or terminating.

KANSAS CITY SUBDIVN—IOWA DIVISION

All trains obtain C&NW Clearance at St.
Joseph and Kansas City.

Spring switches:

† Cumming, south end of siding.

† Lorimor, south end of siding.

Diagonal, both ends of siding.

Sheridan, north end of siding.

Savannah, south end of siding.

Haydite, both ends.

† Spring switch equipped with facing point lock.
Normal position of spring switches is for main
track.

At Cumming and Lorimor trains on siding
to be met or passed must stay clear of Signal
Clearing Point sign until train to be met or
passed has cleared, and may then move into
clearing section in advance of signal.

At Sheridan, Diagonal, Savannah and Hay-
dite a 2-position color-light indicator is
located in advance of facing point spring
switch.

Hot Box detectors located at:

MP 193.8 (Hanley)
SB indicator at MP 191.1
NB indicator at MP 197.2
MP 148.5 (Diagonal)
SB indicator at MP 145.1
NB indicator at MP 152.5
MP 104.8 (Ravenwood)
SB indicator at MP 101.6
NB indicator at MP 108.8
MP 36.1 (Haydite)
SB indicator at MP 33.1
NB indicator at MP 39.0

Intermediate stations and industry tracks between stations:

MP	Sta. No.
199.0 Martensdale	7328
Connected at South end	
197.4 Conger	7329
Connected at North end	
190.8 Hanley	7330
Connected at South end	
136.8 Benton	7337
Connected at South end	
112.0 Parnell	7342
Connected at North end	
91.6 Guilford	7345
Connected at North end	
84.0 Rea	7346
Connected at South end	
48.7 Faucett	7710
Connected at North end	
26.1 Kirmeyer	7356
Connected at Both ends	

Between Leavenworth and Kansas City
C&NW trains and engines operate over MP.
Northward trains will accept identification
of southward trains on MP as evidence of
their arrival at Leavenworth.

Trains required to stop (Rule 240B) for
southward automatic block signal located at
north end of Missouri River Bridge, MP 25.6,
at Leavenworth, will proceed at Restricted
Speed expecting to find drawbridge open.

Before BN trains and engines operate
switch to enter C&NW track at BN Jct. they
must ascertain that there are no approach-
ing movements on C&NW. If signal does not
immediately clear, the movement may pro-
ceed at Restricted Speed after waiting five
minutes.

BN Railroad

Between Francis Street and Fifth Street
C&NW operates over BN. Two-main-track
CTC operation is in effect between Francis
Street and Fourth Street. Between Fourth
Street and Fifth Street BN track is design-
ated as a yard track. Interlockings at and
between Francis Street and Fourth Street
are controlled by operator at BN Florence
Street yard office.

Rule 83(B) does not apply at Francis Street
or Fourth Street.

SJT Railroad

Between Fifth Street and MK Jct., C&NW
trains and engines operate over SJT and must
move at Reduced Speed not exceeding 10
MPH prepared to stop short of switch not
properly lined. Normal position of junction
switch at Fifth Street between BN and SJT
is for movement to or from BN. After
stopping for Stop signs at Monterey Street
and MK Jct., if view in each direction is not
clear for at least 800 feet member of crew
must precede movements and give proceed
signal from crossing if safe to proceed.

ATSF Railroad

Between MK Jct. and BC Jct., C&NW trains
and engines operate over AT&SF and are
governed by C&NW rules except as modified
by ATSF rules and instructions contained in
C&NW General Order. Southward C&NW
trains must receive ATSF Clearance before
entering ATSF main track at MK Jct. Pro-
ceed indication at BC Jct. authorizes C&NW
train to proceed from BC Jct. to MK Jct.
Between BC Jct. and ATSF MP 70.8, trains
are governed by block signals whose indica-
tions supersede the superiority of trains for
both opposing and following movements on
the same track. Operator at Terminal Yard
controls interlocking at BC Jct. and CTC
between BC Jct. and ATSF MP 70.8 and
must be advised in advance of any known
condition that will delay train. Between
ATSF MP 70.8 and Terminal Yard trains and
engines must move at Restricted Speed.
After stopping for Stop sign at BN crossing,
if view in each direction is not clear for at
least 800 feet, member of crew must precede
movement and give proceed signal from
crossing if safe to proceed.

Maximum Wt: 265,000 lbs.

HOLSTEIN SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
1.0	0.0	SACTION	ⓂⓃ	0300	..
	3.3	LAKE VIEW		0303	..
13.4	12.4	SAC CITY		0304	..
21.8	20.8	EARLY	Y	0325	..
29.7	28.7	SCHALLER		0328	..
36.3	35.3	GALVA		0331	..
45.2	44.2	HOLSTEIN		0334	..

SPEED RESTRICTIONS
(In MPH)
Maximum 10

Yard Limits:
Entire subdivision.

Rule 97 does not apply.
Train location reports not issued.

Maximum Wt: 210,000 lbs.

CROFTON SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
.....	0.0	WAKEFIELD	ⓃⓃⓃⓃ	2403	..
	10.1	CONCORD		2502	..
16.0	16.1	LAUREL	Ⓝ	2503	..
24.0	24.1	COLERIDGE	Y	2506	..
33.5	33.6	HARTINGTON		2509	..
41.3	41.4	FORDYCE		2513	..
48.7	48.8	CROFTON	Ⓜ	2516	..

SPEED RESTRICTIONS
(In MPH)
Maximum 10

Yard Limits:
Entire subdivision.

Rule 83(B) and Rule 97 do not apply.

Normal position of junction switch at Wakefield is for Wayne Subdivn.

Train location reports not issued.

Maximum Wt: 178,000 lbs.

OMAHA SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	SUMMIT	ⓃⓃ	.....	..
0.8	1.1	SOUTH OMAHA		6603	..
3.6	3.9	Ⓝ MP	Ⓐ	.....	..
5.8	6.1	DODGE STREET	Y	6623	..
7.5	10.5	IRVINGTON	Ⓜ	6608	19
0.0	18.6	OMAHA	ⓃⓃⓃⓃⓃ	6600	..

SPEED RESTRICTIONS
(In MPH)
Maximum 10

Yard Limits:
Entire Subdivision

Rule 83(B) and Rule 97 do not apply.

Bennington spur track extends 6.4 miles from Irvington to Bennington (Sta. No. 6611). Max. Speed 10 MPH.

Normal position of junction switch at Omaha is for Sioux City Subdivision.

Train location reports not issued.

Maximum Wt: 220,000 lbs.

LINCOLN SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	FREMONT	ⓃⓃⓃⓃⓃⓃ	6023	..
Between Fremont and C&NW Jct. C&NW trains and engs. operate over the UP and governed by UP rules and timetable.					
5.8	5.6	C&NW JCT.		.....	..
	6.2	NORTH PIT		6652	..
9.7	9.7	CEDAR BLUFFS		6655	..
16.6	16.6	COLON		6658	..
22.5	22.5	WAHOO		6661	..
23.2	23.2	Ⓝ UP-BN	Ⓝ	.....	..
34.2	34.2	CERESCO		6667	..
39.7	39.7	DAVEY		6670	..
50.2	50.2	Ⓝ BN	Ⓐ	.....	..
51.7	51.7	C&NW-MP JCT.	Y	.....	..
52.1	52.1	LINCOLN	ⓃⓃⓃⓃ	6676	..

SPEED RESTRICTIONS
(In MPH)
Maximum 30
MP 50.7-52.1 10

Yard Limits:
Fremont-MP 1.0
MP 48.0-Lincoln

Rule 99(c) applies.

Normal position of Jct. switch at Fremont is for Fremont Subdivn.

Elevator Spur track extends 5.6 miles from Fremont to the grain elevators. Ⓝ BN Ⓝ, Rule 606(c) authorized. Max. Speed 10 MPH.

Maximum Wt: 220,000 lbs.

LYONS SUBDIVN—IOWA DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
58.8	0.0	LYONS		2216	33
	6.5	OAKLAND		2218	..
65.8	7.0	Ⓝ BN		.....	..
72.7	13.9	CRAIG	Y	2220	..
81.4	22.6	TEKAMAH		2222	24
87.1	28.3	RANCH		2223	..
88.4	29.6	HERMAN		2224	36
98.5	39.7	BLAIR	ⓃⓃⓃⓃ	6007	15

SPEED RESTRICTIONS
(In MPH)
Maximum 10

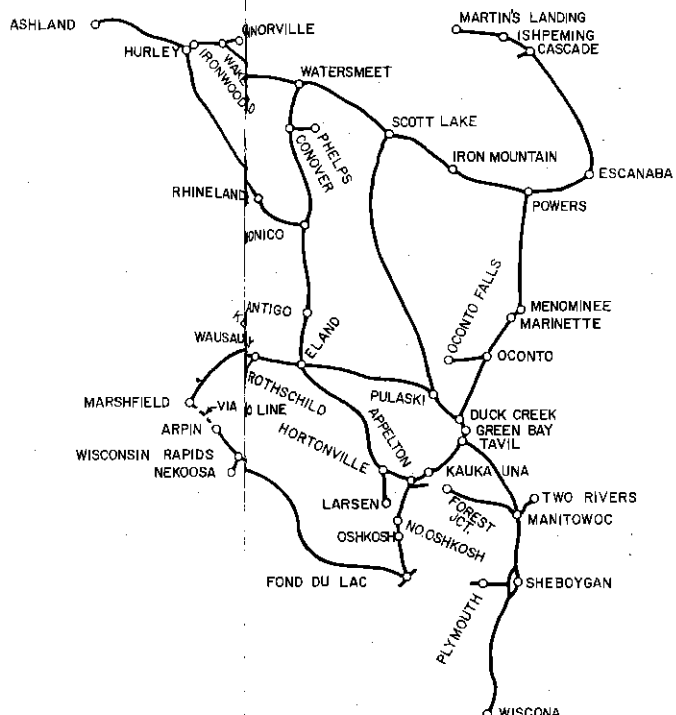
Yard Limits:
Entire Subdivision.

Rule 83(B) and Rule 97 do not apply.

Normal position of junction switch at Elair is for Fremont Subdivision.

Train location reports not issued.

Maximum Wt: 210,000 lbs.



LAKE SHORE DIVISION

SHORELINE SUBDIVN-LAKE SHORE DIVISION

WEST			Mile Posts	Miles	STATIONS	EASTWARD trains are superior to westward trains of the same class.
THIRD CLASS	SECOND CLASS					
943	183	181				
Daily except Sun & Mon	Daily	Daily				
			0.0		BUTLER } ⓐⓑⓒⓓⓔⓕ	
AM 8:20	PM 3:15	AM 12:35	4.8	6.8	6.8 WISCONSINA } Y ⓐⓑⓒⓓⓔⓕ	
8:35	3:26	12:46	13.6	15.6	8.8 MEQUON } ⓐⓑⓒⓓⓔⓕ	
8:50	3:41	1:01	25.2	27.2	11.6 PORT WASHINGTON Y ⓐⓑⓒⓓⓔⓕ	
9:05	3:52	1:12	33.9	35.9	8.7 BELGIUM ⓐⓑⓒⓓⓔⓕ	
9:15	4:00	1:20	38.4	40.4	4.5 CEDAR GROVE ⓐⓑⓒⓓⓔⓕ	
9:20	4:02	1:22	39.5	41.5	1.1 HILTON ⓐⓑⓒⓓⓔⓕ	
9:30	4:07	1:27	42.4	44.4	2.9 OOSTBURG ⓐⓑⓒⓓⓔⓕ	
9:45	4:25	1:45	50.5	52.5	8.1 SOUTH YARD } ⓐⓑⓒⓓⓔⓕ	
			52.2	54.2	1.7 SHEBOYGAN } Y ⓐⓑⓒⓓⓔⓕ	
					1.9 CUT OFF } ⓐⓑⓒⓓⓔⓕ	
10:05	4:35	1:55	54.1	56.1	5.2 HAVEN ⓐⓑⓒⓓⓔⓕ	
10:15 (942)	4:45	2:05	59.3	61.3	4.9 CLEVELAND ⓐⓑⓒⓓⓔⓕ	
10:30	4:54	2:14	64.2	66.2	5.2 NEWTON ⓐⓑⓒⓓⓔⓕ	
10:40	5:02	2:22	69.4	71.4	5.9 CALUMET YARD } ⓐⓑⓒⓓⓔⓕ	
11:00	5:15	2:35	75.3	77.3	1.4 MANITOWOC } Y ⓐⓑⓒⓓⓔⓕ	
			76.7	78.7	1.1 ROSEMERE } ⓐⓑⓒⓓⓔⓕ	
11:05	5:20	2:50	79.0	79.8	6.5 FRANCIS CREEK ⓐⓑⓒⓓⓔⓕ	
11:15	5:28	2:58	85.5	86.3	7.5 MARIBEL ⓐⓑⓒⓓⓔⓕ	
11:25	5:37	3:07	93.0	93.8	5.0 DENMARK ⓐⓑⓒⓓⓔⓕ	
11:35	5:43	3:13	98.0	98.8	7.6 BELLEVUE ⓐⓑⓒⓓⓔⓕ	
11:45	5:53	3:23	105.6	106.4	8.0 TAVIL } ⓐⓑⓒⓓⓔⓕ	
Al2:01 PM	A6:06 PM	A3:40 AM	113.6	114.4	2.5 NORTH GREEN BAY } ⓐⓑⓒⓓⓔⓕ	
			1.4	116.9		

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 4.8-5.4	30
MP 25.2 Grand Ave., Pt. Wash.	30*
MP 35.3-42.6	40
MP 47.2-50.5	40
MP 50.5-54.1	30
MP 54.1-Junction switch	20
MP 54.1-66.4	40
MP 75.9-77.3	35*
MP 110.0-112.1	35
MP 112.1-113.6	30
Sheboygan Cut Off	30

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Butler-MP 7.0
MP 24.1-26.0
MP 48.1-57.0
MP 74.0-80.1
MP 109.2-N. Green Bay

Coal trains and trains handling 50 or more coal must not exceed 30 MPH between MP 35.3 and MP 50.5.

ABS: Wiscona-Tavil

Rule 83(B) does not apply to yard transfer movements between South Yard and Cut Off and between Calumet Yard and Rosemere.

Rule 97 does not apply between Calumet Yard and Rosemere and between Cut Off and South Yard.

Track designated as the Sheboygan Cut Off extends 3.4 miles between South Yard and Cut Off. All trains operate via Sheboygan Cut Off unless otherwise directed. All switches must be lined and locked for the Sheboygan Cut Off except when changed for immediate movement. Normal position of spring switch at Cut Off is for the Sheboygan Cut Off.

Westward trains obtain both Wisconsin and Lakeshore Division Clearances at Butler.

South Yard and Calumet Yard are register stations only for trains originating or terminating.

SHORELINE SUBDIVN-LAKE SHORE DIVISION

STATIONS	Station Numbers	Capacity of Sidings	EAST		
			SECOND CLASS		THIRD CLASS
			180	182	942
EASTWARD trains are superior to westward trains of the same class.			Daily except Sun	Daily	Daily except Sat & Sun
BUTLER } ⓐⓑⓒⓓⓔⓕ	5716				
6.8 WISCONSINA } Y ⓐⓑⓒⓓⓔⓕ	5709		PM A9:20	AM A12:20	PM A12:50
8.8 MEQUON } ⓐⓑⓒⓓⓔⓕ	3209	95	9:06	12:06	12:35
11.6 PORT WASHINGTON Y ⓐⓑⓒⓓⓔⓕ	3220	83	8:51	11:51	12:20
8.7 BELGIUM ⓐⓑⓒⓓⓔⓕ	3231	95	8:40	11:40	12:05
4.5 CEDAR GROVE ⓐⓑⓒⓓⓔⓕ	3238		8:32	11:32	11:55
1.1 HILTON ⓐⓑⓒⓓⓔⓕ	3239	97	8:30	11:30	11:50
2.9 OOSTBURG ⓐⓑⓒⓓⓔⓕ	3242		8:25	11:25	11:45
8.1 SOUTH YARD } ⓐⓑⓒⓓⓔⓕ			8:11	11:11	11:30
1.7 SHEBOYGAN } Y ⓐⓑⓒⓓⓔⓕ	3252				
1.9 CUT OFF } ⓐⓑⓒⓓⓔⓕ			8:01	11:01	10:50
5.2 HAVEN ⓐⓑⓒⓓⓔⓕ	3260	35	7:52	10:52	10:40
4.9 CLEVELAND ⓐⓑⓒⓓⓔⓕ	3264	35	7:43	10:43	10:30
5.2 NEWTON ⓐⓑⓒⓓⓔⓕ	3269		7:35	10:35	10:05
5.9 CALUMET YARD } ⓐⓑⓒⓓⓔⓕ			7:25	10:25	9:50
1.4 MANITOWOC } Y ⓐⓑⓒⓓⓔⓕ	3277				
1.1 ROSEMERE } ⓐⓑⓒⓓⓔⓕ			7:04	10:04	9:15
6.5 FRANCIS CREEK ⓐⓑⓒⓓⓔⓕ	5504	71	6:55	9:55	9:00
7.5 MARIBEL ⓐⓑⓒⓓⓔⓕ	5507	71	6:46	9:46	8:45
5.0 DENMARK ⓐⓑⓒⓓⓔⓕ	5510	71	6:40	9:40	8:35
7.6 BELLEVUE ⓐⓑⓒⓓⓔⓕ	5514	71	6:30	9:30	8:15
8.0 TAVIL } ⓐⓑⓒⓓⓔⓕ			6:15 PM	9:15 PM	8:00 AM
2.5 NORTH GREEN BAY } ⓐⓑⓒⓓⓔⓕ	0686				

Hot box detectors:

MP 31.4 (Belgium)
WB indicator at MP 33.8
EB indicator at MP 28.4
MP 89.7 (Maribel)
WB indicator at MP 92.3
EB indicator at MP 87.3

When signal 765 (at MP 112.1 east of Tavil) displays other than Proceed indication, member of crew must communicate with control operator at Tavil.

Engine whistle must not be sounded within city limits of Green Bay or Fox Point (MP 7.7 to MP 9.6) except:

1. Eastward trains sound whistle for Dean Road, MP 9.6.
2. Sound whistle for Calumet Road, MP 8.5, between hours of 700am and 800pm.

3. Westward trains sound whistle for Green Tree Road, MP 7.7, between hours of 700am and 800pm.

Fox River Drawbridge (MP 112.2). Speed of train should be reduced before engine enters onto the bridge and movements over the bridge made with all brakes released.

Spur track extends 9.0 miles from Calumet Yard to Two Rivers (Sta. No. 3279). Max. Speed 10 MPH. Westward movements stop and flag over South 26th and South 14th Streets in Manitowoc. All movements stop and flag over South 21st St., South Water St., Revere Drive and Mirro Drive, in Manitowoc and over Roosevelt Ave. in Two Rivers.

Maximum Wt: Shoreline

Subdivn, incl. Sheboygan Cutoff	263,000 lbs.
Two Rivers spur	210,000 lbs.

VALLEY SUBDIVN-LAKE SHORE DIVISION

WEST				Mile Posts	Miles	STATIONS	EASTWARD trains are superior to westward trains of the same class EXCEPT: No. 295 is superior to No. 296 No. 297 is superior to No. 290
SECOND CLASS							
297	299	281	295				
Daily	Daily except Sat-Sun	Daily except Sun	Daily except Sun				
				176.8		NW CMSTP&P	①①
				177.2		FOND DU LAC	③④⑤
				178.5		MARSHLINE	Y ①
PM	PM	AM	AM	180.5	0.0	NORTH FOND DU LAC	③④⑤⑥⑦
11:30	3:00	9:00	7:00	182.3	1.8	DEXTER	
11:35 (282)	3:05	9:05	7:05	188.5	8.0	BLACK WOLF	
12:00	3:15	9:15	7:15	194.1	13.6	SOUTH OSHKOSH	③④⑤⑥
				194.7	14.2	OSHKOSH	Y ③④⑤
				196.3	15.8	NORTH OSHKOSH	
				203.4	22.9	SNELLS	
				207.6	27.1	NEENAH-MENASHA	③④⑤
				208.0	27.5	SCOO LINE	Y ③④⑤
				213.0	32.5	APPLETON	③④⑤⑥⑦⑧⑨⑩
				219.4	38.9	LITTLE CHUTE	③④⑤⑥⑦⑧⑨⑩
				221.4	40.9	KAUKAUNA	③④⑤⑥
				227.4	46.9	WRIGHTSTOWN	
				231.7	51.2	LITTLE RAPIDS	
				236.9	56.4	DE PERE	
A3:00 AM	A5:45 PM		A10:00 AM	241.9	61.4	TAVIL CMSTP&P	③④⑤⑥⑦⑧⑨⑩
				1.4	63.9	NORTH GREEN BAY	③④⑤⑥⑦⑧⑨⑩

SPEED RESTRICTIONS (In MPH)		MP 227.0-228.0	
Maximum	60	MP 236.2-237.8	35
MP 176.8-178.5	30		
MP 187.1-190.0	50		
MP 190.0-193.5	35		
MP 193.5-194.1	30		
MP 194.1-Drawbridge	20		
MP 194.1-197.0	30		
MP 197.0-200.5	35		
MP 205.2-208.7	30		
MP 213.0-216.3	30		
MP 220.0-222.0	35		

Yard Limits:
 NW-MP 182.4
 MP 192.7-198.9
 MP 202.7-222.9
 MP 233.5-North Green Bay

ABS: NW-Tavil
 Appleton is a register station only for trains originating or terminating.

OCONTO FALLS SUBDIVN-LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings	SPEED RESTRICTIONS (In MPH)	
						Maximum	Yard Limits:
54.4	0.0	OCONTO	①②③④⑤⑥⑦⑧⑨⑩	0708	..	10	Entire subdivision.
46.1	8.3	STILES JCT. CMSTP&P	Y ①	3485	16		Rule 97 does not apply.
41.4	13.0	OCONTO FALLS		3480	9		At Oconto Falls flag over Highway 22 (Chestnut Street) crossing. Train location reports (line-ups) not issued.

Maximum Wt: 220,000 lbs.

VALLEY SUBDIVN-LAKE SHORE DIVISION

WEST				Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST			
SECOND CLASS									SECOND CLASS		THIRD CLASS	
290	296	282	298						290	296	282	298
Daily	Daily except Sun	Daily except Sun	Daily except Sun	Daily	Daily except Sun	Daily except Sun	Daily except Sat-Sun					
				0668		NW CMSTP&P	①①					
				0668		FOND DU LAC	③④⑤					
				0668		MARSHLINE	Y ①					
				0670	94	NORTH FOND DU LAC	③④⑤⑥⑦⑧⑨⑩					
				0670	94	DEXTER						
				0670	94	BLACK WOLF						
				0673	37	SOUTH OSHKOSH	③④⑤⑥					
				0673	37	OSHKOSH	Y ③④⑤					
				0675	85	NORTH OSHKOSH						
				0675	85	SNELLS						
				0676	38	NEENAH-MENASHA	③④⑤					
				0676	38	SCOO LINE	Y ③④⑤					
				0678	96	APPLETON	③④⑤⑥⑦⑧⑨⑩					
				0680	96	LITTLE CHUTE	③④⑤⑥⑦⑧⑨⑩					
				3313	34	KAUKAUNA	③④⑤⑥					
				0682	76	WRIGHTSTOWN						
				0683	66	LITTLE RAPIDS						
				0684	65	DE PERE						
				0686	..	TAVIL CMSTP&P	③④⑤⑥⑦⑧⑨⑩					
				0686	..	NORTH GREEN BAY	③④⑤⑥⑦⑧⑨⑩					

Valley Subdivn. Footnotes Continued

Rule 83(B) does not apply to yard transfer movements between:
 S. Oshkosh and N. Oshkosh.
 Snells and Neenah-Menasha.

Rule 83(B) does not apply to trains and yard transfer movements between:
 NW and N. Fond du Lac.
 Crews of these trains must obtain verbal authority from control operator at Fond du Lac.

When train order office at North Fond du Lac is closed, trains originating at North Fond du Lac obtain Clearance at Fond du Lac.

Rule 97 does not apply between:

NW and N. Fond du Lac.
 S. Oshkosh and N. Oshkosh.
 Snells and Neenah-Menasha.
 DePere and Tavil.

Ordinance prohibits sounding engine whistle within city limits of Fond du Lac, Oshkosh and Green Bay.

When signal 443-A (MP 239.8) displays other than a Proceed indication crew member must communicate with control operator at Tavil.

Normal position of Spring Switch at Marshline is for main track.

Maximum Wt: 263,000 lbs.

ACCIDENTS DON'T ALWAYS HAPPEN TO JUST THE OTHER GUY.

GREEN BAY SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
241.9	0.0	TAVIL ⊗ CMSTP&P	ⓄⓅⓆⓇⓈⓉ	...	...
242.3	0.4	Ⓝ GB&W	Ⓛ	...	...
0.0	1.1	0.7 GREEN BAY	ⓄⓅⓆ	0686	...
0.7	1.8	BROADWAY TOWER	ⓄⓅⓆⓇⓈ	...	...
1.4	2.5	0.7 ⊗ GB&W	ⓄⓅⓆⓇⓈ	0686	...
4.2	5.3	NORTH GREEN BAY	ⓄⓅⓆⓇⓈ	...	...
		2.8 DUCK CREEK	ⓁⓂ	0700	...

SPEED RESTRICTIONS

(In MPH)
 Maximum 30
 MP 0.0 Eastward track . 10*
 MP 0.7-4.2 20

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Entire subdivision.

CTC: MP 3.2-Duck Creek

Double track between Tavil and Broadway Tower. Between these points, movements against the current of traffic on either track may be arranged for by and between the control operators at Tavil and Broadway Tower by authority and under the direction of the train dispatcher. Before authorizing any movement against the current of traffic, control operators

must get instructions from train dispatcher, secure block from station in advance and then make proper record.

Rule 83(B) does not apply at Tavil when train order signal is clear.

Westward trains originating at N. Green Bay obtain clearance at Broadway Tower.

Eastward trains may proceed from Broadway Tower to Tavil without clearance on verbal authority of control operator at Broadway Tower.

Rule 97 does not apply between Tavil and Duck Creek.

Spring Switches - Broadway Tower:

1. End of double track, normal position is for eastward track.
2. Eastward track to westward yard lead, normal

position is for yard lead.
 3. Eastward track to eastward yard lead, normal position is for Eastward track.

Trains and engines approach street crossing at Broadway Tower prepared to stop and will not foul crossing until crossing protection is operating.

Eastward trains and engines approaching Dousman St. crossing on westward track must stop at STOP SIGN located just west of Dousman St. and may then proceed allowing time for crossing protection to operate.

Westward trains and engines on either main track that exceed 1 min. 30 sec. from Walnut St. crossing to a point 40 ft. east of Dousman St. will cancel crossing protection at Dousman St. and must then proceed at a speed which will permit crossing protection to operate, protecting movement.

Eastward trains and engines approaching Walnut St. on Westward track must stop before fouling Walnut St. and allow sufficient time for crossing protection to operate.

Eastward trains and engines on Eastward track that exceed 1 min. 10 sec. from Dousman St. to a point 275 feet west of Walnut St. will cancel crossing protection at Walnut St. and must then proceed at a speed which will permit crossing protection to operate.

Train Location Reports (Line-ups) not issued.

Maximum Wt: 263,000 lbs.

SHAWANO SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings	SPEED RESTRICTIONS (In MPH)
1.4	0.0	NORTH GREEN BAY	ⓄⓅⓆⓇⓈⓉ	0686	...	Maximum 40 MP 17.0 Jct. 30 MP 37.0 Soo Lane . 22*
4.2	2.8	DUCK CREEK	ⓁⓂ	0700	...	*Indicates that restriction applies only until engine of train has passed limits of restriction.
11.0	9.6	ANSTON	ⓁⓂ	5603	...	Yard Limits: Duck Creek-MP 5.3 MP 14.6-18.8 MP 36.3-38.6 MP 68.0-Eland
16.6	15.2	PULASKI	ⓁⓂ	5606	42	Trains originating at North Green Bay obtain Clearance at Broadway Tower.
24.1	22.7	ZACHOW	ⓁⓂ	5625	...	Laona Subdivision main track at Pulaski may be used as a siding.
29.4	28.0	BONDUEL	ⓁⓂ	5629	42	Maximum Wt: 263,000 lbs.
37.0	35.6	Ⓝ SOO	Ⓛ	...	...
37.7	36.3	SHAWANO	ⓁⓂ	3456	42	
42.7	41.3	THORNTON	ⓁⓂ	5635	150	
57.8	56.4	BOWLER	ⓁⓂ	5644	...	
69.7	68.3	ELAND	ⓄⓅⓆⓇⓈⓉ	3387	...	

NEW LONDON SUBDIVN—LAKE SHORE DIVISION

WEST	SECOND CLASS	281	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST
		Daily except Sun			No. 281 is superior to No. 282			SECOND CLASS
		AM						282
		10:00	121.5	0.0	APPLETON Y	0678	96	Daily except Sun
		10:16	128.1	6.6	GREENVILLE	3328	...	PM
		10:30	133.8	12.3	HORTONVILLE Y	3334	...	AL0:25
		10:45	140.1	18.6	NEW LONDON	3340	28	10:05
		10:50	140.9	19.4	NEW LONDON JCT. ⊗ GB&W	3340	...	9:50
		11:05	146.8	25.3	SUGAR BUSH	3347	...	9:34
		11:13	150.1	28.6	BEAR CREEK	3350	...	9:25
		11:29	156.4	34.9	CLINTONVILLE Y	3356	29	9:10
		11:47	163.8	42.3	MARION	3364	...	9:02
		12:14	175.0	53.5	TIGERTON	3375	...	8:46
		12:35	183.4	61.9	WITTENBERG	3383	...	8:28
		Al2:45 PM	187.6	66.1	ELAND Y	3387	...	8:01
								7:40
								7:30 PM

SPEED RESTRICTIONS (In MPH)

Maximum 30
 MP 121.6 Wye 10
 MP 140.9 GB&W Crossing Stop

Yard Limits:

Appleton-MP 125.5
 MP 133.0-134.9
 MP 138.6-142.3
 MP 155.0-156.9
 MP 185.9-Eland

No. 281 is not required to register or obtain Clearance at Appleton.

At New London Jct., C&NW trains and

engines stop at Stop board and will then proceed on signal indication. Signal on wye is actuated by opening main track switch.

Spur track extends 10.3 miles from Hortonville to Larsen (Sta. No. 3431). Maximum speed 10 MPH. Medina (Sta. No. 3425) located at MP 4.3 and Medina Jct. - ⊗ Soo ⊗ located at MP 7.0.

Maximum Wt:

Appleton-New London-263,000 lbs.
 New London-Eland-232,000 lbs.
 Larsen Spur-263,000 lbs.

BRILLION SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
79.0	0.0	ROSEMERE	ⓁⓂ	...	...
84.4	5.4	BRANCH	ⓁⓂ	3284	...
87.3	8.3	WHITELAW	ⓁⓂ	3286	...
89.3	10.3	CATO	ⓁⓂ	3289	...
93.6	14.6	REEDSVILLE	ⓁⓂ	3293	...
99.6	20.6	BRILLION	ⓁⓂ	3299	20
104.0	25.0	FOREST JCT. ⊗ CMSTP&P	ⓁⓂ	3304	28

SPEED RESTRICTIONS

(In MPH)
 Maximum 10

Yard Limits:

Entire subdivision.
 At Brillion stop and flag over Main St. crossing.

At C&NW-CMSTP&P interlocking at Forest Jct. C&NW trains and engines stop at stop board and will then proceed on signal indication. Signal on siding is actuated by opening main track switch.

Rule 97 does not apply.

Trains and engines contact operator at Manitowoc, or train dispatcher, for permission to enter Shoreline Subdivn. at Rosemere.

Train location reports (line-ups) not issued.

Maximum Wt: 251,000 lbs.

ESCANABA SUBDIVN—LAKE SHORE DIVISION

WEST			Mile Posts	Miles	STATIONS	
THIRD CLASS	SECOND CLASS					
931	937	939				
Daily except Sat-Sun	Daily except Sun	Daily except Mon				
			1.4	0.0	NORTH GREEN BAY	@KQR
				2.8	DUCK CREEK	Y ①①
	PM	PM	4.2	2.8	DUCK CREEK	
	10:20	3:05	4.2	2.8	DUCK CREEK	
			8.9	7.5	BIG SUAMICO	
	10:30	3:15	8.9	7.5	BIG SUAMICO	
			15.3	13.9	LITTLE SUAMICO	
	10:45	3:30	15.3	13.9	LITTLE SUAMICO	
AM			28.9	27.5	OCONTO Y	①R④
8:00	11:10	3:55	28.9	27.5	OCONTO Y	
			36.7	35.3	WILCOX	
8:15	11:25	4:10	36.7	35.3	WILCOX	
(936)			42.4	41.0	PESHIGO Y	①
10:30	11:35	4:30	42.4	41.0	PESHIGO Y	
			48.8	47.4	CMSTP&P	①
			49.0	47.6	MARINETTE	①KQR
A10:50	11:55	5:10	49.0	47.6	MARINETTE	
AM			50.8	49.4	MENOMINEE Y	④
	12:01	5:20	50.8	49.4	MENOMINEE Y	
			53.1	53.1	KEW	
	12:09	5:30	53.1	53.1	KEW	
			72.4	71.0	STEPHENSON	①
	12:37	6:01	72.4	71.0	STEPHENSON	
			84.6	83.2	CARNEY	
	12:59	6:25	84.6	83.2	CARNEY	
			92.0	90.6	POWERS Y	①①KQR④
A1:15	7:05	92.0	90.6	90.6	POWERS Y	
AM			95.1	95.1	WILSON	
	7:20	96.5	95.1	95.1	WILSON	
			103.1	101.7	BARK RIVER	
	7:35	103.1	101.7	101.7	BARK RIVER	
			106.0	104.6	NARENTA	
	7:45	106.0	104.6	104.6	NARENTA	
			114.5	113.1	ESCANABA	④ ELS ① ①KQR④
	A8:01	114.5	113.1	113.1	ESCANABA	
	PM		116.4	116.4	LARCH Y	④
			126.7	124.8	BRAMPTON	
			131.5	129.6	BEAVER	
			134.2	132.3	CAMPBELL	
			138.2	136.3	ROCK	
			139.0	137.1	MAPLE RIDGE	
			146.5	144.6	McFARLAND	
			155.4	153.5	LITTLE LAKE Y	①④
			157.5	155.6	SWANZY	
			159.0	157.1	PLAINS	
			163.8	161.9	SANDS	
			169.1	167.2	CASCADE	
			173.6	171.7	PARTRIDGE	
			174.8	172.9	PALMER JCT. Y	①①
			182.6	180.7	ISHPEMING	①①KQR④

ESCANABA SUBDIVN—LAKE SHORE DIVISION

STATIONS	Station Numbers	Capacity of Sidings	EAST		
			SECOND CLASS	THIRD CLASS	
			936	938	930
			Daily except Sun	Daily except Mon	Daily except Sat-Sun
NORTH GREEN BAY	0686				
2.8			AM	PM	
DUCK CREEK	0700		11:45	A2:15	
4.7					
BIG SUAMICO	0702	20	11:35	2:05	
6.4					
LITTLE SUAMICO	0704	111	11:20	1:50	
13.6					
OCONTO Y	0708	81	10:55	1:25	AM
7.8					A6:00
WILCOX	0710	50	10:40	1:05	5:40
5.7			(931)		
PESHIGO Y	0711	52	10:30	12:50	5:20
6.4					
CMSTP&P	①				
0.2					
MARINETTE	0712	104	9:40	12:30	5:00
1.8					AM
MENOMINEE Y	0713	24	8:40	11:50	
3.7					
KEW	0714	79	8:30	11:40	
17.9					
STEPHENSON	0719	60	8:01	11:10	
12.2					
CARNEY	0723	17	7:35	10:45	
7.4					
POWERS Y	0726	35	7:20	10:30	
4.5			AM		
WILSON	0728	55		9:55	
6.6					
BARK RIVER	0730			9:40	
2.9					
NARENTA	0731	65		9:30	
8.5					
ESCANABA	0734			9:15	AM
3.3					
LARCH Y	0760				
8.4					
BRAMPTON	0739	73			
4.8					
BEAVER	0741				
2.7					
CAMPBELL	0742	30			
4.0					
ROCK	0743	10			
0.8					
MAPLE RIDGE	0745	41			
7.5					
McFARLAND	0821	18			
8.9					
LITTLE LAKE Y	0746	63			
2.1					
SWANZY	0747	13			
1.5					
PLAINS	0748				
4.8					
SANDS	0749	34			
5.3					
CASCADE	0751				
4.5					
PARTRIDGE	0753	70			
1.2					
PALMER JCT. Y	0823				
7.8					
ISHPEMING	0757				

ESCANABA SUBDIVN—LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 4.2 Jct.	22
MP 4.2-27.8	35
MP 27.8-29.2	30
MP 41.5-45.6	40
MP 45.6-50.4	30
MP 50.4-50.8	10
MP 50.8-53.7	30
MP 54.5-61.3	35
MP 71.9-92.2	35
MP 92.2-99.9	30
MP 117.5-128.0	30
MP 137.2-143.2	30
MP 158.0-159.4	30
MP 170.0-174.8	30

Between Ishpeming and Duncan on Spur track, C&NW operates over LS&I.

Swanzy to New Swanzy
(Sta. No. 0754) 3.9 miles.

Cascade to Palmer
(Sta. No. 0751) 5.4 miles.

Oconto to register station only for trains originating or terminating.

Trains may register by Register Ticket at Marinette and Powers when offices are open.

Extra trains will not register at Powers unless directed by train order to do so.

Trains originating at N. Green Bay obtain Clearance at Broadway Tower.

No. 930 obtain Clearance at Marinette.

No. 936 obtain Clearance at Powers.

No. 938 obtain Clearance at Escanaba.

Rule 97 does not apply between:

Escanaba and Larch,
Marinette and Kew,
Partridge and Palmer Jct.

CMSTP&P trains and engines operate over C&NW between Marinette and Menominee.

Normal position of Junction switch at MP 92.2—Powers is for the Iron River Subdivn.

Normal position of main track switch at MP 115.9 — Escanaba is for movement to "Middle Yard".

Maximum Wt: 263,000 lbs.

(Except 210,000 lbs. on Martin's Landing Spur)

Yard Limits:

North Green Bay—MP 6.0
MP 27.8—30.2
MP 41.5—43.0
MP 46.8—55.0
MP 90.7—93.0
MP 111.6—120.0
MP 154.6—156.5
MP 173.0—Palmer Jct.

Between Palmer Jct. and Ishpeming C&NW operates over joint tracks of C&NW, LS&I and Soc Line. Soc Line timetable and rules govern.

Spur Tracks:

Ishpeming — Martin's Landing
(Sta. No. 0881) 13.9 miles.

MARSHFIELD SUBDIVN—LAKE SHORE DIVISION

WEST THIRD CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST
						SECOND CLASS
973						974
Daily except Sun						Daily except Sun
PM	6:15	0.0	ELAND Y Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ	3387		PM A4:01
	6:30	6.4	HATLEY 6.4	3506		3:40
	6:40	10.9	RINGLE 4.5	3511		3:30
	7:00	18.0	KELLY 7.1	3518	32	3:10
		20.8	Ⓝ CMSTP&P 2.8			
A7:15	21.2	21.2	WAUSAU Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ	3522		3:00 PM
PM	23.8	23.8	SIDING D-24 10.0			
	33.8	33.8	MARATHON CITY 6.3	3534	16	
	40.1	40.1	EDGAR 5.0	3540		
	45.1	45.1	FENWOOD 5.8	3545		
	50.9	50.9	STRATFORD 7.3	3551	19	
	58.2	58.2	OPAL 4.8	3560	54	
	63.0	63.0	Ⓝ SOO Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ			
	63.6	63.6	MARSHFIELD Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ	3564		

LAONA SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
16.6	0.0	PULASKI Y Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ		5606	42
22.8	6.2	KRAKOW 6.2		5608	
25.5	8.9	GREEN VALLEY 2.7		5610	
32.8	16.2	GILLET 7.3		3472	18
41.4	24.8	SURING 8.6		3809	7
47.5	30.9	BREED 6.1		3814	
55.7	39.1	MOUNTAIN 8.2		3820	
65.1	48.5	LAKWOOD 9.4		3824	31
69.2	52.6	TOWNSEND 4.1		3825	
79.0	62.4	WABENO 9.8		3828	19
88.7	72.1	LAONA Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ		3831	24
95.3	78.7	Ⓝ SOO Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ			
101.5	84.9	NEWALD Y		3836	26
109.2	92.6	LONG LAKE 7.7		3840	29
115.3	98.7	TIPLER 6.1		3846	8
123.4	106.8	SCOTT LAKE Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ		0785	

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 33.0 Crossover	10
MP 47.0-95.3	10
MP 95.3 Soo Line	Stop
MP 95.3-123.4	10

Yard Limits:

Pulaski—MP 18.8
MP 88.0—Scott Lake

Rule 99(c) applies.

Rule 97 does not apply between Laona and Scott Lake.

Maximum Wt: 210,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 20.8 CMSTP&P Crossing	Stop
MP 22.2-25.0	30
MP 39.7-63.0	30
MP 63.0 Soo Line Crossing	10
MP 63.0-63.6	10

Yard Limits:

Eland—MP 1.1
MP 17.3-27.5
MP 60.9—Marshfield

Rothschild spur track extends 4.2 miles from Kelly to Rothschild (Sta. No. 3520).
Max. speed 10 mph. Schofield (Sta. No.

3521) located at MP 2.0. Ⓝ —CMSTP&P crossing — Ⓚ Stop.

Wausau is a register station only for trains originating or terminating.

No. 974 obtain Clearance at Wausau.

Rule 97 does not apply between Kelly and Siding D-24.

Rule 99(c) applies between Marshfield and Wausau.

Soo Line operates on C&NW main track at Marshfield.

Maximum Wt: 263,000 lbs.

KIMBERLY SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
112.7	0.0	KAUKAUNA SOUTH Ⓚ		3313	
114.3	1.6	COMBINED LOCKS 1.6		3314	
115.0	2.3	L. C. SIDING 0.7		3315	
116.6	3.9	KIMBERLY 1.6		3317	
120.1	7.4	APPLETON FLATS 3.5		0678	
121.5	8.8	APPLETON Ⓚ Ⓛ Ⓝ Ⓞ Ⓟ		0678	

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 119.5 Draw-bridge	Stop

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

Train location reports (line-ups) not issued.

At Kaukauna South, normal position for main track switch located at MP 112.3, east of Dodge St. is for the Water Power Track.

At Kaukauna South, train and engine movements must not exceed 5 MPH between Dodge St. and Thilmany Switch on Water Power Track.

Maximum Wt: 251,000 lbs.

RHINELANDER SUBDIV— LAKE SHORE DIVISION

WEST SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST THIRD CLASS
Daily except Sun						Daily except Sun
PM						PM
1:00	187.6	0.0	ELAND Y ⓀⓁⓂⓎⓏⓐⓑⓓ	3387	...	A7:00
1:10	191.8	4.2	BIRNAMWOOD 4.2	3391	...	6:50
1:25	197.6	10.0	ANIWA 5.8	3397	...	6:35
1:27	198.6	11.0	SIDING GX 1.0	3398	52	6:33
A1:50 PM	207.4	19.8	ANTIGO Y ⓀⓁⓂⓎⓏⓐⓑⓓ	3407	...	6:15 PM
.....	213.6	26.0	DEER BROOK 6.2	3613	.....
.....	224.4	36.8	SUMMIT LAKE 10.8	3624	23	
.....	228.5	40.9	ELCHO 4.1	3629	.....
.....	234.3	46.7	PELICAN LAKE 5.8	3634	.....
.....	239.9	52.3	MONICO Y ⓀⓁⓂⓎⓏⓐⓑⓓ	3640	.....
.....	247.0	59.4	MALVERN 7.1	3643	.....
.....	254.2	66.6	RHINELANDER Y ⓀⓁⓂⓎⓏⓐⓑⓓ	3650	.....
.....	254.7	67.1	Ⓚ SOO ..... Ⓚ	.....	.....
.....	264.5	76.9	McNAUGHTON 9.8	3655	.....
.....	271.3	83.7	LAKE TOMAHAWK 6.8	3657	33	
.....	279.1	91.5	WOODRUFF ⓀⓁ	3660	22	
.....	289.6	102.0	LAC DU FLAMBEAU 10.5	3665	.....
.....	298.0	110.4	POWELL 8.4	3668	24	
.....	302.1	114.5	MANITOWISH 4.1	3670	.....
.....	305.2	117.6	MERCER Ⓚ	3673	26	
.....	322.7	135.1	VAN BUSKIRK 17.5	3680	.....
.....	328.2	140.6	HURLEY Y Ⓚ	3684	.....
.....	341.0	153.4	SAXON 12.8	3689	40	
.....	342.8	155.2	Ⓚ SOO ..... Ⓚ	.....	.....
.....	345.6	158.0	CEDAR 1.8	3691	84	
.....	357.3	169.7	ODANAH 11.7	3695	40	
.....	366.0	178.4	ASHLAND Y ⓀⓁⓂⓎⓏⓐⓑⓓ	3699	.....
			Ⓚ SOO - BN Ⓚ			

RHINELANDER SUBDIV— LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 187.6-239.5	30
MP 239.5-240.4	10
MP 240.4-253.9	30
MP 253.9-254.8	10
MP 254.8-323.6	30
MP 323.6-324.2	10
MP 324.2-327.5	30
MP 327.5-328.5	10
MP 331.0-332.6	10
MP 342.8 Soo Line Crossing	10
MP 367.7 Soo Line and BN crossings	Stop

MP 252.5-256.5
MP 326.4-331.1
MP 364.0-Ashland

Rule 99(c) applies between Rhinelander and Ashland.

Only originating or terminating trains register at Antigo and Rhinelander.

Monico is a register station for Eagle River Subdivn. trains only.

No. 282 obtain Clearance at Antigo.

Eagle River Subdivn. main track at Monico may be used as a siding.

Maximum Wt: 263,000 lbs.

Yard Limits:

Eland-MP 189.0
MP 206.0-210.1
MP 238.6-241.3

EAGLE RIVER SUBDIV—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
239.9	0.0	MONICO Y ⓀⓁⓂⓎⓏⓐⓑⓓ	3640	..
		7.1		
247.0	7.1	GAGEN Ⓚ SOO Ⓚ	3702	..
		9.2		
256.2	16.3	THREE LAKES 4.0	3708	15
260.2	20.3	CLEARWATER LAKE 5.4	3709	..
265.6	25.7	EAGLE RIVER ⓀⓁ	3711	10
		10.2		
275.8	35.9	CONOVER Ⓚ	3717	22
		7.8		
283.6	43.7	LAND O' LAKES 8.6	3722	21
292.2	52.3	WATERSMEET Y ⓀⓁⓂⓎⓏⓐⓑⓓ	0860	..

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 240.0-240.2	10
MP 247.0 Soo Line Crossing	Stop
MP 268.5-271.7	10
MP 292.0-Watersmeet	10

Yard Limits:

Monico-MP 240.9
MP 291.0-Watersmeet

Rule 99(c) applies.

Phelps spur track extends 9.3 miles from Conover to Phelps (Sta. No. 3961). Max. speed 10 MPH.

At Watersmeet all movements stop for three U.S. highway 45 crossings and allow sufficient time for crossing protection to operate before proceeding. When necessary a member of crew will flag crossings.

Maximum Wt:

Monico-Watersmeet.....
220,000 lbs.

Phelps spur 210,000 lbs.

IRON RIVER SUBDIVN—LAKE SHORE DIVISION

WEST		Mile Posts	Miles	No. 937 is superior to No. 936	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS	937							SECOND CLASS	936
Daily except Mon						Daily except Sun			
AM	1:25	0.0	0.0		POWERS Y	0726	...	AM	A7:00
					4.0				
	1:35	4.0	4.0		HERMANVILLE Y	0770	33		6:50
					0.1				
		4.1	4.1		SOO				
					8.7				
	1:55	12.8	12.8		WAUCEDAHA	0772	89		6:30
					6.8				
	2:10	19.6	19.6		CURRY		20		6:15
					0.9				
		20.5	20.5		NORWAY	0775	...		
					2.6				
		23.1	23.1		FUMEE	0824	...		
					1.5				
		24.6	24.6		QUINNESEC	0776	94		
					4.3				
		28.9	28.9		IRON MOUNTAIN	0777	...		
					1.2				
	A2:40	30.1	30.1		ANTOINE	0778	...	5:30	
AM					9.8			AM	
		39.9	39.9		HEMATITE	0780	60		
					1.8				
		41.7	41.7		FLORENCE	0784	...		
					1.0				
		42.7	42.7		RIDGETOP	0825	63		
					6.1				
		48.8	48.8		STAGER	0763	...		
					2.5				
		51.3	51.3		NAULTS	0766	61		
					4.8				
		56.1	56.1		PENTOGA	0768	5		
					5.1				
		61.2	61.2		SCOTT LAKE	0785	...		
					3.5				
		64.5	64.5		PALATKA	0786	63		
					1.1				
		65.6	65.6		CASPIAN	0781	17		
					0.9				
		66.5	66.5		STAMBAUGH	0767	...		
					1.2				
		67.7	67.7		IRON RIVER	0788	...		
					7.4				
		75.1	75.1		HAZEL	0853	...		
					0.8				
		75.9	75.9		BEECHWOOD	0852	28		
					5.3				
		81.2	81.2		BASSWOOD	0854	26		
					5.5				
		86.7	86.7		ELMWOOD	0856	30		
					16.2				
		102.9	102.9		WATERSMEET Y	0860	...		

IRON RIVER SUBDIVN—LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 0.0-0.4	10
MP 4.1-Soo Line crossing	Stop
MP 12.0-28.2	30
MP 28.2-30.5	10*
MP 66.3-68.6	10
MP 68.6-102.9	30

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Powers-MP 1.1
MP 3.5-5.0
MP 18.1-30.6
MP 47.9-49.4
MP 63.9-69.2
MP 101.5-Watersmeet

Ordinance prohibits sounding engine whistle within city limits of Iron Mountain.

Train order signal at Powers applies only to Escanaba Subdivn.

Powers - Regular trains may register by register ticket when office is open. Extra trains will not register unless directed by train order to do so.

Antoine - Register station only for trains originating or terminating.

All trains obtain Clearance at Antoine when office is open.
No. 936 obtain Clearance at Antoine.

Rule 97 does not apply between Curry and Antoine and between Palatka and Iron River.

Rule 99(c) applies between Iron River and Watersmeet.

At Norway, flag all movements over 11th Ave and 11th St.

At Watersmeet, all movements stop for three U.S. highway 45 crossings and allow sufficient time for crossing protection to operate before proceeding. When necessary, a member of crew will flag crossings.

Niagara spur track extends 4.0 miles from Quinnesec to Niagara (Sta. No. 0769). Max. speed 10 MPH.

Maximum Wt:

Powers-Iron River	263,000 lbs.
Iron River-Watersmeet	220,000 lbs.
Niagara spur	263,000 lbs.

IRONWOOD SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS		EAST		Station Numbers	Capacity of Sidings
		WEST	EAST	WEST	EAST		
292.2	0.0	↓			↑	0860	...
				WATERSMEET Y			
				10.9			
303.1	10.9			STICKLEY		3729	...
				4.9			
308.0	15.8			EVEREST		3726	...
				1.8			
309.8	17.6			GOGERIC		3731	13
				12.4			
322.2	30.0			MARENISCO		3737	32
				15.8			
338.0	45.8			WAKEFIELD		3743	20
				5.7			
343.7	51.5			BESSEMER		3747	9
				2.5			
346.2	54.0			SIEMENS		3749	...
				3.8			
350.0	57.8			IRONWOOD		3751	...
				0.7			
350.7	58.5			HURLEY		3684	...

highway 45 crossings and allow sufficient time for crossing protection to operate before proceeding. When necessary a member of crew will flag crossings.

At Bessemer, stop and flag over Sophia, Clayberg and Moore street crossings.

At Ironwood, all movements stop and flag over Aurora St. crossing, and all movements stop for Suffolk and Lowell street crossings and allow sufficient time for crossing protection to operate before proceeding. Push buttons located at both ends of Ironwood station and just east of Suffolk St. to control automatic protection.

At Hurley, westward movements stop for U.S. highway 51 crossing and allow sufficient time for crossing protection to operate before proceeding.

Maximum Wt:

Watersmeet-Wakefield	220,000 lbs.
Wakefield-Hurley	263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum	30
Watersmeet-MP 292.7	10
MP 339.5-341.0	10

Rule 97 does not apply between Hurley and Ironwood.

Rule 99(c) applies.

Yard Limits:

Watersmeet-MP 293.7
MP 348.8-Hurley

At Watersmeet, all movements stop for three U.S.

MARSHLINE SUBDIVN— LAKE SHORE DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
180.5	0.0	NORTH FOND DU LAC ③ ④ ⑤ ⑥ ⑦ ⑧		0668	..
0.7	2.0	MARSHLINE	Y ①	..	..
1.0	2.3	⑩ SOO	⑥	..	..
9.3	10.6	ELDORADO	..	0582	..
11.9	13.2	ROSENDALE	..	0583	..
20.1	21.4	⑪ CMSTP&P	⑤	..	..
20.5	21.8	RIPON	⑦	0586	30
26.6	27.9	GREEN LAKE	..	0587	..
35.6	36.9	PRINCETON	..	0590	7
90.3	46.6	NESHKORO	..	5003	32
92.8	49.1	BANNERMAN	⑨	5007	..
99.2	55.5	WAUTOMA	..	5010	30
103.2	59.5	KIRK SIDING	..	5012	..
106.6	62.9	WILD ROSE	..	5014	28
117.2	73.5	ALMOND	⑧	5018	35
120.0	76.3	WEST ALMOND	..	5019	..
122.9	79.2	BANCROFT	Y	5020	17
134.3	90.6	KELLNER	..	5023	30
140.5	96.8	N. E. JUNCTION	① ②	..	..
141.6	97.9	WISCONSIN RAPIDS	③ ④ ⑤ ⑥ ⑦ ⑧	5025	..

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 1.0 Soo Line crossing	Stop
MP 20.1 CMSTP&P crossing	Stop
MP 92.7-93.0	10

Yard Limits:

N. Fond du Lac—MP 2.3	
MP 116.6—Wisconsin Rapids	

Rule 97 does not apply between Almond and Wisconsin Rapids.

Rule 99(c) applies.

Normal position of junction switch at NE Jct. is for Wisconsin Rapids Subdivn.

Maximum Wt: 220,000 lbs.

WISCONSIN RAPIDS SUBDIVN— LAKE SHORE DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
THIRD CLASS							SECOND CLASS	
963	Soo 27	Daily except Sun	Daily except Sun	EASTWARD trains are superior to westward trains of the same class.	Station Numbers	Capacity of Sidings	Soo 26	962
							Daily except Sun	Daily except Sun
..	..	6.8	0.0	NEKOOSA 2.7 ⑩ NEP CO ⑤	5307	..	..	..
..	..	4.1	2.7	PORT EDWARDS 4.1 ⑩ NEP CO ⑤	5304	..	..	..
..	..	140.5	6.8	N.E. JUNCTION 0.3	..	..	..	..
..	..	140.8	7.1	⑪ CMSTP&P—Soo ⑥	..	..	..	..
..	..	141.2	7.5	⑪ CMSTP&P 0.4	..	..	..	..
..	..	141.5	7.8	⑫ GBW 0.1	..	..	..	..
PM 2:15	PM	141.6	7.9	WISCONSIN RAPIDS 0.8	5025	..	AM 8:45	..
2:20	1:05	142.4	8.7	WESTRAP 8.9	..	..	AM 7:35	8:40
3:15	2:00	150.3	16.8	VESPER 5.2	5027	..	6:40	7:45
3:50	2:35	11.0	22.0	ARPIN 9.9	5029	..	6:05	7:10
4:50	A3:35 PM	1.1	31.9	EASTMAR 1.3	..	..	5:05 AM	6:10
A5:00 PM	..	166.6	33.2	MARSHFIELD ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨	3564	..	..	6:00 AM

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 4.1 Ry. crossing	Stop
MP 140.8 Ry. crossing	Stop
MP 141.2 Ry. crossing	Stop
MP 141.5 Ry. crossing	Stop

Yard Limits:

Nekoosa—MP 143.4	
MP 166.0—Marshfield	

Between Eastmar and Soo Line — MP 31.6 just west of Nekoosa, the main track is used jointly by the C&NW and Soo Line, except:

- Between Westrap and Wisconsin Rapids.
 - Between Soo Line MP 29.6 and Soo Line MP 30.5 at Port Edwards.
- Within these two areas C&NW and Soo Line trains and engines operate on their own trackage.

C&NW rules and timetable governs between Eastmar and NE Jct. Soo Line rules and timetable governs between NE Jct. and Nekoosa.

Rule 97 does not apply between NE Jct. and Westrap.

Soo Line trains register at C&NW depot Wisconsin Rapids and Soo Line depot Marshfield.

No. 26 obtain Clearance at Soo Line depot Marshfield.

No. 27 obtain Clearance at C&NW depot Wisconsin Rapids.

Soo Line General Orders are posted in C&NW depot Marshfield.

Normal position of main track switches:

Eastmar—For Soo Line
Westrap—For C&NW

Maximum Wt:

Pt. Edwards—Marshfield	263,000 lbs.
Nekoosa—Pt. Edwards	220,000 lbs.

PLYMOUTH SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
50.5	..	SOUTH YARD ③ ④ ⑤ ⑥ ⑦ ⑧		..	..
1.1	0.0	0.9	..	..	..
3.5	2.4	KOHLER JCT. 2.4	①	..	..
5.2	4.1	KOHLER 1.7	Y	0566	23
14.3	13.2	SHEBOYGAN FALLS 9.1	..	0570	11
..	..	PLYMOUTH ⑩ CMSTP&P	④ ①	0572	11

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 14.3—CMSTP&P—Stop	..

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

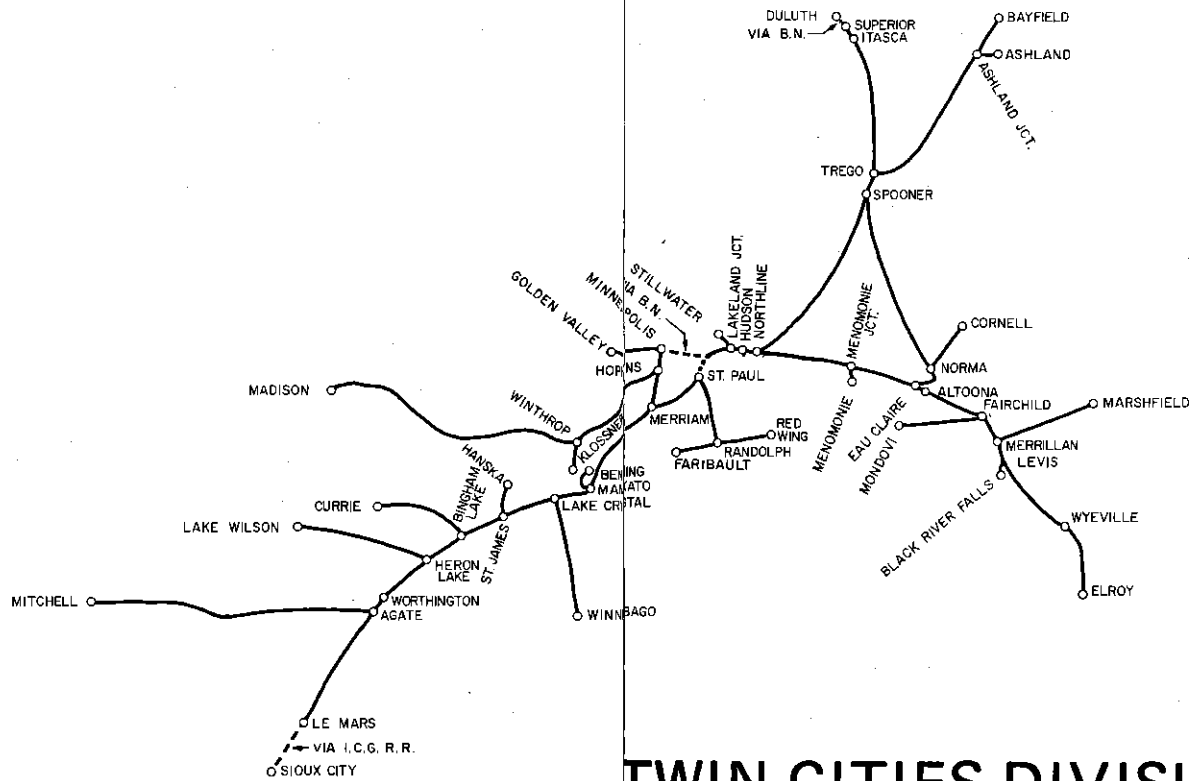
At Sheboygan Falls, trains and engines stop for Poplar, Monroe, Broadway and Buffalo street crossings and allow sufficient time for crossing protection to operate before proceeding.

Plymouth Subdivn. trains obtain Clearance at South Yard.

Train location reports (line-ups) not issued.

Maximum Wt:

South Yard—Kohler	251,000 lbs.
Kohler—Plymouth	210,000 lbs.



TWIN CITIES DIVISION

ELROY SUBDIVN—TWIN CITIES DIVISION

WEST					Mile Posts	Miles	STATIONS	On single track EASTWARD trains are superior to westward trains of the same class.
SECOND CLASS								
477	415	471	483	417				
Daily	Daily	Daily	Daily	Daily				
					196.2	0.0	ELROY Y.....ⓅⓁⓊ	
						10.3	HUSTLER.....	
					182.8	13.2	CAMP DOUGLAS ⓅCMSTP&P...Ⓛ	
					173.5	22.5	WYEVILLE ⓅC&NW } Y ⓇⓁⓊ	
					172.3	23.7	VALLEY SIDING } Y ⓇⓁⓊ	
					164.1	31.9	WARREN.....	
					155.7	40.2	MILLSTON.....	
					142.1	52.3	LEVIS Y.....	
					131.5	62.8	MERRILLAN ⓅGB&W Y ⓅⓇⓁⓊ	
					125.7	68.6	HUMBIRD.....	
					118.8	75.4	FAIRCHILD.....ⓇⓁ	
					115.2	79.0	TIMBERS.....	
					109.5	84.7	AUGUSTA.....Ⓡ	
					103.9	90.3	RODELL.....	
					99.5	94.6	FALL CREEK.....	
					93.3	100.8	ALTOONA JCT.....Ⓡ	
					90.7	103.4	ALTOONA.....Y ⓅⓇⓁⓊ	

SPEED RESTRICTIONS (in MPH)

Maximum:

Between Altoons and Wyeville	60
Between Wyeville and Elroy	40
MP 93.3 Through turnout	30
MP 173.5	
Straight	30
Diverging and curve	25
MP 187.6-189.3	30
MP 189.3-189.6 Tunnel and curves	20
MP 196.0 Curve, Elroy	10

Do not exceed 5 MPH over track scale at Jackson County Iron Co., Levis.

Yard Limits:

MP 90.7-93.4
MP 129.2-133.0
MP 141.5-147.4
MP 171.2-174.9
MP 194.8-196.2

ABS: Altoona-Elroy

Register ticket authorized at Wyeville.

Double track between Altoona and Altoona Jct. Trains keep to right.

When conditions require movement against the current of traffic between Altoona Jct. and Altoona, such movements will be made on instructions of yardmaster when on duty or yardforemen through operators or train dispatcher. Such movements must be made at Restricted Speed in accordance with Rule 93(New).

Rule 513—Before a train enters on or fouls the Elroy subdivision main track at Fairchild, it must wait 10 MINUTES INSTEAD OF 5 MINUTES, after operating switch.

Train location reports not issued between Altoona Jct. and Altoona.

Hot box detectors:

MP 123.3 (Humbird)
WB indicator at MP 121.3
EB indicator at MP 126.2
MP 168.1 (Warren)
WB indicator at MP 165.4
EB indicator at MP 171.5

Spring Switches:

Altoona Jct: End of double track; normal position for WB main.*†
Rodell: Both ends of siding; normal position for main track.*†
Timbers: Both ends of siding; normal position for main track.*†
Merrillan: Both ends of siding; normal position for main track.*†
Levis: Both ends of siding; normal position for main track.*†
Millston: Both ends of siding; normal position for main track.*†
Valley Siding: W. end of siding; normal position for main track.*†

† Indicates equipped with facing point lock.

* Indicates maximum speed of 30 MPH through spring switch.

ELROY SUBDIVN—TWIN CITIES DIVISION

		EAST				
		SECOND CLASS				
		488	472	408	490	406
		Daily	Daily	Daily	Daily	Daily
On single track EASTWARD trains are superior to westward trains of the same class.						
STATIONS	Station Numbers	Capacity of Sidings	Daily	Daily	Daily	Daily
ELROY Y.....ⓅⓁⓊ	934					
10.3						
HUSTLER.....	1503					
2.9						
CAMP DOUGLAS ⓅCMSTP&P...Ⓛ	1504	36				
9.3						
WYEVILLE ⓅC&NW } Y ⓇⓁⓊ	5855		AM A2:25	AM A0:05	PM A2:20 (471)	PM A3:00
1.2						
VALLEY SIDING } Y ⓇⓁⓊ	1508	204	2:18	9:58	12:13	2:53
8.2						
WARREN.....	1510		2:06	9:46 (483)	12:01	2:41
8.3						
MILLSTON.....	1512	200	1:53	9:33	11:48	2:28
12.1						
LEVIS Y.....	1517	230	1:35	9:15	11:30	2:10
10.5						
MERRILLAN ⓅGB&W Y ⓅⓇⓁⓊ	1518	230	1:20	9:00	11:15	1:55
5.8						
HUMBIRD.....	1521		1:10	8:35	11:06	1:45
6.8						
FAIRCHILD.....ⓇⓁ	1522		1:00	8:25	10:56 (471)	1:35
3.6						
TIMBERS.....	200		12:54	8:19	10:50	1:29
5.7						
AUGUSTA.....Ⓡ	1524		12:46 (477)	8:11	10:43 (483)	1:21
5.6						
RODELL.....	200		12:37	8:02	10:34	1:12
4.3						
FALL CREEK.....	1526		12:30	7:55	10:25	1:05
6.2						
ALTOONA JCT.....Ⓡ			12:20	7:45	10:15	12:55
2.6						
ALTOONA.....Y ⓅⓇⓁⓊ	1528	E95	12:15 AM	7:40 AM	10:10 AM	12:50 PM

Normal position of junction switches at Fairchild and Merrillan is for Elroy Subdivn.

Maximum Wt:

Elroy-Wyeville	263,000 lbs.
Wyeville-Altoona	315,000 lbs.

MERRILLAN SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
37.9	0.0	MARSHFIELD } ⓅⓇⓁⓊ		3564	79
	0.5	} Y			
37.4	0.5	SOO } ⓇⓁⓊ	Ⓡ		
	9.0				
28.4	9.5	CHILI.....		1595	
	6.0				
22.4	15.5	GRANTON.....		1593	
	7.3				
15.1	22.8	NEILLSVILLE.....		1590	
	15.1				
0.0	37.9	MERRILLAN Y.....	ⓅⓇⓁⓊ	1518	230

SPEED RESTRICTIONS

(in MPH)

Maximum	30
(Except 10 MPH while handling wood chips)	

MP 0.0-Jct.	Stop
MP 15.3-15.4 crossings	10
MP 33.7 Bridge B-112	10
MP 37.4 Soo Line	Stop

Yard Limits:

MP 0.0-1.2
MP 35.7-37.9

Rule 99(c) applies.

Marshfield:
Soo Line operates on C&NW.

All trains obtain Clearance at Marshfield.

Flag over Lincoln Ave. when there are cars on siding west of Marshfield.

Neillsville:

When switching Farmers Union track engine must be coupled to at least 5 cars account curve.

Eastward trains handling pulpwood must stop and inspect train before entering on Br. B-112 at MP 33.7.

Normal position of junction switch at Merrillan is for Elroy Subdivn.

Maximum Wt: 263,000 lbs.

ALTOONA SUBDIVN—TWIN CITIES DIVISION

WEST				Mile Posts	Miles	STATIONS
SECOND CLASS						
471	483	4621	477			
Daily	Daily	Daily	Daily			
PM 4:50	AM 10:55	.....	AM 1:10	90.7	0.0	ALTOONA ②③④
5:00	11:05	.....	1:20	87.8	2.9	EAU CLAIRE ② CMSTP&P Y③④
5:09	11:12	.....	1:27	84.8	5.9	EAU CLAIRE JCT. ①②③④
5:12	11:17	.....	1:32	82.6	7.7	TRUAX ①
5:19	11:24 (490)	.....	1:39	76.5	14.2	ELK MOUND ①
5:23	11:33	.....	1:43	73.3	17.4	AJAX ①
5:28	11:38	.....	1:48	68.7	21.7	RUSK ①
5:33	11:43	.....	1:53	64.0	26.3	MENOMONIE Y ②④
5:37	11:47	.....	1:57	60.4	29.9	TRAMWAY ①
5:43	11:53	.....	2:03	55.4	34.9	KNAPP ①
5:50	12:00	.....	2:10	50.6	39.6	WILSON ①
5:54	12:04	.....	2:14	47.1	42.8	HERSEY ①
5:59	12:08	.....	2:19	44.1	45.8	WOODVILLE ①
6:03	12:13	.....	2:23	39.1	49.5	BALDWIN ②④
6:09	12:19	.....	2:29	34.2	54.3	HAMMOND ①
6:15	12:25	.....	2:35	29.9	58.7	ROBERTS ①
6:24	12:34	.....	2:42	23.6	65.4	SONO JCT. ①
6:26	12:36	.....	2:46	23.0	66.0	SONO ①
6:27	12:37	AM 3:12	2:47	21.9	66.5	NORTHLINE ①②④
6:37	12:47	3:22	2:57	19.0	69.5	HUDSON ②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿
6:49	12:59	3:34	3:09	11.6	76.9	LAKE ELMO ①
6:57	1:09	3:44	3:17	6.6	81.9	HAZEL PARK JCT. ①
A7:10 PM	A1:20 PM	A3:57 AM	A3:30 AM	1.8	86.7	EAST ST. PAUL ②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿
.....	.....	.....	.....	1.2	87.3	BUCKLEY ①
.....	.....	.....	.....	1.0	87.5	WESTMINSTER ST. ①
.....	.....	.....	.....	0.0	88.8	ST. PAUL Y ①
.....	.....	.....	.....	.....	.....	MINNEAPOLIS Y ②③④

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 1.0 BN connection	10
MP 1.2 Int. limits Buckley	10
MP 2.2-2.8 Curves	30
MP 3.5-4.2 Curves	45
MP 5.0-5.7	49
MP 6.6 Through turnout	30
MP 15.4-18.4 Curves	30
MP 18.5-19.0 Bridge 414, curves & turnout	20
MP 19.1-19.6 Curve	30
MP 20.1-22.0 Curve	30
MP 21.6-Through crossover turnouts	30
MP 23.6 Through turnout	40
MP 44.0-56.5	40
MP 84.0-84.7 Single track	40
MP 84.8-Through turnout	40
MP 84.7-86.3 Eastward track	40

MP 87.3 Dewey St. crossing	10
MP 87.5-89.1 curves and thru turnouts	25
MP 89.6 Road crossing	40
Do not exceed 10 MPH on track leading to city of Menomonie.	
Do not exceed 5 MPH through bridge 446½ Edgerton St. St. Paul, when handling loaded multi-level cars.	
Do not exceed 5 MPH on wye track at Hudson.	
Yard Limits:	
MP 1.0-6.6	
MP 17.3-24.3	
MP 62.9-65.1	
MP 84.8-90.7	
ABS: East St. Paul-Altoona	

ALTOONA SUBDIVN—TWIN CITIES DIVISION

STATIONS	Station Numbers	Capacity of Sidings	EAST			
			SECOND CLASS			
			472	490	4612	488
			Daily	Daily	Daily	Daily
ALTOONA	1528	E-95	AM 4:30	PM 12:10	.....	AM 12:10
EAU CLAIRE	1530	...	4:17	11:58	.....	11:58
EAU CLAIRE JCT.	1532	...	4:09	11:49	.....	11:49
TRUAX	1532	...	4:06	11:46	.....	11:46
ELK MOUND	1533	...	3:58	11:38 (483)	.....	11:38
AJAX	200	...	3:53	11:33	.....	11:33
RUSK	1534	...	3:47	11:27	.....	11:27
MENOMONIE Y	1536	...	3:41	11:21	.....	11:21
TRAMWAY	200	...	3:37	11:17	.....	11:17
KNAPP	1539	...	3:31	11:11	.....	11:11
WILSON	1540	...	3:25	11:05	.....	11:05
HERSEY	1541	200	3:21	11:01	.....	11:01
WOODVILLE	1542	...	3:16	10:56	.....	10:56
BALDWIN	1543	...	3:10	10:51	.....	10:51
HAMMOND	1544	225	3:04	10:45	.....	10:45
ROBERTS	1545	...	2:58 (477)	10:38	.....	10:38
SONO JCT.	1545	...	2:48	10:28	.....	10:28
SONO	W-115	...	2:46	10:26	.....	10:26
NORTHLINE	...	...	2:45	10:25	PM 4:20	10:25
HUDSON	1548	...	2:35	10:15	4:10	10:15
LAKE ELMO	1554	...	2:23	10:03	3:58	10:03
HAZEL PARK JCT.	1557	...	2:13	9:53	3:48	9:53
EAST ST. PAUL	1559	...	2:00 AM	9:40 AM	3:35 PM	9:40 PM
BUCKLEY	1560	...	.....	.....	.....	.....
WESTMINSTER ST.	1560	...	.....	.....	.....	.....
ST. PAUL Y	1560	...	.....	.....	.....	.....
MINNEAPOLIS Y	1564	...	.....	.....	.....	.....

Register ticket authorized at East St. Paul.

The semaphore type train order signal at Hudson will be lighted continuously, day and night.

Double track (trains keep to right):
 Altoona-Eau Claire Jct.
 Sono Jct.-Hudson
 Hazel Park Jct.-Westminster St.

When conditions require movements against the current of traffic between Altoona and Eau Claire Jct., and between Hazel Park Jct. and Westminster St., such movements will be made on instructions of yardmaster, when on duty, or yardforemen through operators or train dispatcher; between Sono Jct. and Hudson on instructions of train dispatcher or operator. Such move-

ments must be made at Restricted Speed in accordance with Rule 93(New).

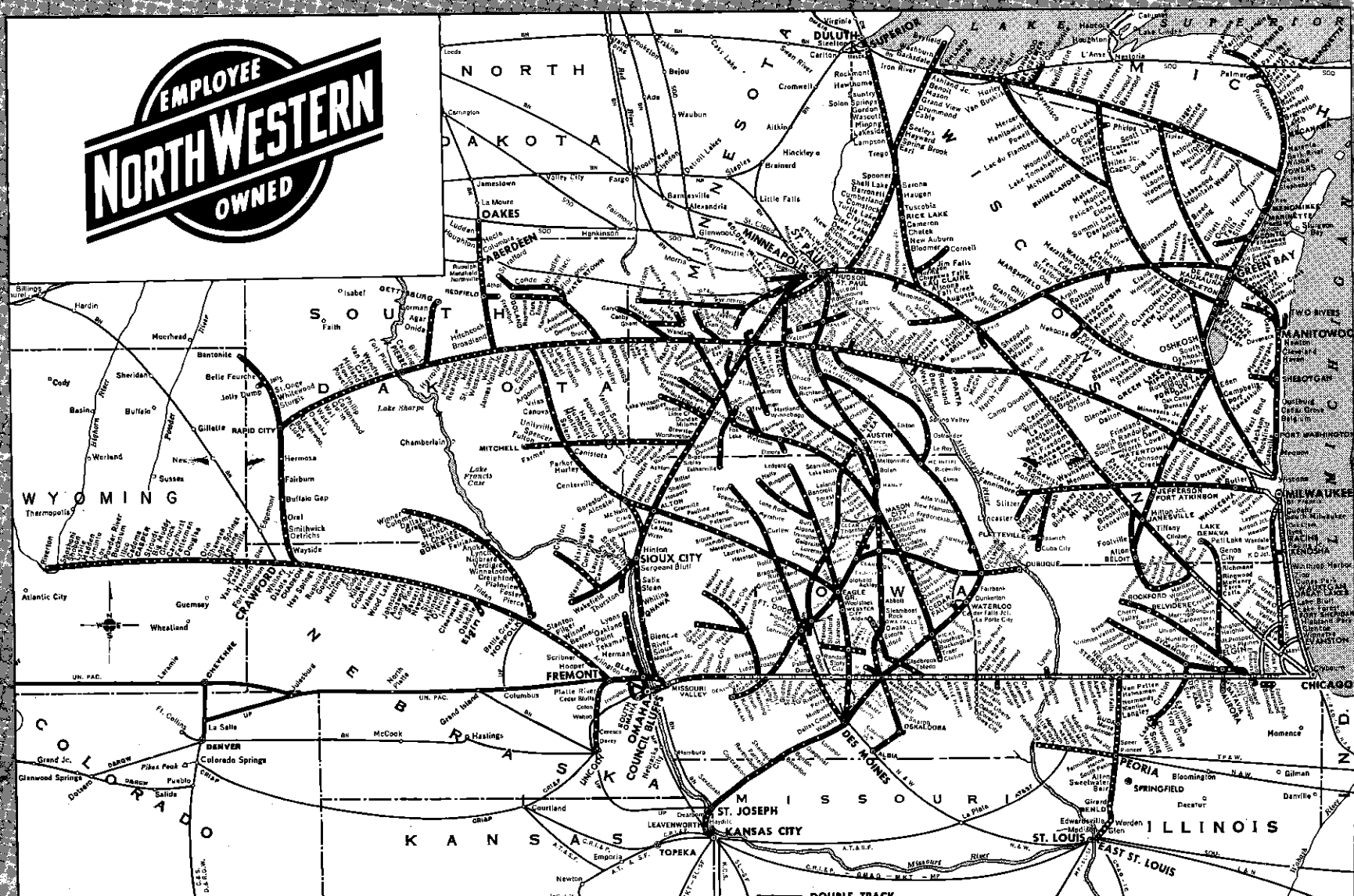
Train location reports not issued between Altoona and Eau Claire Jct.

Train location reports not issued between East St. Paul and Hazel Park Jct.

Hot box detectors:
 MP 68.9 (Rusk)
 WB indicator at MP 66.3
 EB indicator at MP 71.3
 MP 28.6 (Roberts)
 EB indicator at MP 32.4
 WB indicator at MP 25.0

Trains enroute New Richmond Subdivision via Northline must obtain a clearance at Hudson.

**EMPLOYEE
NORTH WESTERN
OWNED**



DOUBLE TRACK

ITASCA SUBDIVN—TWIN CITIES DIVISION

NEW RICHMOND SUBDIVN—TWIN CITIES DIVISION

WEST					EAST					
THIRD CLASS					SECOND CLASS					
415	461	417	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	408	406	462
Daily	Daily	Daily						Daily	Daily	Daily
PM	PM	PM	77.2	0.0	SPOONER . . . Y . . . ① ② ③ ④ ⑤	1625		AM	PM	AM
10:25	7:50	12:25	83.6	6.4	TREGO . . . Y . . . ① ② ③ ④ ⑤	1627		A5:04	A7:04	A12:14
10:37	8:02	12:37	0.0	6.4	LAMPSON			4:52	6:52	12:02
10:48	8:13	12:48	6.2	12.7	LAKESIDE			4:41	6:41	11:51
10:58	8:23	12:58	10.6	17.2	MINONG	1684		4:22	6:22	11:32
11:07	8:32	1:07	14.5	21.0	WASCOTT	1685	83	4:11	6:11	11:21
(462)	8:43	1:18	19.9	26.3	GORDON	1686		4:02	6:02	11:12
11:21	8:52	1:27	24.9	31.4	SOLON SPRINGS . . . ① ②	1687		3:48	5:48	10:58
11:30	8:52	1:27	24.9	31.4	SAUNTRY	1688	93	3:45	5:45	10:55
11:44	9:06	1:41	33.0	39.4	HAWTHORNE	1691	54	3:30	5:30	10:40
11:47	9:09	1:44	34.5	40.9	ROCKMONT	1692	74	3:18	5:18	10:28
12:02	9:24	1:59	43.8	50.3	ITASCA ① BN . . . ① ② ③ ④ ⑤	1695		3:00	5:00	10:10
12:14	9:36	2:11	50.7	56.9	SUPERIOR ① BN ② BN ③ BN ④ BN ⑤ BN	1697				
A12:32	A9:54	A2:29	59.9	66.5	DULUTH ① BN ② BN ③ BN ④ BN ⑤ BN	1699				
AM	PM	PM	66.1	72.6						
			70.1	76.9						

WEST				EAST			
SECOND CLASS				THIRD CLASS			
461	Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings	462
Daily							Daily
PM	0.0	0.0	NORTHLINE Y ① ② ③				AM
4:20			2.8	BURKHARDT	1600		A3:12
4:25	2.8	2.8	10.2	NEW RICHMOND Y ① SOO ① ②	1604	89	3:07
4:45	13.0	13.0	9.1	DEER PARK	1606		2:47
5:00	22.1	22.1	8.1	CLEAR LAKE	1610		2:32
5:14	30.2	30.2	7.4	CLAYTON	1614		2:18
5:27	37.6	37.6	4.7	TURTLE LAKE ① SOO ①	1615	82	2:05
5:35	42.3	42.3	6.9	COMSTOCK	1617		1:57
5:48	49.2	49.2	5.6	CUMBERLAND	1620	55	1:44
5:58	54.8	54.8	7.4	BARRONETT	1622		1:34
6:11	62.2	62.2	8.6	SHELL LAKE	1623		1:21
6:25	70.8	70.8	6.1	SPOONER Y ① ② ③ ④ ⑤ ⑥ ⑦ ⑧	1625		1:07
A6:37	77.1	76.9					12:55
PM							AM

SPEED RESTRICTIONS (In MPH)

Maximum	.49
MP 78.1 curve	.30
MP 83.1 curve	.30
MP 0.3 curve	.30
MP 2.8-6.0 curves	.45
MP 7.0-8.0 curves	.40
MP 11.9 curve	.45
MP 13.1-14.1 curves	.45
MP 22.6-24.7 curves	.45
MP 31.6-32.1 curves	.40
MP 35.8 curve	.45
MP 39.9 curve	.45
MP 43.6 curve	.45
MP 45.5-55.3 curves	.40
MP 60.2 curve	.30
MP 62.7 BN	Stop
MP 63.7-64.1 curves	.30
MP 65.1 Soo Line	.20*
MP 65.4 LST&T	.20*
MP 66.2 Tower Ave.	.5
MP 66.3 LST&T	Stop
MP 66.3-70.5 curve	.10
MP 69.0 Soo Line	Stop
MP 69.3 BN	Stop
MP 69.5 Soo Line	Stop
MP 69.9 BN	Stop

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

MP 77.2-80.2
MP 82.5-0.6 (Trego)
MP 56.8-End of Subdivn.

ABS: MP 63.5-64.6 between Itasca and Superior.

Hot box detectors:

MP 80.5 (East of Trego)
NB indicator at MP 83.1
SB indicator at MP 77.9
MP 40.1 (East of Hawthorne)
NB indicator at MP 43.2
SB indicator at MP 36.9

At and between Superior and Duluth, C&NW operates over BN and Soo Line. BN and Soo Line operate over C&NW between Itasca and Superior. Rules and instructions of owning railroad govern.

Flag over Birch Ave. at MP 68.7

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS

(In MPH)	
Maximum	.49
MP 0.0 through	
turnouts	.30
MP 3.7 curve	.45
MP 12.0-12.6 curves	.45
MP 13.1 Soo Line . Stop	
MP 13.4 curve	.45
MP 17.9 curve	.40
MP 23.8-31.0 curves	.45
MP 37.8 curve	.45
MP 43.3 curve	.40
MP 45.3-48.0 curves	.45

MP 55.7-56.4 curves	.45
MP 58.9-59.7 curves	.45
MP 61.4-77.1 curves	.40
Do not exceed 10 MPH on	
wye between Sono and New	
Richmond Subdivision.	
Yard Limits:	
MP 0.0-2.0	
MP 11.7-15.1	
MP 75.2-77.1	
Hot box detectors:	
MP 7.5 (West of Burkhardt)	
WB indicator at MP 10.5	

EB indicator at MP 4.1
MP 46.1 (East of Comstock)
WB indicator at MP 49.0
EB indicator at MP 43.2
Normal position of junction
switches:
Northline—for Altoona
Subdivn.
Spooner—for New Rich-
mond Subdivn.
Flag over High St. crossing
at New Richmond.
Maximum Wt: 263,000 lbs.

ASHLAND SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		WEST	EAST		
83.5	0.0	TREGO Y ① ②		1627	
91.4	7.3	7.3	SPRING BROOK	1629	
103.4	19.3	12.0	HAYWARD ①	1634	36
112.8	28.8	9.5	SEELEY	1636	
119.8	35.8	7.0	CABLE ①	1637	27
129.7	45.7	9.9	DRUMMOND	1639	
137.9	53.9	8.2	GRANDVIEW	1640	
144.5	60.5	6.6	MASON	1643	
149.2	65.2	4.7	BENOIT	1644	
157.1	73.1	7.9	ASHLAND JCT. Y ① BN ② ③ ④ ⑤	3699	
161.1	77.1	4.0	BARKSDALE ① ② ③ ④	1649	
165.6	81.6	4.5	WASHBURN ①	1650	
178.1	94.1	12.5	BAYFIELD	1653	

SPEED RESTRICTIONS	
(In MPH)	
Maximum	.30
MP 83.5 Jct.	Stop
MP 157.1 BN	Stop
MP 165.6-178.1	.10
Do not exceed 10 MPH on	
track leading to city of	
Ashland.	
Yard Limits:	
MP 83.5-84.1	
MP 156.1-157.9	
Rule 99(c) applies.	
Flag over 7th Ave. West,	
9th Ave. West, and Beaser	
Ave., Ashland.	
Ordinance prohibits sound-	
ing engine whistle within	
city limits of Ashland.	
Intermediate Stations:	
MP 87.2 Earl	
Sta. No. 1628	
connected at both ends.	
MP 100.2 Johnson	
Sta. No. 1630	
connected at west end.	
Maximum Wt:	
Trego-Ashland	
. 210,000 lbs.	
Ashland-Washburn	
. 263,000 lbs.	
Washburn-Bayfield	
. 220,000 lbs.	

CEDAR LAKE SUBDIVN—TWIN CITIES DIVISION

NORTH			Mile Posts	Miles	STATIONS	SOUTHWARD trains are superior to northward trains of the same class.
SECOND CLASS						
702	18	704				
Daily	Daily	Daily				
PM 9:35	AM 4:30	AM 1:45	38.7	0.0	MERRIAM ⊗ C&NW Y	Ⓢ Ⓡ Ⓟ Ⓠ Ⓡ Ⓢ
9:40	4:35	1:50	36.0	2.7	CARVER	
9:50	4:45	2:01	34.0	4.7	CHASKA ⊗ CMSTP&P	Ⓡ
10:05	5:01	2:15	26.2	12.5	EDEN PRAIRIE	
			23.2	15.5	⊗ CMSTP&P	Ⓡ
10:20	(701) 5:30	2:30	19.6	19.1	HOPKINS	Ⓡ Ⓡ Ⓡ Ⓡ Ⓡ
			17.4	21.3	ST. LOUIS PK.	
			14.6	24.1	KENWOOD	Y
A10:40	A5:45	A2:50	14.4	24.3	CEDAR LAKE	Ⓡ Ⓢ Ⓡ Ⓢ
PM	AM	AM	12.4	26.3	HOLDEN ST.	
				26.9	THIRD AVE. NORTH	
					MINNEAPOLIS	Ⓡ Ⓢ Ⓡ

CEDAR LAKE SUBDIVN—TWIN CITIES DIVISION

STATIONS	Station Numbers	Capacity of Sidings	SOUTH		
			SECOND CLASS		
			701	17	703
			Daily	Daily	Daily
MERRIAM ⊗ C&NW Y	1711	131	AM 6:10	PM A2:00	PM A7:55
CARVER	7906		6:01	1:50	7:50
CHASKA ⊗ CMSTP&P	7905	135	5:55	1:45	7:45
EDEN PRAIRIE	7900	34	5:43	1:33	7:33
⊗ CMSTP&P			(18)		
HOPKINS	7904		5:30	1:20	7:20
ST. LOUIS PARK	7903				
KENWOOD					
CEDAR LAKE	1563		5:10	1:00	7:00
HOLDEN ST.			AM	PM	PM
THIRD AVE. NORTH					
MINNEAPOLIS					

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 38.6 Int. limits	20
MP 36.2 Minn. River Br.	10
MP 34.3—33.9 CMSTP&P and street crossings	20*
MP 19.6—Spring switch	20
MP 19.5—19.4	10
MP 17.4—17.3 Street crossings	20*
MP 17.0—15.6	30
MP 15.6—12.4	10
MP 13.7—14.5 Southward track	10

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

MP 38.7—36.8
MP 21.6—Third Ave. N.

Double track: (Trains keep to the right)
Third Ave. North—Hopkins

Between Third Ave. North and Holden St. tracks 4 and 5 are used jointly by C&NW and BN as follows:

Track 4	Southward
Track 5	Northward

Movements may be made on tracks 4 and 5 in either direction on authority of switch-tender located at First St. North, Mpls.

Between Third Ave. North and Hopkins train and engine movements are under supervision of yardmaster at Cedar Lake.

At Hopkins: Southward trains must not block Monk Ave. when waiting for a northward train to clear.

When conditions require movements against the current of traffic between Hopkins and Holden St., such movements will be made on instructions of yardmaster at Cedar Lake.

Train location reports not issued between Third Ave. North and Hopkins.

At Hopkins southward train order signal is a three-color-light signal displaying following aspects and indications:

Red—stop to clear Monk Ave.
Yellow—proceed to train order office and obtain Clearance.
Green—proceed.

Register ticket authorized at Merriam.

Spring Switches:

Hopkins: End of double track; normal position for NB main track.

Hopkins: Junction with Morton subdivn; normal position for SB main track.

Trains from Morton Subdivn must communicate with yardmaster at Cedar Lake for instructions before entering Cedar Lake Subdivn.

Maximum Wt: 315,000 lbs.

WINNEBAGO SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS		Station Numbers	Capacity of Sidings	SPEED RESTRICTIONS (In MPH)
		WEST	EAST			
0.0	0.0	LAKE CRYSTAL	Ⓡ	1731		Maximum 10 MP 0.0 Jct. Stop MP 16.0 Amboy, Main St. .5 MP 24.5 CMSTP&P Stop
4.7	5.2	GARDEN CITY		1800		Rule 97 does not apply.
10.8	11.1	VERNON CENTER	Y	1802		Train location reports not issued.
16.0	16.3	AMBOY		1804		Normal position of junction switch at Lake Crystal is for St. James Subdivn.
24.2	24.6	WINNEBAGO ⊗ CMSTP&P	Ⓡ	1806		Maximum Wt: 251,000 lbs.

SLAYTON SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS		Station Numbers	Capacity of Sidings	SPEED RESTRICTIONS (In MPH)
		WEST	EAST			
0.0	0.0	HERON LAKE	Ⓡ Ⓢ	1749		Maximum 10 MP 0.0 Jct. Stop
8.2	8.2	DUNDEE		1900		Rule 97 does not apply.
13.7	13.7	LIME CREEK		1901		Train location reports not issued.
19.8	19.8	AVOCA	Y	1902		Normal position of junction switch at Lake Crystal is for St. James Subdivn.
26.1	26.1	SLAYTON		1905		Maximum Wt: 220,000 lbs.
31.2	31.2	HADLEY		1907		
36.2	36.2	LAKE WILSON		1908		

Rule 97 does not apply.
Train location reports not issued.
Maximum Wt: 220,000 lbs.

MORTON SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
19.7	0.0	HOPKINS	BN ③ ④ ⑤ ⑥ ⑦	7904	..
27.0	7.3	DEEPHAVEN		7934	..
29.8	10.1	EXCELSIOR	⑧	7936	61
31.1	11.4	MANITOU		7937	..
35.7	16.0	VICTORIA		7938	72
42.5	22.8	WACONIA		7939	..
50.2	30.5	YOUNG AMERICA		7940	52
51.4	31.7	NORWOOD	CMSTP&P ⑨	7941	..
54.8	35.1	HAMBURG		7942	..
59.4	39.7	GREEN ISLE		7943	..
65.6	45.9	ARLINGTON	⑩	7944	51
73.4	53.7	GAYLORD		7945	..
80.5	60.8	WINTHROP	Y ⑪ ⑫ ⑬ ⑭ ⑮	7946	37
88.6	68.9	GIBBON	Y	7947	..
98.2	78.5	FAIRFAX	Y ⑯	7948	..
106.2	86.5	FRANKLIN	Y	7949	49
111.6	91.9	MORTON	Y ⑰	7950	56
117.7	98.0	REDWOOD		7951	..
124.1	104.4	DELHI		7952	..
129.9	110.2	BELVIEW		7953	..
134.3	114.6	ECHO		7954	..
140.9	121.2	WOOD LAKE		7955	..
145.7	126.0	HANLEY FALLS	BN ⑱	7956	..
151.8	132.1	HAZEL RUN		7957	..
157.1	137.4	CLARKFIELD		7958	..
163.5	143.8	BOYD		7959	..
172.8	153.1	DAWSON	⑲ ⑳ ㉑	7960	38
181.7	162.0	MADISON	Y	7961	..

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 20.3 St. crossings	10
MP 27.05 Bridge A-27.05	10
MP 29.1 Solberg's drawbridge	20
MP 51.3 CMSTP&P	20
MP 98.2 St. crossings	10
MP 107.0-109.0	10
MP 145.8 BN	20

Yard Limits:
 MP 19.7-21.8
 MP 79.3-81.7
 MP 87.3-89.7
 MP 96.5-100.0
 MP 105.0-107.0
 MP 110.2-112.8
 MP 171.6-181.7

Rule 97 does not apply between Dawson and Madison.

Rule 99(c) applies between Hopkins and Winthrop and between Morton and Dawson.

Train location reports not issued between Dawson and Madison.

Klossner spur track extends from Winthrop to La Fayette (7921) 6.8 miles, and from La Fayette to Klossner (7922) 6.0 miles, total 12.8 miles. Maximum speed ... 10 MPH. Maximum weight ... 220,000 lbs.

Maximum Wt: 232,000 lbs.

MERRIAM SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
		SECOND CLASS							THIRD CLASS	
		847	823						852	824
		Daily	Daily						Daily	Daily
0.0	0.0			0.0	0.0	ST. PAUL	1560	..		
				0.8	0.8	CHESTNUT ST.		..		
				1.3	1.3	DT SWITCH		..		
7:00	3:00	1.8	1.8			WESTERN AVE	1702	..	PM	AM
7:10	3:10	4.2	4.2			CLIFF	1705	..	1:40	10:55
7:50	3:50	22.1	22.1			VALLEY PARK	1708	..	1:00	10:15
8:20	4:20	28.2	28.2			SHAKOPEE	1710	..	12:30	9:45
8:35	4:35	34.0	34.0			MERRIAM Y	1711	E96 W34	12:15 AM	9:30 PM

**See footnote exceptions to superiority of trains.

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 0.0-4.2	10
MP 6.1 curves	10
MP 6.2-18.6	40
MP 27.3-28.3	10
MP 34.0 C&NW crossing	20*

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:
 MP 0.0-4.9
 MP 12.0-29.7
 MP 32.0-34.0

Double track: DT Switch—Chestnut Street. Trains keep to right.

Joint C&NW-CMSTP&P operation between St. Paul and Cliff:

- Between Cliff and Chestnut St. C&NW rules govern.
- Between Chestnut St. and St. Paul CMSTP&P rules govern.
- Within St. Paul Union Depot, St. Paul Union Depot Co. rules govern.
- Train orders governing track or other conditions for CMSTP&P trains between Cliff and Chestnut St. will be issued by authority of CMSTP&P superintendent.
- Between Chestnut St. and James St., Western Avenue, all trains and engines must move at Reduced Speed and be prepared to stop short of switch not properly lined.
- Rule 83(B) does not apply at Western Avenue for CMSTP&P trains.
- Normal position of junction switch at

- Cliff is for CMSTP&P. All trains must approach this switch prepared to stop.
- Spring switch at DT Switch.
 - Register ticket authorized at Western Ave., CMSTP&P trains not required to register.
 - Rule 97 does not apply between Chestnut St. and Cliff.
 - **There is no superiority of trains between Cliff and Western Ave.
 - Before CMSTP&P trains enter the main track at Cliff, a member of the crew must communicate with the train dispatcher at St. Paul.

VALLEY PARK:

The station limits of Valley Park include the territory between MP 12.0 and MP 23.5. Trains directed to meet at Valley Park must communicate with each other to ascertain where required train will clear. Time at Valley Park applies at the station.

All trains and engines originating at Valley Park, including Cargill engines, must obtain a clearance before commencing their tour of duty.

Rule 97 does not apply between Valley Park and Shakopee.

**There is no superiority of trains between Valley and Shakopee.

Train location reports not issued between Cliff and Western Ave., and between Valley Park and Shakopee.

Maximum Wt: 263,000 lbs.

GOLDEN VALLEY SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	MINNEAPOLIS	① ② ③ ④	1564	..
3.0	4.9	GLENWOOD JCT.	Y MN&S ⑤	7964	..
5.6	7.3	GOLDEN VALLEY	⑥ ⑦	7965	..

SPEED RESTRICTIONS (In MPH)

Maximum 10
 Train location reports not issued.

Rule 97 does not apply.
 Between Third Ave. North and Glenwood Jct., C&NW operates over BN and MN&S.

Authority must be obtained from MNS dispatcher before entering MNS main track.

Maximum Wt: 220,000 lbs.

ST. JAMES SUBDIVN—TWIN CITIES DIVISION

LE MARS SUBDIVN—TWIN CITIES DIVISION

WEST					EAST		
SECOND CLASS					THIRD CLASS		
847	823	17			18	824	852
Daily	Daily	Daily			Daily	Daily	Daily
PM 8:45	PM 5:00	PM 2:00	34.0	0.0	MERRIAM Y	1711	E-96 AM A4:30
(824)	8:55	5:15	39.0	4.9	JORDAN	1712	W34 A4:30
	9:00	5:20	41.5	7.5	LAWRENCE	1713	9:05 AM A9:15
	9:09	5:30	46.5	12.5	BELLE PLAINE	1714	12:05 AM A12:15
	9:17	5:40	50.9	16.8	BLAKELEY	1716	4:20 PM (847)
	9:30	5:52	57.7	23.6	HENDERSON	1718	9:00 PM
	9:38	6:02	62.4	28.2	LE SUEUR Y	1720	4:15 PM
	9:47	6:12	68.5	34.4	OTTAWA Y	1722	8:42 PM
	9:55	6:20	72.8	38.7	ST. PETER	1038	8:35 PM
	10:01	6:30	77.5	41.7	KASOTA	1037	8:25 PM
	(852)	A6:55	79.9	44.1	MANKATO Y	1036	8:15 PM
	10:45	PM 4:30	85.8	50.0	LAKE CRYSTAL	1731	7:59 PM
	11:15	4:50	98.4	62.3	MADELLIA	1733	10:45 PM
	11:35	5:10	109.3	73.0	ST. JAMES Y	1737	9:53 PM
All:55 PM	A5:30 PM	120.9	84.7				12:50 AM

WEST					EAST		
SECOND CLASS					SECOND CLASS		
885	17	847			884	852	18
Daily	Daily	Daily			Daily	Daily	Daily
PM 9:55	PM 5:35	AM 12:20	120.9	0.0	ST. JAMES Y	1737	PM 8:15
(18)	(884)	12:20	128.9	8.0	BUTTERFIELD Y	4020	PM 8:50
10:14	5:55	12:34	136.3	15.3	MOUNTAIN LAKE	1741	PM 9:58
10:26	6:10	12:46	142.5	21.6	BINGHAM LAKE	1743	PM 9:48
10:36	6:22	12:56	147.1	26.1	WINDOM	1745	PM 9:40
10:42	6:30	1:04	152.7	31.7	WILDER	1747	PM 9:30
10:50	6:40	1:12	159.3	38.4	HERON LAKE	1749	PM 9:20
11:03	6:52	1:22	162.6	41.7	MILOMA	1750	PM 9:12
11:08	6:58	1:27	169.3	48.4	BREWSTER	1751	PM 9:02
11:17	7:10	1:36	177.7	56.6	WORTHINGTON Y	1753	PM 8:50
(852)	7:35	1:46	181.1	60.1	AGATE Y	1756	PM 8:30
All:55 PM	7:40	1:51	187.2	66.2	BIGELOW	1757	PM 8:20
7:50	2:04	187.2	195.3	74.4	SIBLEY	1760	PM 8:10
(18)	8:10	2:16	201.7	80.8	ASHTON	1762	PM 7:45
8:19	2:25	201.7	206.6	85.7	RITTER	1763	PM 7:34
8:25	2:31	206.6	211.5	90.6	SHELDON Y	1764	PM 7:25
8:33	2:37	211.5	219.4	98.5	HOSPERS	1766	PM 7:10
8:45	2:47	219.4	227.6	106.7	ALTON Y	248	PM 6:58
8:58	2:59	227.6	232.6	111.6	CARNES	1769	PM 6:49
9:06	3:07	232.6	239.0	118.1	SENEY	1770	PM 6:38
9:18	3:19	239.0	243.7	122.8	LE MARS Y	1772	PM 6:30
A9:35 PM	A3:35 AM	243.7	145.8		SIoux CITY Y	4738	PM 6:00

SPEED RESTRICTIONS (In MPH)

Maximum:

MP 34.0-85.3	60
MP 85.3-120.9	49
MP 44.1 curve	50
MP 46.4 curve	40
MP 48.0-52.0 curves	45
MP 56.0-61.6	30
MP 61.6-67.1 curves	35
MP 69.1 curve	50
MP 69.8 Bridge 351	25
MP 72.7-73.0 curve	45
MP 77.2-77.7 curves	50
MP 79.9 CMSTP&P	40*
MP 84.1-85.7 curves	20
MP 85.7 CMSTP&P	20
MP 85.8 Main St.	10
MP 85.8-87.8 St. crossings	20
MP 88.5 curve	30
MP 106.4-107.3 curves	40
MP 111.8 Bridge 522	25

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

MP 34.0-36.0
MP 60.6-63.7
MP 67.6-69.9
MP 79.9-91.4
MP 119.2-120.9

ABS: Merriam-Mankato

All trains obtain Clearance at Mankato and St. James.

Register ticket authorized at Mankato and Merriam.

Hot box detector:

MP 54 (west of Blakeley)
WB indicator at MP 56.9
EB indicator at MP 51.5

At Mankato:

- The station limits of Mankato include the territory between MP 79.9 and MP 91.4. Train and engine movements are under the jurisdiction of the yardmaster.
- Ordinance prohibits sounding engine whistle within city limits.
- Engine bell must be rung between Blue Earth River bridge and Quarry track.
- The normal position of the switches of the crossover between the Twin Cities Division and the Central Division located 1728 feet west of MP 88 is for eastward movement from the Twin Cities Division main track to the Central Division main track. The Central Division side is equipped with a spring switch; normal position is for eastward movements.
- Trains and engines in either direction when using track south of station, must move at a slow speed to make the movement entirely safe and must send a flagman ahead over Main Street crossing to warn pedestrians and vehicles.

At St. James flag over Armstrong Blvd.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum 49 (except between MP 127.0 and 137.4 and between MP 226.5 and 243.8)

MP 121.0-122.5	30
MP 128.9 C&NW crossing	20*
MP 128.9-129.4	30
MP 136.1-136.6 Mountain Lake	30
MP 146.6-147.4 crossings	30
MP 162.6 CMSTP&P	30
MP 177.2-177.6 crossings	30
MP 195.5 CRI&P	20*
MP 211.5 IC-CMSTP&P	20*
MP 214.7-215.2 curves	40
MP 225.9 curve	40
MP 243.8 Int. limits	10

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

MP 120.9-123.0
MP 128.4-130.0
MP 173.0-179.2
MP 180.4-182.5
MP 225.7-228.9
MP 242.2-243.7

No. 884 obtain Clearance at Worthington.

All trains obtain Clearance at St. James.

Register ticket authorized at LeMars.

Hot box detector:

MP 156.3 (East of Heron Lake)
WB indicator MP 159.0
EB indicator MP 153.4
MP 235.5 (west of Carnes)
WB indicator MP 233.0
EB indicator MP 238.3

C&NW operates over ICG between LeMars and 28th Street, Sioux City.

At St. James, flag over Armstrong Blvd.

Normal position of junction switches at Bingham Lake, Heron Lake and Agate is for LeMars Subdivn.

Hanska spur track extends from St. James to La Salle (7925) 6.8 miles and from La Salle to Hanska (7924) 6.6 miles, total 13.4 miles. Maximum speed ... 10 MPH, except MP 125.0-126.1 ... 5 MPH. Maximum weight - 210,000 lbs. At St. James flag over Armstrong Blvd.

Maximum Wt: 263,000 lbs.

SIoux FALLS SUBDIVN—TWIN CITIES DIVISION

WEST						EAST	
SECOND CLASS				Station Numbers	Capacity of Sidings	THIRD CLASS	
885						884	
Daily ex Sat	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	Daily ex Sun	
PM 11:56	0.0	0.0	AGATE Y ①	1756	...	PM A4:04	
			8.3 RUSHMORE	2002	...	3:46	
	12:14	8.3	6.8 ADRIAN	2004	27	3:29	
	12:31	15.1	7.5 MAGNOLIA	2006	...	3:09	
	12:55	22.6	6.6 LUVERNE Y ①②	2010	...	2:59	
	1:45	29.2	8.4 BEAVER CREEK	2012	...	2:24	
	2:10	37.6	3.9 ② BN ③				
	41.5	41.5	1.8 VALLEY SPRINGS	2014	...	2:15	
	2:25	43.3	6.5 BRANDON	2016	...	2:04	
	2:40	49.8	4.7 ② BN ④				
	54.5	54.5	2.3 ② BN ⑤				
	56.8	56.8	1.3 ② ICG-BN ⑥				
	58.1	58.1	0.3 SIoux FALLS } Y ⑦⑧⑨	2018	...	1:45 PM	
A3:00 AM	58.4	58.4	0.2 ③ CMSTP&P ⑩				
	58.6	58.6	0.2 ③ CNW ⑪				
	58.8	58.8	13.9 HARTFORD	2021	24		
	72.7	72.7	6.8 HUMBOLDT	2022	22		
	79.4	79.5	7.0 MONTROSE	2024	...		
	86.5	86.5	11.5 SALEM } ③ C&NW ⑫⑬⑭	1465	12		
	98.0	98.0	10.1 SPENCER } Y ⑮	2030	...		
	108.1	108.1	4.8 FARMER	2032	...		
	112.9	112.9	6.7 FULTON	2034	...		
	119.6	119.6	6.2 RIVERSIDE	2037	...		
	125.8	125.8	4.6 MITCHELL Y ⑯	2038	...		
	130.4	130.4					

ROSEPORT SUBDIVN—TWIN CITIES DIVISION

SOUTH						NORTH	
THIRD CLASS				Station Numbers	Capacity of Sidings	SECOND CLASS	
163 161						162	164
Daily	Daily	Mile Posts	Miles	STATIONS	Station Numbers	Daily	Daily
				MINNEAPOLIS ①②③	1564		
				10.6 ST. PAUL Y ④	1560		
		529.7	0.0				
PM 1:10	AM 1:30	524.9	4.8	SOUTH ST. PAUL ⑤⑥⑦	7436	AM A1:01	PM A2:30
				8.7 ROSEPORT Y ⑧⑨⑩	7434	12:50	2:20
1:20	1:40	516.2	13.5	ROSEMOUNT ⑪	7433	12:40	2:10
				5.0 HAMPTON ⑫	7430	12:20	1:50
1:34 (164)	1:50	511.2	18.5	RANDOLPH Y ⑬⑭⑮	7429	12:01 AM	1:30 PM
1:50	2:10	503.1	26.6				
A2:10 PM	A2:30 AM	497.2	32.5				

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 529.5 Miss. River Bridge	5
MP 529.5-524.5 Reduced Speed not exceeding	10
MP 524.1 Armour Ave.	10
MP 524.5-517.0	30
Roseport lead over Highway 52-56	5
MP 516.9-515.9 curves	45
MP 513.7-512.7 curves	40
MP 507.1-503.3 curves	40

Yard Limits:

MP 496.1-500.1
MP 513.0-517.5
MP 521.6-529.7

ABS: Randolph-St. Paul

Double track between Fillmore Ave. and Armour Ave. at South St. Paul. Trains keep to the right. The switch at Fillmore Ave. is interlocked and controlled by operator at South St. Paul. A member of the crew of train and engine movements must communicate with control operator for instructions before entering double track.

When conditions require movements against the current of traffic, such move-

ments will be made on instructions of operator. Such movements must be made at Restricted Speed in accordance with Rule 93(New).

Before NB Soo Line movements enter main track at South St. Paul, a member of the crew must communicate with train dispatcher.

The station limits of South St. Paul include the territory between MP 529.7 and MP 521.5.

All trains obtain Clearance at Randolph. Roseport: Crossover located at MP 515.8 is the north siding switch.

Soo Line operates over C&NW between St. Paul and 3,000 feet south of Roseport.

Register ticket authorized for Soo Line trains at South St. Paul.

C&NW operates over BN between St. Paul and Minneapolis.

Spring switch:

Armour Ave. South St. Paul, normal position for NB main track.

Maximum Wt: 263,000 lbs.

CURRIE SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	BINGHAM LAKE ①②		1743	..
		6.4 DELFT		1926	..
		7.6 JEFFERS ③		1934	..
		6.5 STORDEN Y		1941	..
		5.7 WESTBROOK ④		1946	..
		5.9 DOVRA Y ⑤		1952	..
		6.2 CURRIE ⑥		1958	..

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 0.0 Jct.	Stop

Rule 97 does not apply.

Train location reports not issued.

Maximum Wt: 220,000 lbs.

SPEED RESTRICTIONS (In MPH)

Between Agate and Sioux Falls:	
Maximum	40
MP 0.0 Jct.	Stop
MP 41.4 BN crossing	20*
MP 50.6 Bridge P-106	10
MP 53.2 Bridge P-112	30
MP 54.5 BN crossing	20*
MP 56.8 BN crossing	Stop
MP 57.9 Webber Ave.	10
MP 58.1 ICG and BN crossings	Stop
MP 58.2 Sixth Street	5
MP 58.4 Eighth St.	5

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Between Sioux Falls and Mitchell:	
Maximum	30
MP 58.6 CMSTP&P crossing	Stop
MP 58.6-61.5 Over all street crossings except Grange Ave.	10
MP 58.8 CRJ&P	Stop
MP 60.2 Grange Ave.	5
MP 97.7-97.8 Main and Nebraska St.	5
MP 98.0 C&NW crossing	Stop

MP 108.4 Lead to Quarry	10
MP 130.4 Main St. (flag over)	Stop

Yard Limits:

MP 0.0-2.0
MP 27.6-31.3
MP 53.3-65.4
MP 97.3-108.9
MP 129.2-End of subdivision

All trains obtain Clearance at Sioux Falls and Mitchell.

Rule 97 does not apply between Salem and Spencer.

Rule 99(c) applies.

Normal position of junction switch at Agate is for LeMars Subdivn.

Maximum Wt:

Agate-Luverne:	263,000 lbs.
Luverne-Mitchell:	210,000 lbs.
Note: Tank cars grossing 217,000 lbs. may be handled between Luverne and Sioux Falls. Trains handling must not exceed 20 MPH.	

RED WING SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
94.7	0.0	RED WING	Y	7603	...
		11.2			
83.5	11.2	WELCH		7601	...
		9.7			
73.8	20.9	CANNON FALLS		7600	...
		6.4	⊗ CMSTP&P		
67.4	27.3	RANDOLPH	Ⓟ	7429	220
		8.7	⊗ C&NW		
58.7	36.0	NORTHFIELD	Ⓟ	7500	31
		3.0	⊗ MN&S-CMSTP&P		
55.7	39.0	DUNDAS	Y	7501	...
		4.5			
51.2	43.5	BRIDGEWATER		7502	...
		3.1			
48.1	46.6	⊗ CRI&P	Ⓟ		
		3.6			
44.5	50.2	FARIBAULT	⊗ CMSTP&P	7503	...

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 43.6-58.7	10
MP 58.5-CMSTP&P Stop	
MP 58.9-CMSTP&P Stop	
MP 59.0-61.0	10
MP 67.4-94.8	10
MP 73.3-CMSTP&P Stop	
MP 93.2 Highway	
(flag)	Stop
MP 94.2-94.3 Streets	
(flag)	Stop

Do not exceed 5 MPH on house track at Dundas, siding at Northfield and house track at Welch.

Yard Limits:

MP 74.6-End of subdivn (Faribault)
MP 92.4-End of subdivn (Red Wing)

Train location reports not issued.

Rule 97 does not apply between Cannon Falls and Faribault.

Movements over highway 65 crossing at Faribault must be protected by a member of the crew.

Cars less than 40 ft. in length must not be coupled to cars 60 ft. or longer.

CMSTP&P operates over C&NW between Red Wing and Cannon Falls.

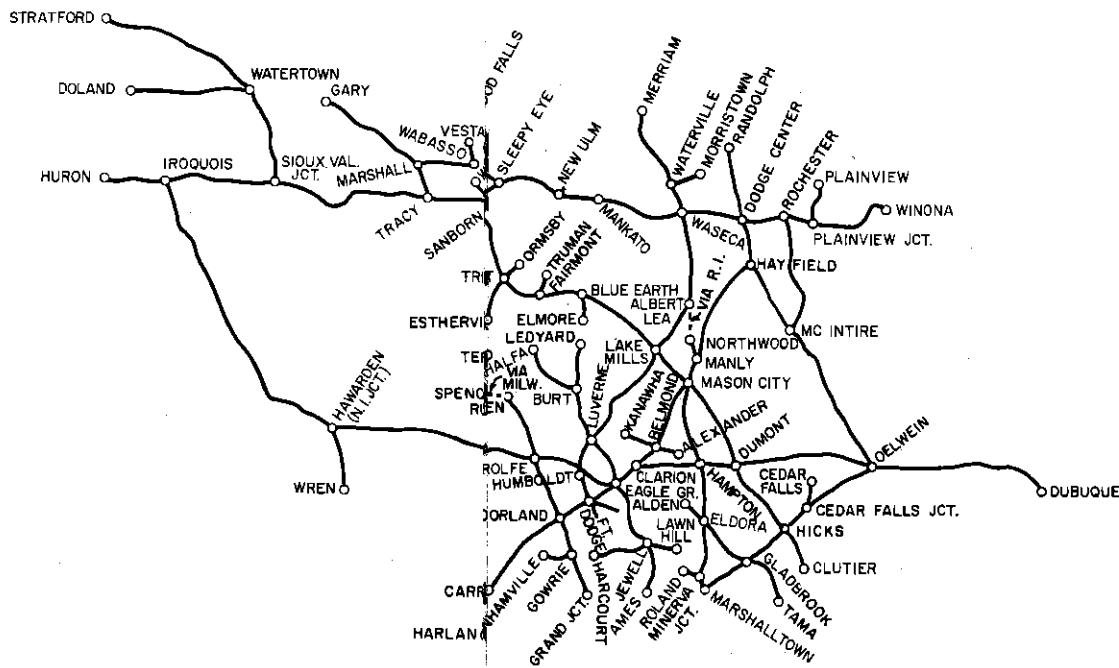
The MN&S operates over the C&NW between Randolph and Northfield and the following special instructions apply:

1. All trains obtain Clearance before leaving Randolph.
2. Upon arrival of westward trains at Northfield conductor or engineer must communicate with operator at Randolph and advise him when their train has cleared CNW-MNS jct. switch at Northfield, which information must then be relayed to train dispatcher at St. Paul. Westward trains must not be given Clearance at Randolph until the preceding westward train has arrived at Northfield and until opposing eastward trains have arrived at Randolph.
3. Eastward trains must communicate with operator at Randolph for permission to leave Northfield. Authority to leave Northfield will be granted by train dispatcher at St. Paul through operator at Randolph. Verbal communications must be repeated to insure correct understanding. Eastward trains must not leave Northfield until preceding train has arrived at Randolph and opposing westward trains have arrived at Northfield.
4. All trains register at Randolph and Northfield.

Normal position of junction switches at Randolph is for Roseport Subdivn.

Maximum Wt: 263,000 lbs.

**WHATEVER YOU DO
-DO IT SAFELY**



CENTRAL DIVISION

MARSHALLTOWN SUBDIVN-CENTRAL DIVISION

NORTH		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Siding	SOUTH	
SECOND CLASS							SECOND CLASS	
704	702						703	701
PM 5:01	AM 7:30	243.7	0.0	MARSHALLTOWN Y(A)(B) 4.1 C&NW C(K)(L)(M)	0136	...	A 5:20	A 12:25
5:16	7:45	239.6	4.1	MINERVA JCT. ... ①	2626	53	5:05	12:10
5:22	7:51	236.5	7.2	ALBION 3.1	2625	...	4:59	12:04
5:28	7:57	232.6	11.1	BETHEL 3.9	0213	96	4:53	11:58
5:31	8:00	231.0	12.7	LISCOMB 1.6	2624	...	4:50	11:55
5:42	8:11	226.0	17.7	UNION 5.0	2623	148	4:39	11:44
5:49	8:18	222.3	21.4	GIFFORD 3.7	0206	...	4:32	11:37
5:59	8:28	216.8	26.9	ELDORA C&NW Y 5.5	0197	49	4:22	11:27
6:09	8:38	212.5	31.2	STEAMBOAT ROCK 4.3	2622	...	4:10	11:15
6:23	8:52	205.7	38.0	ABBOTT CRI&P 6.8	2621	94	3:58	11:03
6:33	9:02	200.6	43.1	ACKLEY ICG Y 5.1	2620	...	3:48	10:53
6:43	9:12	196.2	47.5	FAULKNER 4.4	2619	52	3:38	10:43
6:51	9:20	191.4	52.3	GENEVA 4.8	2618	...	3:28	10:33
7:03	10:10	184.7	59.0	HAMPTON C&NW Y 6.7	2617	95	3:14	10:19
7:14	10:21	178.3	65.4	CHAPIN 6.4	2616	53	3:02	10:07
7:24	10:31	174.2	69.5	SHEFFIELD 4.1	4534	43	2:52	9:57
7:36	10:42	167.7	76.0	ROCKWELL 6.5	2614	53	2:40	9:45
7:48	10:52	161.0	82.7	CAMERON 6.7	2613	49	2:30	9:35
7:58	11:02	158.5	85.2	SWIFTS 2.5	...	...	2:20	9:25
8:15	11:15	57.6	88.0	MASON CITY Y IT 2.8	4535	...	2:10	9:15
PM 8:35	AM 11:50	48.4	97.2	MANLY JCT. ... C(1)(2) 27.8	2612	...	AM 1:50	PM 8:40
A 10:00	A 12:30	119.0	125.0	ALBERT LEA CRI&P(2) C CMSTP&P B(C)(L)(M)(N)(O)(P)	7918	...	1:10	8:00

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 243.3 C&NW crossing	20*
MP 216.5 C&NW crossing	20*
MP 212.3 River bridge	30
MP 205.0 CRI&P crossing	20*
MP 200.7 IC crossing	20*
MP 184.3 C&NW crossing (NB)	20*
MP 158.5-108.3	10
MP 119.2 CMSTP&P crossing	Stop

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Trains register by register ticket at Mason City and Manly Jct.

Rule 97 does not apply between Swifts and Mason City.

Between Mason City and Manly Jct. trains operate over Mason City Subdivn.

Between Manly Jct. and Albert Lea C&NW operates over CRI&P.

Yard Limits:
Marshalltown—MP 241.1
MP 220.3—216.0
MP 202.3—199.4
MP 186.4—183.0
MP 159.3—Mason City

Normal position of junction switches:
Minerva Jct.—for siding
Swifts—for Marshalltown Subdivn.
Albert Lea—for CRI&P

At Albert Lea flag over Front St. crossing.

Maximum Wt: 315,000 lbs.

ALBERT LEA SUBDIVN-CENTRAL DIVISION

NORTH		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Siding	SOUTH	
SECOND CLASS							SECOND CLASS	
704	702						701	703
PM 10:05	AM 6:01	119.0	0.0	ALBERT LEA Y (B)(C)(L)(M) 6.8 O(R)(S)(W) C M ST P & P	7918	...	AM 11:00	AM 1:00
10:17	6:13	112.2	6.8	MANCHESTER 5.9	7917	70	10:42	12:42
10:27	6:23	106.3	12.7	HARTLAND 6.2	7916	...	10:32	12:32
10:37	6:33	100.1	18.9	NEW RICHLAND 5.8	7915	86	10:22	12:22
10:47	6:43	94.3	24.7	OTISCO 6.8	7914	84	10:12	12:12
11:00	7:00	87.5	31.5	WASECA C&NW Y (A)(B) 5.9 C(K)(L)	1028	58	10:02	12:02
11:10	7:10	81.6	37.4	PALMER 4.7	7913	74	9:52	11:52
11:19	7:19	76.9	42.1	WATERVILLE 3.2	7912	...	9:43	11:43
11:36	7:25	73.8	45.3	ROGERS 3.7	7911	85	9:36	11:36
11:45	7:32	70.0	49.0	KILKENNY 8.7	7910	...	9:29	11:29
11:57	7:46	61.3	57.7	MONTGOMERY Y (A)(B) 7.4 D(K)(L) C M ST P & P	7908	97	9:15	11:15
12:09	7:58	55.9	65.1	NEW PRAGUE Y (D)(E) 9.9	7907	86	9:03	11:03
12:26	8:15	44.0	75.0	JORDAN 5.6	1712	...	8:43	10:43
A 12:45	A 8:35	38.4	80.6	MERRIAM C&NW Y C(1)(2)(3)(4)(5)(6)	1711	131	8:30	10:30

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 119.2 CMSTP&P crossing	Stop
MP 87.6 C&NW crossing	20*
MP 61.7 CMSTP&P crossing	20*
MP 38.6 Int. limits	20*

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

MP 117.1-119.2	MP 55.9-52.8
MP 89.4-85.6	MP 41.5-36.8
MP 62.7-59.1	

At Merriam trains register by register ticket.

During and immediately after heavy rains, trains must approach bulkhead near MP 42, located 2 miles west of Jordan, expecting to find track covered with dirt and sand.

Albert Lea—Flag over Front Street crossing.

Normal position of junction switch at Albert Lea is for CRI&P.

Morristown spur track extends 6.1 miles from Waterville to Morristown (Sta. No. 7505). Max. speed 10 MPH. Max. Wt. 263,000 lbs.

Maximum Wt: 315,000 lbs.

ESTHERVILLE SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS		Station Numbers	Capacity of Siding
		↓	↑		
168.1	0.0	ESTHERVILLE		2676	...
161.5	6.6	HUNTINGTON		2675	...
156.7	11.4	DUNNELL		7930	...
149.9	18.2	SHERBURN C M ST P & P Y (S)		7929	...
142.2	25.9	TRIMONT		4016	...
140.4	27.4	C&NW	(A)		...
136.2	31.9	ORMSBY		7927	...

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 168.9-167.3	5
MP 150.1 CMSTP&P crossing	Stop

Yard Limits:
Entire Subdivision

Rule 97 does not apply.

Train location reports (line-ups) not issued.

At Sherburn flag over highway west of CMSTP&P.
At Esterville flag over Central Ave. (Iowa Hy.#9) grade crossing.

Maximum Wt: 210,000 lbs.

MASON CITY SUBDIVN—CENTRAL DIVISION

NORTH				Mile Posts	Miles	STATIONS
SECOND CLASS						
CRIP 682	704	702	784			
Daily	Daily	Daily	Daily except Sunday			
PM 11:49				59.1	59.1	CLEAR LAKE JCT. ⊗ IT-CRI&P
11:58	PM 8:15	AM 11:30	AM 9:00	57.6	57.6	1.5 MASON CITY Y ⊗ CMSTP&P
12:10	8:30 (701)	11:45	9:15	49.7	49.7	7.9 MANLY SIDING ⊗ CMSTP&P
A12:15 AM	AM:35 PM	A11:50 AM	9:20	48.4	48.4	1.3 MANLY JCT. ⊗ CRI&P
			9:40	40.9	40.9	7.5 BOLAN ⊗ IT-CRI&P
			10:20	28.2	28.2	12.7 LYLE ⊗ ICG ⊗
			A10:50 AM	17.5	17.5	10.7 AUSTIN ⊗ CMSTP&P Y
				12.7	12.7	4.8 ⊗ CMSTP&P ⊗ IT-CRI&P
				0.0	0.0	7.7 HAYFIELD Y ⊗ IT-CRI&P

SPEED RESTRICTIONS (In MPH)

Between Clear Lake Jct. and Manly Jct.
 Maximum 49
 MP 56.9-59.1 Restricted Speed
 MP 48.4 Jct. 10

Between Manly Jct. and Hayfield
 Maximum 30
 MP 28.2 ICG crossing Stop
 MP 28.0-21.3 10
 MP 16.2 Austin (Oak St.)
 Main track 10
 Ind. tracks (flag) 5
 MP 17.7-16.2 10
 MP 15.9 CMSTP&P crossing 20*
 MP 12.7 CMSTP&P crossing 20*

*Indicates that restriction applies only until engine of train has passed limits of restriction.

ABS: MP 56.0-56.9
 MP 57.7-59.0

Yard Limits:

MP 0.0-2.6
 MP 14.8-20.8
 MP 47.0-51.0
 MP 54.7-60.1

All trains obtain Clearance at Mason City. Southward trains obtain Clearance at Manly Jct.

Between Manly Jct. and Clear Lake Jct. CRI&P operates over C&NW.

MASON CITY SUBDIVN—CENTRAL DIVISION

SOUTH				Station Numbers	Capacity of Sidings	SECOND CLASS				THIRD CLASS
STATIONS						703	CRIP 651	701	783	
Daily	Daily	Daily	Daily except Sunday			Daily	Daily	Daily	Daily except Sunday	
CLEAR LAKE JCT. ⊗ IT-CRI&P				7461		AM A6:01				
1.5 MASON CITY Y ⊗ CMSTP&P				4535		AM A2:10	5:52	PM A9:00	PM A5:30	
7.9 MANLY SIDING ⊗ CMSTP&P				200		1:55	5:35	8:45 (704)	5:15	
1.3 MANLY JCT. ⊗ CRI&P				2612		1:50	5:30	8:40	5:10	
7.5 BOLAN ⊗ IT-CRI&P				7458		AM	AM	PM		
12.7 LYLE X ICG ⊗				7456	56				4:30	
10.7 AUSTIN ⊗ CMSTP&P Y				7453						4:00 PM
4.8 ⊗ CMSTP&P ⊗ IT-CRI&P										
7.7 HAYFIELD Y ⊗ IT-CRI&P				7422						

At Mason City and Manly Jct. trains register by register ticket. Only originating or terminating trains register at Manly Jct.

Rule 97 does not apply between Clear Lake Jct. and Mason City.

Normal position of junction switches: Clear Lake Jct.—for C&NW
 Mason City—both for Mason City Subdiv.
 Manly Jct.—for C&NW
 Hayfield—for Oelwein Subdivn.

At Mason City, south of middle yard, stop signs — Rules 98 & 98(A) govern crossing of C&NW industry track and two main tracks of CMSTP&P.

Intermediate Station

MP 5.0 Waltham Sta. No. 7451
 connected at Both ends

Maximum Wt: 263,000 lbs.

BLUE EARTH SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		SOUTH	NORTH		
33.8	0.0	BLUE EARTH	..... ⊗ ⊗ ⊗ ⊗	4557	..
43.1	9.3	ELMORE	..... Y	0285	..

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 33.4-34.0 5
 MP 33.6 Jct. Stop

Yard Limits:
 Entire Subdivision.

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

ALDEN SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		NORTH	SOUTH		
0.1	0.0	TAMA ⊗ CMSTP&P Y. ⊗ ⊗ ⊗ ⊗		0131	..
2.7	2.6	2.6 TOLEDO ⊗ ⊗ ⊗		0200	..
11.4	11.3	8.7 GARWIN		0201	..
18.7	18.6	7.3 GLADBROOK ⊗ C&NW .. ⊗		0202	23
25.0	24.9	6.3 BEAMAN		0203	..
27.7	27.6	2.7 CONRAD		0204	..
35.1	35.0	7.4 WHITTEN		0205	..
5.1	44.1	9.1 ELDORA ⊗ C&NW Y. ⊗ ⊗ ⊗		0197	..
13.0	52.0	7.9 OWASA		0195	..
20.8	59.8	7.8 IOWA FALLS .. ⊗		0192	..
26.1	65.1	5.3 ALDEN		0190	..

SPEED RESTRICTIONS (In MPH)
 Maximum 30
 MP 19.0-C&NW crossing 20*
 MP 27.9-Highway crossing 10*
 MP 5.1-6.0 St. crossings 10*
 MP 6.2-C&NW crossing 10*
 MP 11.4-26.0 Stop

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:
 Tama-MP 1.8
 MP 4.0-7.2

Rule 99(c) applies.

Maximum Wt: Tama-Whitten 251,000 lbs.
 Whitten-Iowa Falls 220,000 lbs.
 Iowa Falls-Alden 178,000 lbs. except cars with gross weight of 221,000 lbs. may be handled if preceded and followed by an empty car.

ROLAND SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
239.6	0.0	MINERVA JCT.	①	2626	..
		7.5			
247.1	7.5	MINERVA		2657	..
		3.7			
250.8	11.2	CLEMONS GROVE	②	2659	..
		2.1			
252.9	13.3	ST. ANTHONY	Y	2660	..
		5.7			
258.6	19.0	ZEARING		2661	..
		4.8			
263.4	23.8	McCALLSBURG ⊗ CRI&P	①	2662	..
		5.7			
269.1	29.5	ROLAND		2663	..

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 239.6 Jct. Stop
 MP 264.3 CRI&P crossing Stop

Yard Limits:
 Entire subdivision.

Rule 97 does not apply.
 Train location reports (line-ups) not issued.

Normal position of junction switch at Minerva Jct. is for siding.

C&NW-CRI&P crossing at McCallsburg protected by switch thrown derail.

Maximum Wt: 220,000 lbs.

FAIRMONT SUBDIVN-CENTRAL DIVISION

NORTH SECOND CLASS 725	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SOUTH SECOND CLASS 726		
							STATIONS	
							Daily except Saturday	Daily except Sunday
PM	7:00	107.2	0.0	MASON CITY Y	②③④⑤⑥⑦⑧	4535	PM	A10:50
	7:25	119.8	12.6	HANLONTOWN		4539		10:23
	7:40	126.8	19.6	JOICE		4541	50	10:10
	7:54	132.8	25.6	LAKE MILLS ⊗ C&NW Y	④⑤	4543		9:58
	8:07	138.5	31.3	SCARVILLE		4545		9:48
	8:22	145.4	38.2	KIESTER		4549		9:35
	8:36	150.8	43.6	BRICELYN ⊗ CRI&P	④⑤	4551	45	9:25
	8:49	156.6	49.4	FROST		4553	43	9:15
(726)	9:01	161.0	53.8	MARNA		4555	72	9:01
	9:35	166.3	59.1	BLUE EARTH Y	②③④⑤	4557		8:50
	9:47	173.1	65.9	GUCKEEN		4559		8:38
	9:58	179.2	72.0	IMOGENE		4561		8:26
	10:09	185.2	78.0	FAIRMONT ⊗ CMSTP&P-C&NW	④⑤⑥⑦⑧	4563		8:15
	10:23	193.0	85.8	WELCOME		4565	50	7:59
	10:28	195.3	88.1	FOX LAKE		4014	47	7:53
	10:40	201.6	94.4	TRIMONT ⊗ C&NW Y	④	4016		7:40
	10:54	209.1	101.9	ODIN		4018		7:25
	11:07	215.9	108.7	BUTTERFIELD ⊗ C&NW Y	④⑤⑥⑦⑧	4020	42	7:15
	11:22	223.0	115.8	DARFUR		4022		6:55
	11:33	228.0	120.8	COMFREY		4024		6:43
PM	All:59	240.5	133.3	SANBORN JCT. Y	④⑤	1056		6:15

SPEED RESTRICTIONS (In MPH)
 Maximum 40
 MP 107.8 Jct. Stop
 MP 108.3-108.9 10
 MP 132.1-133.3 10
 MP 150.4 CRI&P crossing 20*
 MP 165.7-167.0 10
 MP 184.4-185.5 5*
 MP 203.5 C&NW crossing 20*
 MP 215.9 C&NW crossing 20*
 MP 215.9-240.5 30
 MP 240.5 Jct. Stop

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:
 Mason City-MP 111.5

MP 132.0-134.7
 MP 162.1-168.3
 MP 181.4-193.6
 MP 201.0-204.0
 MP 213.1-216.1
 MP 238.8-240.5

Between Fairmont and Welcome CMSTP&P operates over C&NW, special instructions govern.

Rule 97 does not apply between Fairmont and Welcome.

Only No. 726 register at Sanborn Jct.

Maximum Wt: 263,000 lbs.

FOREST CITY SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		NORTH	SOUTH		
222.1	0.0	FT. DODGE Y	②③④⑤⑥⑦⑧	2713	..
		9.7			
212.4	9.7	BADGER		2712	..
		6.3			
206.1	16.0	ROGERTON		0266	..
		3.0			
203.1	19.0	HUMBOLDT		2710	..
		6.1			
197.0	25.1	ARNOLD		2709	..
		4.3			
192.7	29.4	LIVERMORE ⊗ CRI&P	⑤	0271	..
		5.7			
187.0	35.1	LIVERMORE ⊗ C&NW Y	④⑤	0270	..
		4.4			
182.6	39.5	HANNA		0269	..
		4.4			
178.2	43.9	CORWITH		2706	..
		10.7			
167.5	54.6	BRITT ⊗ CMSTP&P	④⑤	2705	..
		8.0			
159.5	62.6	⊗ CRI&P	④		..
		6.6			
152.9	69.2	FOREST CITY	②	0273	..
		5.8			
147.1	75.0	LELAND		2703	..
		8.7			
138.4	83.7	LAKE MILLS ⊗ C&NW Y	④⑤	4543	..
		6.2			
132.2	89.9	EMMONS		2702	..
		6.0			
126.2	95.9	TWIN LAKES		7932	..
		7.2			
119.0	103.1	ALBERT LEA ⊗ CMSTP&P Y	②③④⑤⑥⑦⑧	7918	..

SPEED RESTRICTIONS (In MPH)
 Maximum 40
 MP 222.1-220.6 5
 MP 193.2 CRI&P crossing Stop
 MP 186.5 C&NW crossing Stop
 MP 166.2 CMSTP&P crossing 20*
 MP 159.5 CRI&P crossing 20*
 MP 138.9 C&NW crossing 20*
 MP 122.0-119.0 10
 MP 119.2 Crossing and Jct. Stop

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:
 Ft. Dodge-MP 217.0
 MP 188.1-186.0
 MP 140.0-138.0
 MP 121.0-Albert Lea

Rule 99(c) applies.
 At Albert Lea flag over Front St. crossing.

Normal position of junction switch at Albert Lea is for CRI&P.

Maximum Wt: 210,000 lbs.

OBSERVE RULES... WORK RIGHT.

PARKERSBURG SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
15.2	0.0	CLUTIER Y 8.9		4505	
24.1	8.9	TRAER 4.9		4507	
29.0	13.8	BUCKINGHAM 5.6		4509	
34.6	19.4	VOORHIES 3.4		4511	
38.0	22.8	HICKS ⊗ C&NW 2.1	Ⓐ	4512	
40.1	24.9	ZANETA 7.3		4513	
47.4	32.2	DIKE 6.5		4515	
53.9	38.7	STOUT 6.1		4517	
60.0	44.8	PARKERSBURG 8.9	ⒹⒺ	4519	
68.9	53.7	KESLEY 6.7		4523	
75.6	60.4	DUMONT ⊗ C&NW 6.6	Ⓢ	4525	
82.2	67.0	AREDALE 6.6		4527	
88.8	73.6	DOUGHERTY 5.6		4529	
94.4	79.2	CARTERSVILLE 10.0		4531	
104.4	89.2	SWIFTS ⊗ C&NW 2.8	ⓁⓈ		
107.2	92.0	MASON CITY ⊗ IT ⊗ CMSTP&P	ⒶⒸⒹⒺ ⓁⒶⒸⒹⒺ	4535	

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 104.4 C&NW crossing Stop
MP 75.9 C&NW crossing Stop
MP 38.0 C&NW crossing 20*

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Clutier—MP 16.0
MP 101.3—Mason City
All trains obtain Clearance at Mason City.

Rule 97 does not apply between Swifts and Mason City.

Rule 99(c) applies.

Normal position of junction switches:
Swifts—for Marshalltown Subdivn.
Mason City—for Mason City Subdivn.

At Mason City:

Northward absolute signal located south of dual control switch at MP 106.5 and to right of track governs movements from Parkersburg Subdivn. over dual control switch and CMSTP&P crossing.

Maximum Wt: 263,000 lbs.

WINONA SUBDIVN—CENTRAL DIVISION

WEST SECOND CLASS 495 Daily	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST SECOND CLASS 482 Daily		
							No. 482 is superior to No. 495	
	0.2	0.0	WINONA 1.5		1000			
PM						PM		
10:00	1.7	1.5	CK ⊗ CMSTP&P 4.2			A2:30		
10:15	5.9	5.7	MINNESOTA CITY 5.4		1004	2:10		
10:25	11.3	11.1	STOCKTON 7.1		1005	2:00		
10:40	18.4	18.2	LEWISTON Y 4.3		1007	1:45		
10:50	22.7	22.5	UTICA 5.6		1008	1:35		
11:00	28.3	28.1	ST CHARLES Y 3.9		7613	1:25		
11:10	32.2	32.0	DOVER 4.7		1010	1:15		
11:20	36.9	36.7	EYOTA 1.0		1012	1:05		
11:25	37.9	37.7	PLAINVIEW JCT. 4.8	ⓁⓈ	1011	1:00		
11:35	42.7	42.5	HAVERHILL 6.5		1014	12:50		
11:50	49.2	49.0	ROCHESTER Y 9.5	ⒹⒹⒻⒼⒿ	1016	12:30		
12:10	58.7	58.5	BYRON 5.2		1018	12:15		
12:20	63.9	63.7	KASSON Y 5.3		1019	12:07		
12:40	69.2	69.0	DODGE CENTER ⊗ C&NW Y 7.2	ⒶⒹⒺ	7423	11:55		
12:50	76.4	76.2	CLAREMONT 11.7		1022	11:45		
1:10	88.1	87.9	OWATONNA ⊗ CMSTP&P Y 8.2	ⒹⓈ	1025	11:25		
1:25	96.3	96.1	MERIDEN 6.2		1027	11:10		
1:40 AM	102.5	102.3	WASECA ⊗ C&NW Y ⒶⒹⒸⒹⒺⒻⒼ		1028	11:00 AM		

SPEED RESTRICTIONS (In MPH)

Maximum 40
MP 0.0—0.5 10
MP 1.3—1.7 Int. limits 10*
MP 13.0—18.7 30
MP 48.0—49.0 30
MP 49.0—50.1 Street crossings 10*
MP 68.5—69.1 C&NW crossing 20*
MP 88.0 CMSTP&P crossing Stop
MP 88.2—88.3 Street crossings 10*

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Winona—MP 3.0
MP 17.7—19.2
MP 27.3—29.2
MP 35.5—39.0
MP 45.8—54.4
MP 62.9—64.9
MP 66.0—70.0
MP 87.0—89.3
MP 99.4—Waseca

All trains obtain Clearance at CK.

Rule 97 does not apply between Winona and CK and Eyota and Plainview Jct.

At Rochester city ordinance prohibits sounding engine whistle for Broadway, First Ave. N.W. and Second Ave. N.W. crossings.

Look out for falling rock between MP 14.5 and 16.0.

At Eyota flag over industry track crossings.

Normal position of junction switches at Plainview Jct. and Rochester is for Winona Subdivn.

Eastward trains use at least 20 seconds between railroad crossing and Second St., Waseca, account crossing controls.

Maximum Wt: 263,000 lbs.

TRUMAN SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
28.3	0.0	FAIRMONT ⊗ CMSTP&P 5.8	ⒶⒹ	4563	
22.5	5.8	NORTHROP 6.3	Y	1833	
16.2	12.1	TRUMAN		1826	

SPEED RESTRICTIONS (In MPH)

Maximum 10

Yard Limits:

Entire Subdivision.

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Maximum Wt: 220,000 lbs.

PLAINVIEW SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
1.0	0.0	PLAINVIEW JCT. 5.2	ⓁⓈ	1011	
6.2	5.2	VIOLA 5.2		1112	
11.4	10.4	ELGIN 4.5		1114	
15.9	14.9	PLAINVIEW		1116	

SPEED RESTRICTIONS (In MPH)

Maximum 10
Plainview Jct. Stop

Yard Limits:

Entire Subdivision

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Normal position of the junction switch at Plainview Jct. is for Winona Subdivn.

Maximum Wt: 220,000 lbs.

WASECA SUBDIVN-CENTRAL DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							SECOND CLASS	
495	725						726	482
Daily	Daily ex Sun			Daily ex Sun	Daily			
AM							PM	
11:00	....	102.5	0.0	WASECA ⊗ C&NW Y .. 10.4 ⓐⓑⓒⓓⓔⓕⓖⓗ	1028	....	11:00	....
11:20	....	112.9	10.4	JANESVILLE Y	1029	40	10:25	....
11:38	....	122.6	20.1	EAGLE LAKE	1032	....	10:05	....
11:43	....	125.2	22.7	LIME SIDING	1033	100	10:00	....
		131.3	28.8	C&NW Jct. ① ② 3.1 Y				
12:40	....	0.0	31.9	MANKATO ⊗ CMSTP&P 10.4 ⓐⓑⓒⓓⓔⓕⓖⓗ	1036	....	9:15	....
1:00	....	10.4	41.3	JUDSON	5101	116	8:25	....
1:16	....	16.9	47.8	CAMBRIA	5104	....	8:15	....
1:35	....	165.3	57.1	NEW ULM Y	1047	48	8:00	....
1:50	....	173.7	65.5	ESSIG	1049	....	7:40	....
2:10	....	179.8	71.6	SLEEPY EYE Y ⓐⓑⓒⓓⓔⓕ	1050	78	7:20	....
2:23	....	186.1	77.9	COBDEN	1052	....	7:10	....
2:55	....	193.2	85.0	SPRINGFIELD Y	1054	47	6:55	....
3:06	12:01	200.4	92.2	SANBORN JCT. ① ② 1.3 Y			6:42	....
3:09	12:05	201.7	93.5	SANBORN ① ②	1056	100	6:05	6:40
3:23	12:15	208.8	100.6	LAMBERTON	1058	....	5:55	6:30
3:35	12:25	213.7	105.5	REVERE	1060	....	5:45	6:25
3:45	12:35	219.0	110.8	WALNUT GROVE	1061	53	5:30	6:15
A4:10	A12:50	226.6	118.4	TRACY Y ⓐⓑⓒⓓⓔⓕⓖⓗ	1064	....	5:15	6:00
PM	AM						PM	PM

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 102.6 C&NW crossing	10
MP 125.2-131.3	30
MP 5.9-7.4 (W. of Mankato)	30

All trains obtain Clearance at Tracy and Mankato.

Only No. 482 and No. 726 register at Sanborn Jct.

Rule 97 does not apply between Sanborn and Sanborn Jct.

Mankato:

Central Divn. trains and engines use Twin Cities Divn. main track between MP 82.7 and 85.7.

Ordinance prohibits sounding engine whistle within city limits.

Engine bell must be rung between Blue Earth River bridge and Quarry track.

When using track south of station at Mankato, flag movements over Main St.

ABS: Between CMSTP&P crossing and 0.9 miles east of Mankato.

Normal position of crossover switches between Central and Twin Cities Divisions at MP 2.2 (Mankato) is for crossover movements. Switch on Central Divn. main track is a spring switch.

Eastward trains use at least 20 seconds between railroad crossing and Second St., Waseca.

Normal position of junction switches at Sleepy Eye, Sanborn Jct. and Tracy is for Waseca Subdivn.

Yard Limits:

Waseca-MP 107.0
MP 111.0-113.4
MP 129.6-2.9 (Mankato)
MP 22.8-166.1
MP 178.2-181.3
MP 191.6-195.6
MP 198.6-202.9
MP 224.1-Tracy

Wanda spur track extends 8.4 miles from Sanborn to Wanda (Sta. No. 4302). Max. speed 10 mph.

Maximum Wt: 263,000 lbs., except 220,000 lbs. on Wanda spur.

HURON SUBDIVN-CENTRAL DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							SECOND CLASS	
495	725						726	482
Daily	Daily ex Sun			Daily ex Sun	Daily			
AM							PM	
12:01	226.6	0.0	TRACY Y ⓐⓑⓒⓓⓔⓕⓖⓗ	1064	....	11:00	....
12:15	233.8	7.2	GARVIN	1200	....	10:20	....
12:25	239.6	13.0	BALATON	1201	50	10:10	....
12:35	246.1	19.5	BURCHARD	1203	....	9:58	....
12:47	253.7	27.1	TYLER	1205	90	9:45	....
1:07	261.5	34.9	LAKE BENTON	1207	....	9:31	....
1:18	267.8	41.2	VERDI	1208	....	9:22	....
1:30	274.4	47.8	ELKTON	7419	100	9:10	....
1:50	285.1	58.5	AURORA	1213	....	8:50	....
2:00	290.9	64.3	BROOKINGS ① ②	1214	60	8:40	....
2:08	294.3	67.7	SIoux VALLEY JCT. ① ② ③	1401	....	8:05	....
2:15	297.4	70.8	VOLGA	1215	....	7:50	....
....	307.3	80.7	ⓐ BN ①			....	....
2:35	308.3	81.7	ARLINGTON } Y	1219	....	7:35	....
2:45	313.8	87.2	HETLAND	1218	....	7:28	....
3:01	321.0	94.4	LAKE PRESTON ①	1220	50	7:15	....
3:20	329.6	103.0	DESMET ⊗ CMSTP&P	1222	80	6:58	....
3:35	338.4	111.8	MANCHESTER	1223	....	6:45	....
3:45	344.7	118.1	IROQUOIS Y ① ②	1225	45	6:35	....
4:03	354.0	127.4	CAVOUR	1227	....	6:15	....
A4:20	AM	363.0	136.4	HURON Y ⓐⓑⓒⓓⓔⓕⓖⓗ	1228	....	6:01	AM

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 247.9-249.0	30
MP 259.6-259.8	30
MP 261.9-266.7	30
MP 290.9-Main Ave., Brookings	10*
MP 307.3-BN crossing	20*
MP 308.3-Main St., Arlington	10*
MP 321.3-CMSTP&P crossing	20*
MP 362.8-Dakota Ave., Huron	5*

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Tracy-MP 227.2
MP 288.0-295.1

MP 307.1-308.8
MP 344.3-345.5
MP 360.0-Huron

All trains obtain Clearance at Huron and Tracy.

Only Watertown Subdivn trains register at Sioux Valley Jct.

Rule 97 does not apply between Sioux Valley Jct. and Brookings.

Normal position of junction switches at Tracy, Sioux Valley Jct. and Iroquois is for Huron Subdivn.

Maximum Wt: 263,000 lbs.

WATERTOWN SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
0.0	0.0	SIOUX VALLEY JCT. Y ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟		1401	
8.2	8.2	BRUCE		1403	
18.3	18.3	ESTELLINE		1405	
23.1	23.1	DEMPSTER		1407	
30.5	30.5	CASTLEWOOD		1410	
37.0	37.0	APPLEBY		1412	
319.0	44.2	WATERTOWN ⑩ BN-C&NW		1088	
327.1	52.3	KAMPESKA ⑤⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟		1090	
337.0	62.2	HENRY		1092	
342.5	67.7	ELROD		1093	
350.1	75.3	CLARK		1095	
361.3	86.5	RAYMOND		1096	
369.7	94.9	DOLAND ⑳		1097	

SPEED RESTRICTIONS (In MPH)
 Maximum 30
 MP 0.0 Jct. Stop
 MP 0.0-38.5 10
 MP 319.0-369.7 10
 MP 319.6 BN crossing Stop
 MP 43.8-Hwy 81 10

Yard Limits:
 MP 0.0-2.3
 MP 39.3-Doland
 Eastward trains obtain Clearance at Watertown.

Rule 97 does not apply between Watertown and Doland.

Rule 99(c) applies between Sioux Valley Jct. and Watertown.

Normal position of junction switch at Sioux Valley Jct. is for Huron Subdivn.

Flag over Maple Street crossing Watertown.

Maximum Wt: 210,000 lbs.

HAWARDEN SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ NORTH	↑ SOUTH		
0.0	0.0	SIOUX CITY Y ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟		4738	
0.0	11.2	WREN		4755	
5.6	16.8	MERRILL		4756	
12.3	23.5	BRUNSVILLE		4758	
18.8	30.0	CRAIG		4760	
24.0	35.2	McNALLY		4762	
28.3	39.5	N. I. JCT.			
30.4	41.6	HAWARDEN ⑩ CMSTP&P ⑤⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟		0257	
8.7	50.3	ALCESTER		1450	
17.4	59.0	BERESFORD		1452	
27.6	69.2	CENTERVILLE		1455	
35.4	77.0	⑩ BN			
40.6	82.2	HURLEY		1458	
49.5	91.1	PARKER		1460 42	
57.2	98.8	MONROE		1462	
65.8	107.4	CANISTOTA		1463	
75.8	117.4	SALEM ⑩ C&NW Y ②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟		1465 70	
82.0	123.6	UNITYVILLE		1466	
88.0	129.6	CANOVA		1468	
98.3	139.9	VILAS ⑩ CMSTP&P ⑤		1471	
102.9	144.5	ARGONNE		1473	
110.8	152.4	CARTHAGE		1474	
117.8	159.4	ESMOND		1476	
126.2	167.8	IROQUOIS Y ⑧⑨		1225	

SPEED RESTRICTIONS (In MPH)
 Maximum 30
 MP 0.0 Int. limits 10
 MP 0.2 CMSTP&P crossing Stop
 MP 35.4 BN crossing 20
 MP 75.8 C&NW crossing Stop
 MP 98.0 CMSTP&P crossing Stop
 MP 126.2 Jct. Stop

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:
 MP 28.2-1.6
 MP 75.2-76.9
 MP 125.0-126.2

Trains register by register ticket at Wren.

Rule 97 does not apply between Hawarden and N.I. Jct.

Rule 99(c) applies.

Between Wren and Sioux City C&NW operates over ICG.

Normal position of junction switches:

N.I. Jct.-for Hawarden Subdivn.

Iroquois-for Huron Subdivn.

Maximum Wt: 251,000 lbs.

STRATFORD SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ NORTH	↑ SOUTH		
234.7	0.0	WATERTOWN ⑩ BN-C&NW		1088	
238.3	3.6	LAKE KAMPESKA ⑤⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟		1090	
249.6	14.9	FLORENCE		8064	
258.0	23.3	WALLACE		8065	
266.2	31.5	BRADLEY ⑩ CMSTP&P ⑤		8066	
273.5	38.8	CROCKER		8067	
283.8	49.1	CRANDALL		8068	
291.2	56.5	CONDE		1275	
299.2	64.5	RANDOLPH		8069	
306.0	71.3	STRATFORD		8070	

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 234.8 BN crossing Stop

Yard Limits:
 Entire subdivision.
 All trains obtain Clearance at Watertown.

Rule 97 does not apply.
 Train location reports (line-ups) not issued.

At Watertown gate protects crossing of Mill track.
 Maximum Wt: 210,000 lbs.

ELLSWORTH SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
44.6	0.0	LAWN HILL		0207	
51.3	6.7	HUBBARD		0208	
58.2	13.6	RADCLIFFE		0209	
65.6	21.0	ELLSWORTH		0210	
68.8	24.2	JEWELL ③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟		0211	

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 68.5 Jct. Stop

Yard Limits:
 Entire subdivision.

Rule 97 does not apply.

Normal position of junction switch at Jewell is for Jewell Subdivn.

Train location reports (line-ups) not issued.

Maximum Wt: 251,000 lbs.

JEWELL SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		NORTH	SOUTH		
33.9	0.0	AMES JCT. Y	①Ⓜ	0145	
	6.1	GILBERT		0363	
46.2	12.3	STORY CITY		0365	
49.6	15.7	RANDALL		0366	
68.8	21.4	JEWELL Y	ⓂⓃⓅⓆⓇ	0211	50
76.0	28.6	KAMRAR		0212	
83.5	36.1	WEBSTER CITY	Ⓝ ICG Y . Ⓜ	0214	
90.6	43.2	WOOLSTOCK		0216	
98.1	50.7	EAGLE GROVE	Ⓝ C&NW Y ⓂⓃⓅⓆⓇⓈⓉ	0218	

SPEED RESTRICTIONS (In MPH)
 Maximum30
 MP 68.8 Highway crossing 5
 MP 82.4-84.0 Street & ICG crossings10
 MP 97.7 C&NW crossing20*
 MP 98.0-Eagle Grove . 5
 *Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:
 Ames Jct.-MP 38.0
 MP 53.8-72.0
 MP 81.5-86.0
 MP 95.0-Eagle Grove.

All trains obtain Clearance at Eagle Grove.

Central Division Clearance must be obtained at Ames before leaving Ames Jct.

Normal position of junction switch at Jewell is for Jewell Subdivn.

Maximum Wt: 263,000 lbs.

BURT SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		NORTH	SOUTH		
98.1	0.0	EAGLE GROVE	Ⓝ C&NW Y ⓂⓃⓅⓆⓇⓈⓉ	0218	
103.0	4.9	GOLDFIELD	Ⓝ CRI&P . . . Ⓜ	0263	
110.5	12.4	RENEWICK		0267	
118.4	20.3	LUVERNE	Ⓝ C&NW Y ⓂⓃⓅⓆⓇ	0270	
124.3	26.2	GALBRAITH		0272	
127.0	28.9	IRVINGTON		0274	
131.9	33.8	ALGONA	ⓂⓃⓅⓆⓇ	0276	
141.6	43.5	BURT	ⓂⓃⓅⓆⓇⓈⓉ	0278	
148.2	50.1	BANCROFT	Y	0281	
157.7	59.6	LEDYARD		0283	

SPEED RESTRICTIONS (In MPH)
 Maximum30
 MP 103.4 CRI&P crossing10
 MP 118.2 C&NW crossing Stop
 MP 142.0-157.910

Yard Limits:
 Eagle Grove-MP 102.0
 MP 116.4-120.5
 MP 130.5-Ledyard

Rule 97 does not apply between Algona and Ledyard.

Rule 99(c) applies between Eagle Grove and Algona.

Normal position of junction switch at Burt is for Burt Subdivn.

Maximum Wt:
 Eagle Grove-Algona 251,000 lbs.
 Algona-Ledyard 210,000 lbs.

HALFA SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		NORTH	SOUTH		
141.6	0.0	BURT	ⓂⓃⓅⓆⓇⓈⓉ	0278	
147.6	6.0	LONE ROCK		4001	
152.7	11.1	FENTON	Y	4003	
159.7	18.1	RINGSTED		4005	
163.7	22.1	HALFA		4006	

SPEED RESTRICTIONS (In MPH)
 Maximum10
 MP 142.0-Jct. Stop

Yard Limits:
 Entire subdivision.
 Rule 97 does not apply.

Train location reports (line-ups) not issued.

Normal position of junction switch at Burt is for Burt Subdivn.

Maximum Wt: 210,000 lbs.

SIoux RAPIDS SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
98.1	0.0	EAGLE GROVE Y	ⓂⓃⓅⓆⓇⓈⓉ	0218	
	8.3	THOR		0220	
106.4	8.3	THOR		0220	
115.7	17.6	DAKOTA CITY	ⓂⓃⓅⓆⓇ	0222	
121.0	22.9	RUTLAND		0224	
126.1	28.0	P&M SIDING	Y	0225	
128.1	30.0	BRADGATE		0226	
133.7	35.6	ROLFE	Ⓝ C&NW Y . . . ⓂⓃⓅⓆⓇ	0227	
142.7	44.6	HAVELOCK		0230	
150.4	52.3	LAURENS	Ⓝ CRI&P . . . ⓂⓃⓅⓆⓇ	0232	32
157.1	59.0	MARATHON	Ⓝ CMSTP&P Ⓜ	0234	
166.4	68.3	SIoux RAPIDS	Ⓜ	0236	
172.8	74.7	LINN GROVE		0238	
180.4	82.3	PETERSON		0240	
189.8	91.7	SUTHERLAND		0242	
199.7	101.6	PAULLINA Y		0244	
209.3	111.2	GRANVILLE		0246	
216.6	118.5	ALTON	Y . . . ⓂⓃⓅⓆⓇ	0248	
219.7	121.6	ORANGE CITY	Ⓜ	0250	
226.0	127.9	MAURICE		0252	
233.8	135.7	IRETON		0254	
240.5	142.4	N.I. JCT.	Y		
30.4	144.5	HAWARDEN	ⓂⓃⓅⓆⓇⓈⓉ	0257	

SPEED RESTRICTIONS (In MPH)
 Maximum30
 MP 135.8-C&NW crossing Stop
 MP 150.4-Main St. crossing, Laurens 5
 MP 150.9-CRI&P crossing20*
 MP 156.9-CMSTP&P crossing20*
 MP 164.3-166.710
 MP 174.7-174.910
 MP 186.8-187.110
 MP 199.7-Main St. crossing, Paullina 5
 MP 216.6-Jct. Stop
 MP 216.9-State Hy. 60, Alton WB trains 5
 MP 225.8-226.210
 MP 240.5-Jct. Stop
 *Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:
 Eagle Grove-MP 101.5
 MP 115.2-128.4
 MP 132.5-135.0
 MP 198.5-201.6
 MP 216.0-217.1
 MP 240.5-1.6

Rule 97 does not apply between Hawarden and N.I. Jct.

Rule 99(c) applies.

Normal position of junction switch at Alton is for Twin Cities Division.

At Alton, Central Divn. trains will use Twin Cities Divn. main track after obtaining permission from train dispatcher.

Maximum Wt:
 Eagle Grove-Dakota City 220,000 lbs.
 Dakota City-Alton 210,000 lbs.
 Alton-Hawarden 251,000 lbs.

DAYTON SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
68.8	0.0	JEWELL	ⓂⓃⓅⓆⓇⓈⓉ	0211	
76.9	8.1	STANHOPE		0286	
83.8	15.0	STRATFORD	Y	0288	
92.9	24.1	DAYTON		0290	
98.4	29.6	HARCOURT	Ⓝ C&NW . . . Ⓜ	0292	

SPEED RESTRICTIONS (In MPH)
 Maximum10
 MP 68.7 Jct. Stop
 MP 68.8 Highway crossing 5
 MP 98.3 C&NW crossing Stop
 MP 104.4 C&NW crossing Stop

Yard Limits:
 Entire Subdivision

Normal position of junction switch at Jewell is for Jewell Subdivn.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

OELWEIN SUBDIVN-CENTRAL DIVISION

SOUTH				NORTH				
SECOND CLASS		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	THIRD CLASS	
161	163						164	162
Daily	Daily						Daily	Daily
AM	PM						PM	PM
2:30	2:30	497.2	0.0	RANDOLPH Y $\text{\textcircled{D}}\text{\textcircled{J}}\text{\textcircled{K}}\text{\textcircled{R}}\text{\textcircled{W}}$	7429	220	11:30	11:50
	2:45	488.6	8.6	DENNISON $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7427	92	12:45	11:15
	3:00	483.3	13.9	NERSTRAND $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7426	52	12:33	11:00
	3:12	476.8	20.4	KENYON $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7425	209	12:20	10:45
	3:30	467.4	29.8	WEST CONCORD $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7424	92	12:00	10:25
	3:45	458.3	38.9	DODGE CENTER Y $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{N}}\text{\textcircled{W}}$	7423	95	11:40	10:00
	4:00	448.9	48.3	HAYFIELD Y $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7422	226	11:00	9:00
	4:12	442.5	54.7	SARGEANT $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7421	...	10:45	8:35
	4:30	431.5	65.7	ELKTON $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7419	188	10:25	8:15
		423.5	73.7	TAOPI $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{M}}\text{\textcircled{S}}\text{\textcircled{T}}\text{\textcircled{P}}\text{\textcircled{A}}$	7418	...		
	5:00	414.9	82.3	McINTIRE Y $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7414	110	9:55	7:45
	5:10	409.3	87.9	RICEVILLE $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7413	114	9:45	7:35
	5:30	398.9	98.3	ELMA $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7412	68	9:26	7:15
	5:36	395.5	101.7	ALTA VISTA $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7411	56	9:20	7:05
	5:58	384.6	112.6	NEW HAMPTON $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{M}}\text{\textcircled{S}}\text{\textcircled{T}}\text{\textcircled{P}}\text{\textcircled{A}}$	7409	175	9:00	6:45
	6:15	375.7	121.5	FREDERICKSBURG $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7408	57	8:45	6:15
	6:35	365.8	131.4	SUMNER $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7401	109	8:27	5:30
	6:50	358.1	139.1	WESTGATE $\text{\textcircled{Q}}\text{\textcircled{R}}\text{\textcircled{W}}$	7450	132	8:15	5:15
A7:00 AM	A7:00 PM	351.2	146.0	OELWEIN Y $\text{\textcircled{B}}\text{\textcircled{C}}\text{\textcircled{J}}\text{\textcircled{K}}\text{\textcircled{R}}\text{\textcircled{W}}$	7160	...	8:00 AM	5:00 PM

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 489.7	45
MP 488.6-483.3	30
MP 482.0	45
MP 481.3-480.9	35
MP 477.7	45
MP 460.0-458.0	35
MP 458.3-C&NW crossing	25*
MP 449.0-448.9	30*
MP 430.2-423.5	35
MP 423.5-CMSTP&P crossing	25*
MP 423.5-385.0	35
MP 385.0-CMSTP&P crossing	25*
MP 385.0-366.0	35

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

MP 496.1-Randolph
MP 456.4-459.8
MP 445.8-450.6
MP 413.6-416.5
MP 382.1-386.0
Oelwein-MP 354.3

ABS: Randolph-Oelwein

All trains obtain Clearance at Randolph.

At Randolph trains register by register ticket when office is open.

Hayfield and Dodge Center are register stations only for trains originating or terminating.

At Dodge Center, train order signal displays flashing "Stop" or flashing "Clear" aspects, no change in Rules 222(D) or 222(E) governing.

Hot box detector located at MP 403.0 (Elma).

SB indicator at MP 400.1

NB indicator at MP 405.9

Intermediate tracks between stations:

MP 353.8 (Sta. No. 7160), connected at south end.

MP 354.3 (Sta. No. 7160), connected at north end.

MP 369.5 (Sta. No. 7401), connected at north end.

MP 465.3 (Sta. No. 7424), connected at north end.

Maximum Wt: 263,000 lbs.

WATERLOO SUBDIVN-CENTRAL DIVISION

Mile Posts		Miles		STATIONS		Station Numbers		Capacity of Sidings	
351.2	0.0	OELWEIN Y $\text{\textcircled{B}}\text{\textcircled{C}}\text{\textcircled{J}}\text{\textcircled{K}}\text{\textcircled{R}}\text{\textcircled{W}}$	7160	...					
343.8	7.4	FAIRBANK $\text{\textcircled{B}}\text{\textcircled{D}}\text{\textcircled{K}}\text{\textcircled{Q}}$	7300	168					
336.1	15.1	DUNKERTON $\text{\textcircled{B}}\text{\textcircled{D}}\text{\textcircled{K}}\text{\textcircled{Q}}$	7301	...					
329.5	21.7	ARMOUR $\text{\textcircled{W}}$	7303	...					
326.1	25.1	WATERLOO $\text{\textcircled{B}}\text{\textcircled{D}}\text{\textcircled{K}}\text{\textcircled{Q}}$	7304	104					
325.2	26.0	ICG $\text{\textcircled{I}}$...						
324.8	26.4	CRI&P $\text{\textcircled{A}}$...						
319.1	32.1	CEDAR FALLS JCT. $\text{\textcircled{J}}$	7305	193					
315.8	35.4	HUDSON	7310	...					
310.9	40.3	HICKS $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{N}}\text{\textcircled{W}}$...						
306.5	44.7	REINBECK $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{R}}\text{\textcircled{I}}\text{\textcircled{P}}$	7311	...					
299.4	51.8	LINCOLN	7312	103					
293.9	57.3	GLADBROOK $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{N}}\text{\textcircled{W}}$	7313	...					
285.0	66.2	GREEN MOUNTAIN	7314	...					
277.3	73.9	MARSHALLTOWN Y $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{N}}\text{\textcircled{W}}$	0136	...					

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 351.2-350.0	10
MP 350.0-326.7	35
MP 326.7-323.7	10
MP 323.7-310.9	35
MP 310.9-C&NW crossing	25*
MP 310.9-306.3	35

MP 306.3-CRI&P crossing	20*
MP 306.3-296.6	35
MP 293.9-C&NW crossing	20
MP 285.8-281.0	35
MP 281.0-Marshalltown	Res. Speed

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Intermediate stations:

Sta. No.	Sta. Name	Notes
331.6	Dewar	Connected at both ends
316.7	Cyanamid	Connected at North end
278.8	Powerville	Connected at Both ends

Maximum Wt: 263,000 lbs.

ROCHESTER SUBDIVN-CENTRAL DIVISION

Mile Posts		Miles		STATIONS		Station Numbers		Capacity of Sidings	
192.2	0.0	McINTIRE $\text{\textcircled{J}}\text{\textcircled{W}}$	7414	...					
185.2	7.0	LE ROY $\text{\textcircled{X}}\text{\textcircled{C}}\text{\textcircled{M}}\text{\textcircled{S}}\text{\textcircled{T}}\text{\textcircled{P}}\text{\textcircled{A}}$	7708	...					
177.1	15.1	OSTRANDER $\text{\textcircled{D}}$	7706	...					
171.4	20.8	SPRING VALLEY $\text{\textcircled{Y}}$	7704	...					
163.7	28.5	RACINE $\text{\textcircled{W}}$	7702	...					
158.3	33.9	STEWARTVILLE	7700	...					
151.1	41.1	SIMPSON $\text{\textcircled{W}}$	7611	...					
143.5	48.7	ROCHESTER $\text{\textcircled{B}}\text{\textcircled{D}}\text{\textcircled{J}}\text{\textcircled{K}}\text{\textcircled{Q}}$	7610	...					

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 185.3 CMSTP&P	...

crossing	Stop
MP 141.7-145.6 Street crossings	8
MP 141.8 Jct.	Stop

Yard Limits:

Entire Subdivision
All trains obtain Clearance at Rochester.

Rule 97 does not apply.

Ordinance prohibits sounding engine whistle for Broadway, Forest Ave. N.W. and Second Ave. N.W. street crossings at Rochester.

Normal position of junction switches:
Rochester-for Winona Subdiv.
McIntire-Oelwein Subdiv.

Train location reports (line-ups) not issued.

At Rochester flag over 11th Ave. N.W., 6th Ave. N.W. and 4th Ave. grade crossings.

Maximum Wt: 263,000 lbs.

CEDAR FALLS SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
7.7	0.0	CEDAR FALLS	①	7308	
	0.9				
6.8	0.9	⊗ CRI&P	Y	③	
	6.8				
0.0	7.7	CEDAR FALLS JCT	①	7305	

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 6.8 CRI&P crossing Stop

Yard Limits:
 Entire Subdivision

Rule 97 does not apply.

Train location reports (line-ups) not issued.
 Maximum Wt: 263,000 lbs.

DUBUQUE SUBDIVN-CENTRAL DIVISION

WEST THIRD CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST SECOND CLASS
199						198
Daily ex Sat						Daily ex Sat
PM						PM
7:30	174.2	0.0	DUBUQUE Y	7141		6:45
		21.8				
8:25	196.0	21.8	FARLEY	7146	65	5:45
		6.5				
8:40	202.5	28.3	DYERSVILLE	7147		5:30
		5.0				
8:50	207.5	33.3	PETERSBURG	7148		5:20
		7.7				
9:05	215.2	41.0	ONEIDA ⊗ CMSTP&P			5:05
		10.1				
9:25	225.3	51.1	DUNDEE	7152		4:45
		5.1				
9:35	230.4	56.2	LAMONT	7153		4:35
		4.8				
9:45	235.2	61.0	AURORA	7154		4:25
		4.5				
9:55	239.7	65.5	STANLEY	7155		4:15
		6.1				
A10:10 PM	245.8	71.6	OELWEIN ⊗ CRI&P Y	7160		4:00 PM

SPEED RESTRICTIONS (In MPH)
 Maximum 30
 MP 215.2 CMSTP&P crossing 10
 MP 245.2-245.8 10

Yard Limits:
 MP 176.0-174.2
 MP 245.8-242.0

Rule 99(c) applies.

Intermediate stations:
 MP 179.8-Durango (Sta. No. 7144), connected at east end.
 MP 187.3-Graf (Sta. No. 7140), connected at east end.
 MP 220.1-Thorpe (Sta. No. 7151), connected at east end.

Maximum Wt: 263,000 lbs.

BELMOND SUBDIVN CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
199.5	0.0	ALEXANDER		2651	
	6.7				
206.2	6.7	⊗ CRI&P	③		
	0.7				
206.9	7.4	BELMOND	Y ⊗ C&NW	7466	
	7.4		③ ⑤		
214.3	14.8	OLAF		2653	
	4.4				
218.7	19.2	KANAWHA		2654	

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 206.2 CRI&P crossing Stop
 MP 206.9 C&NW crossing Stop

Yard Limits:
 Entire subdivision.

Rule 97 does not apply.
 Train location reports (line-ups) not issued.

Maximum Wt:
 Belmont-Alexander 226,000 lbs.
 Belmont-Kanawha 220,000 lbs.

TARA SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS	NORTH	Station Numbers	Capacity of Sidings
182.8	0.0	TERRIL		2678	
	14.4				
197.2	14.4	SPENCER	Y	2680	33
	12.8		① ③ ⑤		
210.0	27.2	RUTHVEN		2681	
	7.5		①		
217.5	34.7	AYRSHIRE		2682	
	6.4				
223.9	41.1	CURLEW		2683	
	4.1				
228.0	45.2	MALLARD		2684	
	5.0				
233.0	50.2	PLOVER		2685	
	6.7				
239.7	56.9	ROLFE ⊗ CNW	Y	0227	
	7.4		③ ⑤		
247.1	64.3	GILMORE CITY		2686	
	5.7				
252.8	70.0	PIONEER		2687	
	5.1				
257.9	75.1	CLARE		2688	
	7.2				
265.1	82.3	TARA ⊗ ICG	Y	2689	
227.6	3.9		③		
231.5	86.2	MOORLAND ⊗ CNW	⑤	2690	
	5.6				
237.1	91.8	CALLENDER		2691	
	5.6				
242.7	97.4	GOWRIE Y ⊗ CNW	③ ⑤	0293	
	4.2				
246.9	101.6	LENA		2692	
	4.3				
251.2	105.9	PATON		2693	
	4.2				
255.4	110.1	DANA		2694	
	5.1				
260.5	115.2	GRAND JUNCTION Y ⊗ CNW	③ ⑤	0154	15

SPEED RESTRICTIONS (In MPH)

Between Terril and Tara:
 Maximum 30
 MP 265.0 ICG crossing Stop

MP 239.8 C&NW crossing Stop
 MP 197.4-196.0 Street crossings 5

Between Tara and Grand Jct.:
 Maximum 30
 MP 231.5 C&NW crossing Stop
 MP 243.0 C&NW crossing Stop
 MP 260.9-260.5 Street crossings 10

Yard Limits:
 Terril-MP 197.2
 MP 239.0-246.1
 MP 264.5-Tara
 Tara-MP 233.0
 MP 242.0-244.0
 MP 259.0-Grand Jct.

Rule 97 does not apply between:
 Terril and Spencer
 Rolfe and Gilmore City
 Tara and Moorland

Rule 99(c) applies between Spencer and Rolfe.

Between Ruthven and Spencer C&NW operates over CMSTP&P.

Intermediate stations:

MP	Sta. No.
191.5	Langdon 2679
	Connected at Both ends
252.1	Cyanamid 2687
	Connected at North end
252.2	Farm Service 2687
	Connected at North end

Spur track extends 5.6 miles from Gowrie to Farhamville (Sta. No. 0294).
 Max. Wt. 263,000 lbs., Max. Speed 10 MPH.

Maximum Wt:
 Grand Jct.-Tara 263,000 lbs.
 Tara-Terril 210,000 lbs.

REDWOOD FALLS SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
0.0	0.0	SLEEPY EYE	③ ⑤ ① ③	1050	
	7.5				
7.5	7.5	EVAN		1151	
	6.0				
13.5	13.5	MORGAN	Y	1152	
	4.5				
18.0	18.0	GILFILLAN		1154	
	7.9				
25.9	25.9	REDWOOD FALLS		1160	

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 1.5 Jct. Stop

Yard Limits:
 Entire subdivision.

Rule 97 does not apply.

Normal position of junction switch at Sleepy Eye is for Waseca Subdivn.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

WAVERLY SUBDIVN-CENTRAL DIVISION

WEST							EAST
SECOND CLASS	Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings	THIRD CLASS
193			Daily ex Sun	194			Daily ex Sun
AM 8:00	245.8	0.0	OELWEIN Y	ⓂⓅⓈⓉ	7160	...	AM 11:00
			16.4	ⓃⓄⓅⓆ			
8:35	262.2	16.4	READLYN		7162	125	10:30
			12.8				
A9:00 AM	275.0	29.2	WAVERLY	ⓃⓄⓅⓆ	7163	134	10:00 AM
			1.0	Y			
	276.0	30.2	ICG	Ⓢ			
			5.5				
	281.5	35.7	SHELL ROCK		7164	64	
			6.9				
	288.4	42.6	CLARKSVILLE	Ⓢ CRI&P	7165	64	
			7.0	Ⓢ			
	295.4	49.6	ALLISON		7166	54	
			5.9				
	301.3	55.5	BRISTOW		7167	91	
			4.2				
	305.5	59.7	DUMONT	Ⓢ CNW	7168		
			6.6	Ⓢ			
	312.1	66.3	HANSELL		7169	52	
			5.4				
	317.5	71.7	HAMPTON	Ⓢ C&NW Y	2617	65	
			8.3	Ⓢ CRI&P			
	325.8	80.0	COULTER		7171		
			9.1				
	334.9	89.1	ROWAN	Ⓢ CRI&P	7172	52	
			9.7				
	344.6	98.8	CLARION Y	ⓂⓅⓈⓉ	7174		

SPEED RESTRICTIONS (In MPH)

Between Oelwein and MP 310.0	
Maximum	.35
MP 248.8-251.3	.10
MP 274.9-275.7 Street crossings	.10*
MP 276.7 ICG crossing	.20*
MP 288.4 CRI&P crossing	.30*
MP 305.5 C&NW crossing	Stop
Between MP 310.0 and Clarion	
Maximum	.30
MP 317.7-318.1 Interlockings	.10*
MP 334.9-CRI&P crossing	Stop

*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Celwein-MP 248.5
MP 274.8-277.6
MP 316.9-319.0
MP 343.4-Clarion

Rule 99(c) applies between Waverly and Clarion.

Waverly is a register station only for trains originating or terminating.

Intermediate stations:

MP	Name	Sta. No.	at	Connected
254.6	Oran	7161	West end	

Maximum Wt: 263,000 lbs.

FORT DODGE SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
Rule 261 applies between Clear Lake Jct. and Mason City.					
↓ SOUTH STATIONS NORTH ↑					
57.6	0.0	MASON CITY	ⓂⓅⓈⓉ	4535	...
		1.5	Ⓢ CMSTP&P		
59.1	1.5	CLEAR LAKE JCT.	ⓂⓅⓈⓉ	7461	...
		5.8	Ⓢ IT		
64.9	7.3	BURCHINAL		7462	
		10.9			
75.8	18.2	THORNTON		7464	54
		5.5			
81.3	23.7	MESERVEY		7465	
		8.0			
89.3	31.7	CRI&P	Ⓢ		
		1.1	Y		
90.4	32.8	BELMOND	Ⓢ C&NW	7466	
		10.6	Ⓢ		
344.6	43.4	CLARION	Ⓢ CRI&P Y	7174	
		9.8	ⓂⓅⓈⓉ		
354.4	53.2	EAGLE GROVE Y	Ⓢ CNW	0218	92
		8.3			
362.7	61.5	VINCENT		7178	54
		9.8			
372.5	71.3	FORT DODGE Y	ⓂⓅⓈⓉ	7180	

Between Clarion and Fort Dodge
 Maximum .35
 MP 344.6-344.9 Clarion .10
 MP 354.1-355.2 Street crossings .10
 MP 372.5-371.1

Yard Limits:

MP 60.1-57.6
MP 92.0-88.6
MP 346.9-99.0
MP 356.0-353.0
MP 372.5-371.1

Rule 97 does not apply between Clear Lake Jct. and Mason City.

Rule 99(c) applies between Clear Lake Jct. and Clarion.

Clarion is a register station only for trains originating or terminating.

At Mason City trains register by register ticket.

At Fort Dodge trains register by register ticket when office is open.

Intermediate stations:

MP	Name	Sta. No.	at	Connected
71.4	Swaledale	7463		
349.1	Florence	7175		
367.4	Industry	7179		

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS

(In MPH)	MP 88.9-90.4 Street crossings	.10
Between Mason City and Clear Lake Jct. Res. Speed	MP 89.3 CRI&P crossing	Stop
Between Clear Lake Jct. and Clarion	MP 90.6 C&NW crossing	Stop
Maximum		.30

WABASSO SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
54.2	0.0	MARSHALL JCT.	ⓂⓅⓈⓉ	4427	...
		3.8			
50.4	3.8	DUDLEY		4427	
		6.9			
43.5	10.7	MILROY		4422	
		6.9			
36.6	17.6	LUCAN	Y	4418	
		7.9			
28.7	25.5	WABASSO	ⓂⓅⓈⓉ	4304	
		6.4			
21.4	31.9	SEAFORTH		4306	
		4.7			
26.1	36.6	VESTA		4308	

SPEED RESTRICTIONS

(In MPH)	Maximum	.10
MP 54.1 Jct.		Stop
MP 15.0 Jct.		Stop

Yard Limits: Entire subdivision.

Rule 97 does not apply.

Normal position of junction switch at Marshall Jct. is for Marshall Subdiv.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

FLUGSTAD SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.8	0.0	FORT DODGE	ⓂⓅⓈⓉ	7180	...
		1.3	Ⓢ CNW		
2.1	1.3	EAST FT. DODGE	ⓂⓅⓈⓉ	7180	...
		2.5	Ⓢ CNW		
4.6	3.8	GYPFUM	Ⓢ ICG	7840	
		4.5			
9.1	8.3	EVANSTON	Y	7841	
		2.5			
11.6	10.8	BRUSHY		7842	
		4.2			
15.8	15.0	FLUGSTAD		7843	

SPEED RESTRICTIONS

(In MPH)	Maximum	.10
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Yard Limits: Entire subdivision.

Rule 97 does not apply.

Train location reports not issued.

Maximum Wt: 200,000 lbs.

HARLAN SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	↓ SOUTH STATIONS ↑ NORTH		Station Numbers	Capacity of Sidings
372.5	0.0	FORT DODGE	ⓐ ⓑ	7180	..
		7.8	Y ⓐ ⓑ ⓓ		
380.3	7.8	MOORLAND ⊗ CNW	ⓓ	2690	49
		4.0			
384.3	11.8	ROELYN		7183	53
		4.5			
388.8	16.3	SOMERS ⊗ CRI&P	ⓐ ⓑ	7184	52
		9.4			
398.2	25.7	LOHRVILLE ⊗ CMST&P ⓐ		7186	..
		4.4			
402.6	30.1	WIGHTMAN		7187	..
		5.4			
408.0	35.5	LANESBORO		7188	..
		6.4			
414.4	41.9	LIDDERDALE		7189	..
		6.4			
420.8	48.3	CARROLL Y	ⓐ ⓑ ⓓ	0162	..
		17.1			
437.9	65.4	MANNING		0453	46
		11.2			
449.1	76.6	IRWIN		0463	..
		12.0			
461.1	88.6	HARLAN Y	ⓐ	7196	..

Yard Limits:
 MP 382.0—372.5
 MP 422.0—419.5
 MP 461.9—460.3

Rule 97 does not apply between Fort Dodge and Moorland. Authority to occupy main track between Fort Dodge and Moorland must be obtained from the operator at Fort Dodge or the train dispatcher.

Rule 99(c) applies between Carroll and Harlan.

At Fort Dodge trains may register by register ticket when office is open.

At Somers, train order signal displays flashing "Stop" or flashing "Clear" aspects, no changes in Rules 222(D) or 222(E) governing.

Authority to occupy Iowa Div. main track at Carroll must be obtained from train dispatcher at Boone.

Intermediate stations:

MP	Sta. No.
375.5 W. Ft. Dodge	2713
Connected at Both ends	
378.9 McDonald's	2713
Connected at South end	
393.1 Rinard	7185
Connected at South end	
429.3 Halbur	7191
Connected at South end	

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS

(In MPH)	
Maximum	35
MP 372.5—380.3	10
MP 373.6—Bridge 373.6	10
MP 380.3 C&NW crossing	Stop
MP 388.8 CRI&P crossing	Stop

MP 398.2 C&NW-CMSTP&P crossings	20*
MP 420.2—421.1 Street crossings	10*

*Indicates that restriction applies only until engine of train has passed limits of restriction.

MARSHALL SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	↓ NORTH STATIONS ↑ SOUTH		Station Numbers	Capacity of Sidings
226.6	0.0	TRACY	ⓐ ⓑ ⓓ ⓔ	1064	..
		7.0	ⓐ ⓑ ⓓ		
233.6	7.0	AMIRET		1066	..
		8.5			
242.1	15.5	MARSHALL JCT.	ⓐ	1068	..
		1.8			
243.9	17.3	MARSHALL ⊗ BN	ⓐ ⓑ	1068	..
		6.9			
250.8	24.2	GHEINT		1070	..
		5.7			
256.5	29.9	MINNEOTA	Y	1072	..
		4.5			
261.0	34.4	TAUNTON		1073	..
		5.8			
266.8	40.2	PORTER		1074	..
		7.2			
274.0	47.4	CANBY		1075	..
		4.9			
278.9	52.3	BURR		1076	..
		5.7			
284.6	58.0	GARY		1077	..

SPEED RESTRICTIONS

(In MPH)	
Maximum	10
MP 244.4 BN crossing	Stop
MP 226.5 Jct.	Stop

Yard Limits:

Entire subdivision.

All trains obtain Clearance at Tracy.

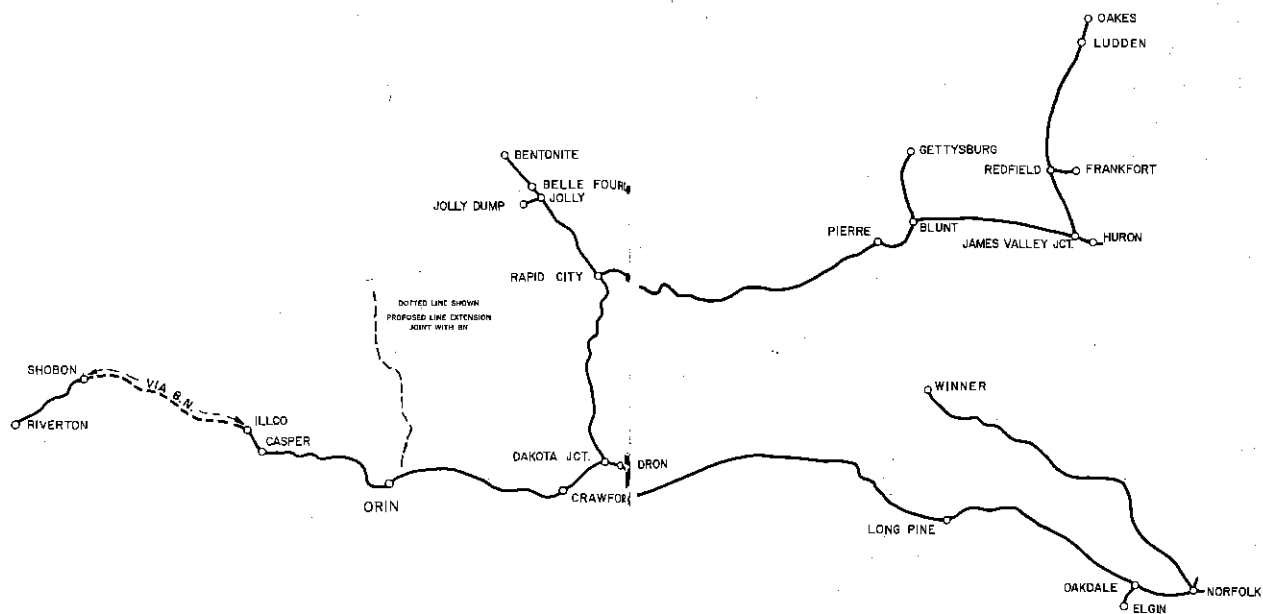
Rule 97 does not apply.

Normal position of junction switches:

Tracy—for Huron Subdivn.
 Marshall—for Marshall Subdivn.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.



WESTERN DIVISION

NORFOLK SUBDIVN—WESTERN DIVISION

WEST SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST
						SECOND CLASS
						358 Daily
No. 358 is superior to No. 355						
AM 2:00	81.8	0.0	NORFOLK ⓅⓉⓁⓀⓈⓈⓈⓈ	7001	...	PM A5:22
.....	82.3	0.5	Ⓢ UP ..... Ⓜ	.....	.....	.....
2:18	91.2	9.4	BATTLE CREEK Y Ⓢ	6068	72	5:04
2:32	98.4	16.6	MEADOW GROVE Ⓢ	6071	.....	4:50
2:42	103.7	21.9	TILDEN Ⓢ	6074	40	4:40
2:56	110.6	28.8	OAKDALE Y Ⓢ	6078	40	4:26
3:06	116.0	34.2	NELIGH ⓈⓈ	6080	.....	4:16
3:24	124.9	43.1	CLEARWATER Ⓢ	6084	87	3:58
3:44	135.1	53.3	EWING Ⓢ	6088	.....	3:38
4:10	147.8	66.0	INMAN Ⓢ	6093	.....	3:12
4:26	155.6	73.8	O'NEILL ⓈⓈ	6097	66	2:56
4:42	163.8	82.0	EMMET Ⓢ	6101	.....	2:40
5:02	173.6	91.8	ATKINSON Ⓢ	6104	73	2:20
5:22	183.2	101.4	STUART Ⓢ	6109	42	2:00
5:42	193.3	111.5	NEWPORT Ⓢ	6113	40	1:40
6:04	204.5	122.7	BASSETT Y Ⓢ	6117	75	1:18
A6:22 AM	213.6	131.8	LONG PINE Y ⓈⓈⓈⓈⓈ	6121	.....	1:00 PM

SPEED RESTRICTIONS (In MPH)

Maximum 40

Rule 99(c) applies.

Yard Limits:

Norfolk—MP 82.8
MP 90.2—92.0
MP 110.0—111.4
MP 203.6—205.4
MP 212.8—Long Pine

All trains obtain Clearance at Norfolk and Long Pine

Elgin Spur extends 10.3 miles Oakdale to Elgin (Sta. No. 6994). Maximum speed 10 MPH.

When UP-C&NW interlocking indication is at Stop a member of crew must ascertain that the absolute signal on UP route is at Stop and derails on UP route are in derailing position. Train or engine may then proceed on hand signal from a member of crew at the crossing.

Maximum Wt: 263,000 lbs. (except 210,000 lbs. on Elgin Spur.)

ALERT IS THE WORD

LONG PINE SUBDIVN—WESTERN DIVISION

WEST SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST
						SECOND CLASS
						358 Daily
MOUNTAIN STANDARD TIME No. 358 is superior to No. 355						
AM 9:00	213.6	0.0	LONG PINE Y ⓈⓈⓈⓈⓈ	6121	.....	AM A7:22
9:18	223.0	8.4	AINSWORTH Y Ⓢ	6126	25	7:04
9:28	228.0	13.4	SANDRIDGE Ⓢ	6127	.....	6:54
9:38	233.0	18.4	JOHNSTOWN Ⓢ	6131	32	6:44
10:00	243.7	29.1	WOOD LAKE Y Ⓢ	6135	.67	6:22
10:18	253.2	38.6	ARABIA Ⓢ	6138	.....	6:04
10:36	262.0	47.4	THACHER Ⓢ	6143	36	5:46
10:50	269.0	54.4	VALENTINE Y ⓈⓈⓈ	6146	84	5:32
11:12	280.8	65.7	CROOKSTON Ⓢ	6151	.....	5:10
11:34	291.5	76.4	KILGORE Ⓢ	6155	25	4:48
11:50	299.8	84.7	NENZEL Ⓢ	6159	.....	4:32
12:06	307.5	92.4	CODY Ⓢ	6162	80	4:16
12:32	320.8	105.7	ELI Ⓢ	6165	.....	3:50
12:54	332.0	116.9	MERRIMAN Y Ⓢ	6170	76	3:28
1:22	346.1	131.0	IRWIN Ⓢ	6176	.....	3:00
1:50	359.9	144.8	GORDON Y ⓈⓈ	6181	80	2:32
2:06	368.0	152.9	CLINTON Ⓢ	6185	.....	2:16
2:20	374.7	159.6	RUSHVILLE Ⓢ	6188	66	2:02
2:44	386.5	171.4	HAY SPRINGS Y Ⓢ	6193	67	1:38
3:02	395.6	180.5	BORDEAUX Ⓢ	6197	29	1:20
A3:22 PM	406.3	191.2	CHADRON Y ⓈⓈⓈⓈⓈ	6202	.....	1:00 AM

SPEED RESTRICTIONS (In MPH)

Maximum 40

Rule 99(c) applies.

Yard Limits:

Long Pine—MP 216.1
MP 222.3—223.5
MP 242.0—245.0
MP 268.4—271.0
MP 331.1—332.8
MP 358.8—361.0
MP 385.8—387.6
MP 404.4—Chadron

All trains obtain Clearance at Long Pine.

Westward trains will make a train inspection at Thacher.

Eastward trains will make a train inspection at Valentine.

Ainsworth: Stop and flag switching movements over Main Street.

Maximum Wt: 263,000 lbs.

CASPER SUBDIVN—WESTERN DIVISION

WEST				MOUNTAIN STANDARD TIME				EAST	
SECOND CLASS				STATION NUMBERS	CAPACITY OF SIDINGS	SECOND CLASS			SECOND CLASS
319						320			320
Daily except Fri & Sat	Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings	DAILY EXCEPT SUN & MON		Daily except Sun & Mon
PM 9:30	406.3		CHADRON	6202		PM 6:08			PM A5:58
			5.1 DAKOTA JCT. } Y	6205	69	PM A5:53			5:43
PM 9:45	411.5	0.0	10.3 WHITNEY	6209		5:28			PM
10:10	421.8	10.3	10.7 CRAWFORD Y ⊗ BN	6213	67	4:58			5:15
10:46	432.5	21.0	3.0 FT. ROBINSON	6215		4:51			4:39
10:53	435.5	24.0	7.5 GLEN	6218		4:33			4:16
11:11	443.0	31.5	17.4 HARRISON	6224	20	3:51			3:59
11:53	460.4	48.9	10.9 VAN TASSELL	6229		3:25			3:42
12:20	471.3	59.8	19.9 LUSK	6238		2:37			3:03
1:08	491.2	79.7	8.8 MANVILLE	6242		2:16			2:35
1:29	500.0	88.5	7.4 KEELINE	6245		1:58			1:45
1:47	507.4	95.9	8.8 LOST SPRINGS	6248		1:37			12:28
2:08	516.2	104.7	4.4 SHAWNEE	6250		1:26			12:23
2:19	520.6	109.1	11.4 ORIN	6255		12:59			12:06
2:47	532.0	120.5	14.2 DOUGLAS	6262		12:25			11:54
3:21	546.2	134.7	17.2 CAREYHURST	6271		11:44			11:31
4:02	563.4	151.9	11.3 GLENROCK	6276	28	11:17			11:15
4:29	574.7	163.2	6.7 PARKERTON	6278		11:01			10:57
4:45	581.4	169.9	13.6 STROUDS	6284	42	10:28			10:39
5:18	595.0	183.5	4.7 CASPER	6287		10:00 AM			10:30 AM
A5:46 AM	599.7	188.2	15.3 ILLCO	6295		AM			
	615.0	203.5	86.4						
Between Illco and Shobon C&NW trains and engines operate over BN and are governed by BN rules and timetable.									
	699.0	289.9	3.4 SHOBON Y	6315					
	702.4	293.3	22.3 SHOSHONI	6347	52				
	724.7	315.6	RIVERTON Y	6355					

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 411.4 Spring switch	10
MP 432.4—BN crossing	Stop
MP 598.0—615.0	10
MP 615.0—Jet, BN	Stop
MP 699.0—Jet, BN	Stop
MP 699.0—725.6	10

Yard Limits:

Chadron—MP 412.1
MP 431.7—433.4
MP 594.4—602.7
MP 699.0—699.5
MP 722.8—Riverton

Rule 97 does not apply between Chadron and Dakota Jct. and between Casper and Strouds.

Rule 99(c) applies.

All trains obtain Clearance at Chadron, Casper and Riverton.

Eastward trains must make train inspection at Harrison.

Train location reports (line-ups) not issued between Casper and Riverton.

Dakota Jct.: Normal position for wye switch on Casper Subdivision is for Casper Subdivision. Normal position for spring switch is for Rapid City Subdivision.

Maximum Wt:

Chadron—Crawford	263,000 lbs.
Crawford—Shoshoni	251,000 lbs.
Shoshoni—Riverton	220,000 lbs.

RAPID CITY SUBDIVN—WESTERN DIVISION

WEST				MOUNTAIN STANDARD TIME				EAST	
SECOND CLASS				STATION NUMBERS	CAPACITY OF SIDINGS	SECOND CLASS			SECOND CLASS
319 355						358 320			320
Daily except Fri & Sat	Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings	DAILY EXCEPT SUN & MON		Daily except Sun & Mon
PM 9:30	406.3	0.0	CHADRON	6202		PM A5:58			PM A6:08
			5.1 DAKOTA JCT. } Y	6205	69	5:43			5:53
A9:45 PM	9:15	0.0	12.0 WAYSIDE	6400		5:15			PM
	9:44	12.0	14.8 OELRICHS	6407		4:39			
	10:20	26.8	9.6 SMITHWICK	6411		4:16			
	10:43	36.4	7.2 ORAL	6414	48	3:59			
	11:01	43.6	7.0 BUFFALO GAP	6417		3:42			
	11:18	50.6	16.4 FAIRBURN	6423		3:03			
	11:57	67.0	11.7 HERMOSA	6427		2:35			
	12:25	78.7	18.4 RAPID CITY	6433		1:45			
	1:40	97.1	7.4 EVERIST			12:28			
	2:24	104.5	2.1 BLACKHAWK	6436	30	12:23			
	2:29	106.6	7.1 PIEDMONT	6439		12:06			
	2:46	113.7	5.2 TILFORD	6441	21	11:54			
	2:59	118.9	9.7 STURGIS	6447		11:31			
	3:22	128.6	6.7 WHITEWOOD	6451	39	11:15			
	3:38	135.3	7.4 ST. ONGE	6455		10:57			
	3:56	142.7	7.7 JOLLY	6458		10:39			
	4:14	150.4	3.7 BELLE FOURCHE	6459		10:30 AM			
A4:23 AM	154.1	159.2	20.6 BENTONITE	6460		AM			
	174.7	179.8							

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 411.4 Jct. switch	10
MP 95.1—105.0	10

Rule 99(c) applies except between Rapid City and Belle Fourche.

Yard Limits:

Chadron—MP 0.6
MP 42.6—45.0
MP 95.1—105.0
MP 126.2—129.7
MP 134.2—136.3
MP 150.0—Bentonite

EB trains obtain Clearance at Belle Fourche.

Trains must obtain a Clearance at Rapid City when train order office is open.

* There is no superiority of trains between Chadron and Dakota Jct. and between Rapid City and Everist.

Verbal permission from the train dispatcher at Chadron must be obtained for all train

and engine movements between Chadron and Dakota Jct. Westward movements must clear themselves to the train dispatcher when clear of this territory at Dakota Jct.

Rule 97 does not apply between:

Chadron and Dakota Jct., between Rapid City and Everist and between Jolly and Bentonite.

Dakota Jct.: Normal position for spring switch is for Rapid City Subdivision. Normal position for wye switch on Rapid City Subdivision is for Rapid City Subdivision.

Rapid City: Normal position of P.R.C. Subdivision Jct. switch is for Rapid City Subdivision.

Spur track extends 3.7 miles Jolly to Jolly Dump (Sta. No. 6457). Maximum speed 10 MPH.

Maximum Wt: 251,000 lbs. (except 220,000 lbs. on Jolly Dump spur).

WINNER SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
81.8	0.0	NORFOLK	①②③④⑤⑥⑦⑧⑨⑩	7001	..
	1.5	⑩ UP	⑤		
1.3	1.5				
6.7	6.9	HADAR		7005	
	7.5				
14.2	14.4	PIERCE		7009	
	8.8				
23.0	23.2	FOSTER		7013	
	8.3				
31.3	31.5	⑩ BN	⑤		
	0.2				
31.5	31.7	PLAINVIEW		7017	28
	10.3				
41.8	42.0	CREIGHTON	①②	7021	
	4.6				
46.4	46.6	WINNETOON		7024	
	7.3				
53.7	53.9	VERDIGRE		7028	
	11.1				
64.8	65.0	NIOBRARA		7033	38
	9.2				
74.0	74.2	VERDEL	Y	7037	
	7.2				
81.2	81.4	MONOWI		7041	
	7.1				
88.3	88.5	LYNCH		7045	
	5.7				
94.0	94.2	BRISTOW		7049	
	6.5				
100.5	100.7	SPENCER		7053	
	8.7				
109.2	109.4	ANOKA		7057	
	7.0				
116.2	116.4	FAIRFAX		7061	
	4.7				
120.9	121.1	BONESTEEL		7065	31
	7.6				
128.5	128.7	ST. CHARLES		7069	
	5.2				
133.7	133.9	HERRICK		7072	
	6.6				
140.3	140.5	BURKE		7076	
	8.4				
148.7	148.9	GREGORY	①②	7077	
	4.6				
153.3	153.5	DALLAS		7080	
	10.5				
163.8	164.0	COLOME		7083	
	10.9				
174.7	174.9	WINNER	①②③④	7085	50

SPEED RESTRICTIONS
(In MPH)
Maximum 10
MP 0.0 Jct. switch . . . Stop
MP 1.3 UP crossing . . . Stop
MP 31.3 BN crossing . . . Stop

Yard Limits:
Entire Subdivision

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Norfolk: Normal position for Jct. switches are for Norfolk Subdivn.

Norfolk: Stop and flag Norfolk Ave. and Fourth St.

Winner: Eastward movements over Main St. must be protected by a member of crew.

Maximum Wt: 210,000 lbs.

P.R.C. SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	MOUNTAIN STANDARD TIME		Station Numbers	Capacity of Sidings
		WEST	EAST		
480.5	0.0	PIERRE	①②③④⑤⑥⑦⑧⑨⑩	1260	110
	3.9		Y		
484.4	3.9	FT. PIERRE		9501	
	18.9				
503.3	22.8	WENDTE		9511	
	9.6				
512.9	32.4	VAN METRE		9516	49
	10.5				
523.4	42.9	CAPA		9521	
	9.8				
533.2	52.7	MIDLAND		9526	44
	26.5				
559.7	79.2	PHILIP	①②	9541	44
	13.7				
573.4	92.9	COTTONWOOD		9546	
	11.2				
584.6	104.1	QUINN		9551	
	6.4				
591.0	110.5	WALL Y	⑩	9556	44
	14.0				
605.0	124.5	WASTA		9561	33
	10.3				
615.3	134.8	OWANKA		9566	
	13.7				
629.0	148.5	UNDERWOOD		9571	
	11.6				
640.6	160.1	BOX ELDER Y		9576	51
	8.5				
649.1	168.6	⑩ CMSTP&P	⑤		
	2.2				
97.1	170.8	RAPID CITY	①②③④⑤⑥⑦⑧⑨⑩	6433	

SPEED RESTRICTIONS
(In MPH)
Maximum 30
MP 482.5-483.1 10
MP 649.1 CMSTP&P crossing . . . Stop
MP 649.2 Jct. switch Stop
Rule 99(c) applies.

Yard Limits:
Pierre to MP 485.3
MP 590.2-591.8
MP 640.0-641.2
MP 648.1-Rapid City
All trains obtain Clearance at Pierre and Rapid City
Rapid City: Normal position for Jct. switch is for Rapid City Subdivn.
Maximum Wt: 210,000 lbs., except tank cars containing helium weighing 238,000 lbs. are authorized between Rapid City and Box Elder.

PIERRE SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
362.8	0.0	HURON	①②③④⑤⑥⑦⑧⑨⑩	1228	..
	0.7		⑩		
363.5	0.7	⑩ BN	Y. ④		
	3.5				
367.0	4.2	JAMES VALLEY JCT.	①		
	9.1				
376.1	13.3	WOLSEY Y		1230	46
	0.3				
376.4	13.6	⑩ CMSTP&P	④		
	11.1				
387.5	24.7	WESSINGTON		1233	28
	5.7				
393.2	30.4	VAYLAND		1234	..
	7.2				
400.4	37.6	ST. LAWRENCE		1236	..
	2.5				
402.9	40.1	MILLER	①②	1237	68
	10.5				
413.4	50.6	REE HEIGHTS		1239	..
	11.8				
425.2	62.4	HIGHMORE		1242	45
	7.8				
433.0	70.2	HOLABIRD		1243	..
	7.0				
440.0	77.2	HARROLD		1245	45
	12.8				
452.8	90.0	BLUNT Y	①⑩	1248	57
	8.2				
461.0	98.2	CANNING		1251	..
	19.5				
480.5	117.7	PIERRE Y	①②③④⑤⑥⑦⑧⑨⑩	1260	..

SPEED RESTRICTIONS
(In MPH)
Maximum 30
MP 363.5 within interlocking limits 10
MP 376.4 within interlocking limits 10
Rule 99(c) applies.

Yard Limits:
Huron-MP 367.0
MP 375.6-376.3
MP 451.5-453.3
MP 479.0-Pierre

All trains must obtain Clearance at Huron and Pierre.

Rule 97 does not apply between Huron and James Valley Jct.

James Valley Jct.: Normal position of Jct. switch is for Pierre Subdivision.

Blunt: Normal position for Jct. switches is for Pierre Subdivision.

Maximum Wt: 251,000 lbs.

OAKES SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
4.0	0.0	JAMES VALLEY JCT. Y	①		
	8.1	BROADLAND		1280	
22.0	18.0	HITCHCOCK		1282	
37.7	33.7	⊗ CMSTP&P	Ⓐ		
40.2	36.2	REDFIELD Y	ⓁⓄⓈ	1287	
50.2	46.2	ATHOL		1288	
60.6	56.6	NORTHVILLE		1289	
66.5	62.5	MANSFIELD		1290	
79.5	75.5	⊗ CMSTP&P	Ⓐ		
82.4	78.4	ABERDEEN	ⓁⓄⓈ	1293	41
82.6	78.6	⊗ BN—CMSTP&P	Ⓐ		
90.8	86.8	ORDWAY		1294	
96.6	92.6	COLUMBIA		1295	
108.4	104.4	HOUGHTON		1296	
117.1	113.1	HECLA		1297	
126.0	122.0	LUDDEN		1298	
127.4	123.4	LUDDEN JCT.	①		
134.6	130.6	⊗ SOO LINE	Ⓢ		
135.1	131.1	OAKES	ⓁⓄⓈ	1299	25

SPEED RESTRICTIONS (In MPH)

Maximum 30
 MP 4.0 Jct. switch . Stop
 MP 37.7 CMSTP&P cross-
 ing 20
 MP 79.5 CMSTP&P cross-
 ing 20
 MP 82.1 6th Ave. cross-
 ing 10
 MP 82.6 BN-CMSTP&P
 crossings 20
 MP 134.6 Soo Line cross-
 ing Stop

Yard Limits:

MP 4.0—5.5
 MP 38.4—41.2
 MP 80.5—83.4
 MP 127.0—Oakes

Rule 99(c) applies.

All C&NW trains obtain
 Clearance at Huron and
 Oakes.

Rule 97 does not apply
 between Ludden Jct. and
 Oakes.

BN trains and engines oper-
 ate over C&NW between
 Ludden Jct. and Oakes.

James Valley Jct.: Normal
 position for Jct. switch is
 for Pierre Subdivn.

Ludden Jct.: Normal posi-
 tion for Jct. switch is for
 Oakes Subdivn.

Frankfort Spur—extends
 10.7 miles Redfield to
 Frankfort (Sta. No.
 1098). Max. speed 10
 M.P.H. Automatic
 C&NW CMSTP&P inter-
 locking on spur track at
 Redfield.

Maximum Wt:

James Valley Jct.—Red-
 field 263,000 lbs.
 Redfield—Oakes
 210,000 lbs.
 Frankfort Spur
 210,000 lbs.

GETTYSBURG SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
115.1	0.0	BLUNT	ⓁⓄⓈ	1248	57
99.5	15.6	ONIDA	ⓁⓄⓈ	1418	
89.8	25.3	AGAR	Y	1421	
83.6	31.5	GORMAN		1423	
74.8	40.3	GETTYSBURG		1197	

SPEED RESTRICTIONS (In MPH)

Maximum 30

Rule 97 does not apply.

Blunt: Normal position of
 Jct. switches is for the
 Pierre Subdivision.

Yard Limits:

Entire subdivision.

Maximum Wt: 178,000 lbs.

ADDITIONAL SPEED RESTRICTIONS AND ENGINE RESTRICTIONS

(A) The speed of a train or engine moving through a crossover, turnout or to diverging route at a junction, must not exceed 10 MPH unless otherwise provided.

(B) **SCALE TEST CARS:** Maximum permissible speed is 30 MPH, lower speeds for specific subdivisions will be specified by General Order. They will be handled only upon instructions from Chief Train Dispatcher. All such cars are to be placed next to caboose. Exception CNWX 263627 is not restricted in speed.

WRECKING DERRICKS: Maximum permissible speed is 35 MPH, lower speeds for specific subdivisions will be specified by General Order. Wrecking derricks will be handled only upon instructions from Chief Train Dispatcher. Location of wrecking derrick in train handling will be as directed by wrecking foreman, the boom must be trailing and counterweight leading.

Wrecking derrick consists will be handled only ALONE. Should a situation arise that would cause serious problems in the handling of a wrecking derrick consist alone, it may be handled in a freight train when specifically authorized by our Operations Control Center at Chicago.

Wrecking derrick consists may consist of more than one wrecking derrick and attendant cars such as kitchen cars, tool cars, panel rail and etc. When returning from a derailment it may also include bad order cars.

(C) Jordan ditchers or flangers moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 MPH.

(D) When any loco, crane, pile driver or derrick other than a wrecking derrick is moved on its own wheels in any train, the boom must be trailing and counterweight leading. Pile driver leads must be folded back and secured. The cotter key or nut at the bottom of the center pin in the trailing truck of these machines must be removed, when truck is so equipped: such machines must be placed next ahead of caboose and trains handling must not exceed 30 MPH.

(E) Trains handling ore and/or ore cars must not exceed speeds indicated:	MPH
Ore cars loaded with any commodity	30
Empty ore cars	40
Hopper or gondola cars loaded with ore	40

Exceptions:

CNW series 110500 to 110606 inc. are not restricted in speed, loaded or empty.

Trains handling all ore or handling 50 or more ore and using a brake pipe feed valve pressure of 85 lbs. may operate at a maximum speed of 40

Trains handling all empty ore cars or handling 50 or more empty ore cars may operate at a maximum speed of 50

(F) Trains handling loaded ballast, sand or gravel in other than ore cars must not exceed 40

Exceptions:

"Magor" air dump cars CNWX series 11715 to 11913 inc., odd numbers must not exceed 45
(Empties are not restricted as to speed)

CNWX series 201400 to 201499 and 201527 to 201626 inc. may be operated at a maximum speed of 50
(Empties are not restricted as to speed)

Divisions using other restricted cars in local ballast service will establish speed restrictions by General Order.

(G) Coal and grain trains and trains handling 50 or more cars of coal or grain and using a brake pipe feed valve pressure of 90 lbs. may operate at a maximum speed of 50

In addition, unless otherwise provided, trains and engines handling the above coal and grain must not exceed a speed of 05
five MPH on any track other than a main track.

(H) Unless otherwise provided, a train or engine moving against the current of traffic in double or three or more track territory must move at RESTRICTED SPEED, and must not exceed 10 MPH through turnouts and over highway crossings, including crossings equipped with automatic signal protection.

(I) Where a speed lower than those shown above is prescribed, it will govern.

(J) Trains handling yard engines in tow must not exceed 35 MPH.
Engines handled idling or dead in tow, not a part of engine consist, must be handled as follows:

- a. Units may be handled next to engine handling train.
- b. When more than one unit, other than F units, is handled in tow, additional units must be separated by not less than five cars other than flat cars and not more than 25 cars from engine handling train.

When shoving cars or backing train all units in excess of three must be isolated to avoid derailment or jack-knifing of cars or units except when entire engine consist is made up of F units. When entire engine consist is made up of F units all units in excess of six units must be isolated. Units working power must be the units coupled to cars. Leading units will be isolated.

When a unit, other than an F unit, is being handled idling or dead in tow immediately behind the units handling train, it must be counted as one of the three units next to train when shoving cars or making a backup movement with train whether or not power is used on that unit for making backup movement.

TR-2 type engines 58 (AB) to 66 (AB) inc. must not be towed in trains without authority from Chief Train Dispatcher. When handled in tow switching movements must not be made.

(K) Unless otherwise provided:

GP-30 units 802-823 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 11 inches ATR at 10 feet wide.

GP-35 units 824-866 inc. and ALCO units 401-404 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 3 inches ATR at 10 feet wide.

SD-40 units 867-896 inc. and 921-929 inc., SD 45 units 901-920 inc. and 937-977 inc., G.E. units 930-936 inc., SD-40-2 units 6801-6890 inc., must not be operated on trackage approved for cars having a gross weight of less than 263,000 lbs. or less than 15 feet 6 inches ATR at 10 feet wide.

Unless otherwise provided, Alco units, type C-628, No's. 6701-6730 inc., must not be operated on trackage approved for cars having a gross weight of less than 315,000 lbs. or less than 15 feet 6 inches ATR at 10 feet wide.

**CONSOLIDATED CODE OF OPERATING RULES
(Revisions, Additions and Deletions)**

Positive Block - Definitions:

POSITIVE BLOCK-Where only one train is allowed in a block.

POSITIVE BLOCK IN ADVANCE OF MOVEMENT-Where no train or engine is allowed in a block in advance of a specified movement.

(1) When a train or engine is moved under positive block in advance of movement, authority for the movement must not be issued until the train dispatcher is assured that the block to and including the last named station in advance of the movement is clear.

(2) No train or engine may occupy the track upon which the movement is to be made at any point within the block to and including the last named station in advance of a train or engine moving under positive block protection.

(3) When practicable, authority for movement under positive block protection must be given by train order; the train order must first be issued to other trains and engines affected and to operators on duty.

(4) When not practicable to issue train order authority for movement under positive block protection, verbal authority will be given and instructions must be repeated by conductor or engineer to insure correct understanding. Before issuing verbal authority, the train dispatcher must issue verbal instructions to other trains and engines affected, and to operators on duty, and instructions must be repeated to insure correct understanding.

Spur Track - Definition:

A segment of track designated by timetable or general order, entirely within yard limits, upon which movements not authorized by timetable, or by train order, may be made at Restricted Speed, subject to the prescribed signals, rules, special instructions and speed restrictions.

Rule G (Addition)

Except as otherwise provided below, employees are prohibited from reporting for duty or being on duty or on company property while under the influence of, or having in their possession while on duty or on company property, (1) any drug the possession of which is prohibited by law; (2) any drug belonging to the generic categories of narcotics, depressants, stimulants, tranquilizers, hallucinogens, or anti-depressants; or (3) any drug assigned a registration number by the Federal Bureau of Narcotics and Dangerous Drugs in category (2).

It is permissible for an employe to take and use a drug coming within categories (1), (2) and (3) above as medication for treatment of chronic health problems or temporary illness provided that when medication is prescribed by a licensed medical doctor the employe obtains from the doctor a written statement (which, upon request, will be submitted by the employe to his supervisor) certifying that in the doctor's opinion the medication prescribed does not adversely affect the employe's ability to safely perform his duties with the company.

Rule M (3rd para. revised)

Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

Rule M (Addition)

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies or fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom.

Whip guard installations indicate one or more overhead obstructions ahead that are less than 22 feet above top of rail and will not clear a man riding the top of a car.

Employes in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employes must be seated in seats so equipped and safety seat belts must be securely fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

Rule 2

The following wrist watches are designated as authorized watches:

Ball, trainmaster	Bulova, Accutron Railroad model
B.W. Raymond, Elgin, stem-wind railroad model	Bulova, Accutron "218" Railroad model
	Bulova, "218" Astronaut Mark IV

Rule 6 and 6(A) (Revised)

The letters, symbols and abbreviations used in this timetable are shown on the inside of the front cover.

Rule 8(k)

Conductors or trainmen giving lantern signals as prescribed by Rules 8(a) through 8(g) to direct the movement of wrecking equipment at the scene of an accident will use a yellow light

when giving signals to the engineer. Yellow lantern bulbs will be supplied by and returned to the wrecker foreman.

Rules 12, 14, 14(A) and Train Order Form Y.

Flags and lights prescribed by Rules 12, 14, 14(A) and train order Form Y will be displayed as follows:

- (a) ON SINGLE TRACK.—To the right of the track as viewed from an approaching train or engine in both directions.
- (b) ON DOUBLE TRACK AND TWO MAIN TRACK CTC.—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.
- (c) ON THREE OR MORE TRACKS.—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; for inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

Exceptions:

1. Where the condition to be protected would normally require the yellow flag or yellow-red flag to be placed between the main track and siding, the flag must be placed in advance of the siding switch.
2. Where the condition to be protected would normally require the red flag or red light to be placed between the main track and the siding, the red flag or red light must be placed between the rails of the main track.
3. Where the end of the restriction would normally require the green flag to be placed between the main track and siding, the flag must be placed beyond the siding switch.
4. Yellow flags or yellow-red flags must not be placed less than two (2) miles in advance of the point of the restriction.
5. The flags prescribed by Rules 12, 14, and 14(A) must not be placed where other cars or trains could prevent them from being seen from an approaching train or engine.
6. When a track condition is protected by train order and by a yellow or yellow-red flag, the train may resume speed when the train order has been fulfilled even though a green flag may not be displayed at the end of the restriction. The proper display of flags and lights is required.

Procedure to be followed in the application of Rules 14 and 14(A) and Form Y train order is described on the back cover of this timetable.

Rule 15 (Addition)

Regardless of any local ordinances restricting or prohibiting the sounding of the engine whistle or horn, the whistle or horn shall be sounded when vehicles or pedestrians are seen approaching the right of way; when two or more trains are meeting or passing in the vicinity of crossings at grade; for train communication; when view is restricted by weather, curvature of track, or any other unusual conditions, or when a situation of danger or potential danger arises which may be lessened or eliminated by the sounding of the horn or whistle. The whistle must be sounded when persons are observed on the right-of-way, or crossing the track(s), or walking (in either direction) on the track of the approaching train or on adjacent or nearby tracks. The whistle must be sounded sufficiently in advance to provide adequate warning.

Rule S-71 (Addition)

Superiority as between opposing trains of the same class and authorized exceptions to this rule are indicated at the top of the station column of subdivisions on which scheduled trains are operated.

Rule 83(B) (Addition)

Rule 83(B) does not apply at initial subdivision station when same is not a train order office or the office is closed.

Rule S-90 (Addition)

On trains equipped with radio, and it is practicable to do so, crew members on rear of train must communicate with the engineer at least one mile prior to arrival at the meeting or waiting point.

Rule 93 (New)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers* or in case of failure to clear first class trains as required.

All trains and engines must move within yard limits on any track other than a main track at restricted speed.

Second and third class trains, extra trains and engines must move within yard limits on main track at reduced speed not to exceed 30 MPH, unless the main track is known to be clear.

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at restricted speed.

*The word "passengers" means revenue passengers in passenger-carrying equipment only.

Note — Where ABS System rules are in effect, "Known to be clear" includes when track is known to be clear by signal indication.

Rule D-97 (New)

Unless otherwise provided, extra trains except work extras will be operated with the current of traffic without Form G train orders. Work extras must be authorized by Form H train orders. In CTC territory Rule 271 applies.

Rule 99 (Exceptions and Additions to Note)

1. Within the State of Illinois when a train makes an unscheduled stop or unusual slow-down in ABS or ATC territory or within interlocking limits, protection against following trains on the same track must be provided as prescribed by Rule 99 when the train making an unscheduled stop or unusual slow-down is unable to communicate, either directly or through the train dispatcher or other qualified employe, with a following train entering or moving in the same block. Within yard limits, Rule 93 (New) applies.
2. Protection against following trains on the same track, as prescribed by Rule 99, must be provided on the Harvard Subdivision and between Chicago and Kenosha on the Kenosha Subdivision of the Wisconsin Division, and on the Geneva Subdivision of the Illinois Division. Within yard limits, Rule 93 (New) applies.

Following is applicable in all ABS and ATC territory:

When a train makes an unscheduled stop or unusual slow-down a member of the crew must, if practicable, either directly or through the train dispatcher or other qualified employe, communicate with a following train entering or moving in the same block. Information communicated must be accurate but must be regarded as information only and in no way relieves employes from complying with applicable rules.

The "Note" to Rule 99 relates specifically to protection against following trains on the same track in ABS or ATC territory. Flag protection under circumstances required by other rules and special instructions must be provided.

Rule 99(c) (New)

Protection against following trains as required by Rule 99 is not necessary on subdivisions or portions of subdivisions designated in the timetable. In such cases the following notation is made on the subdivision page: "Rule 99(c) applies".

If it becomes necessary to operate a following train when there is still a train in the territory, the train ahead must be instructed to protect against the following train by the following form of train order addressed to both trains: "Extra 1709 West protect against Extra 1707 West between _____ and _____ after 1015 AM". If it is not practicable to contact the train ahead, the following train must be given a train order in the following form: "Extra 1707 West protect against Extra 1709 West occupying main track between _____ and _____ without flag protection". When trackage is designated as being within yard limits, Rule 93 (New) will govern.

Rule 99 and Rule 515 — ABS and ATC Territory

In the application of the provisions to the note to Rule 99 and Rule 515, when a train or engine stops in a territory where an ATC or ABS system is in effect (except CTC where CTC rules apply), and because certain operating conditions require a reverse move to be made, such reverse move must be first protected as prescribed by Rule 99. Full flag protection must be provided in advance of the movement unless authority by the Train Dispatcher is obtained.

This authority for a reverse movement by Train Dispatcher may be authorized only when it is known there is no conflicting movement, and all trains and engines within the territory have been advised to protect against such movement. All of these movements must be made at restricted speed.

Business cars: (Protection of — Rule 99)

Trains and engines handling occupied business cars will be governed by the following in the application of Rule 99:

Occupied business cars are to be treated in the same manner as an occupied caboose.

If added protection becomes necessary it will be authorized and provided for by Form "Z" train order (Relief of flag protection).

Rule 101(C) (Revised)

Unless otherwise authorized, diesel engines must not be moved through water more than 3 inches above top of lower rail. Diesel engines operating through water must not exceed 5 MPH.

Rule 102 (Addition)

When a drawbar fails and is extracted from the car, the train must not be moved until the drawbar is found and removed from between the rails or, if it is not found, it is ascertained that it is safe for the train to proceed.

Rule 102(C) (New)

When the return movement is more than one mile, torpedoes must be placed a sufficient distance in advance of the detached portion of the train regardless of restriction to view or visibility and, in addition, when the return movement is made with the engine only, it must be controlled from the leading unit of the engine consist (in the direction of movement) when practicable.

Rule 103(E)

Rule 103(E) does not apply on C&NW.

Rule 103(F)

Crossing protection controls are actuated by trains, engines or cars occupying the track for a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching, such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement or the device will be reactivated.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Some protected crossings are provided with manual control push buttons which are contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc. In two or more track territory the boxes are marked to correspond to the track which they control.

When train or engine movement has actuated the device and conditions require and warrant releasing highway traffic, the RED push button (for track involved) marked "RAISE" may be used to stop the devices from operating. Whenever the RED "RAISE" button has been used a crew member must remain at the control box until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

Rule 104(A) (Addition)

When a train or cars have been standing unattended over a switch not protected by a switch lock, before the train or cars are moved against the facing points of the switch inspection must be made to ascertain that the switch is properly lined for the route being used.

Rule 104(G) (Addition)

Unless specifically authorized, engines must not be operated over live rails of scale tracks.

Rule 104(J)

Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow post will identify the location of fouling point.

Rule 104(K)

A train, engine or cars on siding or other track must stand clear of the fouling point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the fouling point.

Rule D-107

See special instructions under Chicago Division regarding application of Rule D-107 on the Kenosha, Harvard and Geneva Subdivisions.

Rule 109 (Addition)

General Orders supersede any special instructions or rules (except train orders) with which they conflict.

General Orders and Special Orders will be numbered consecutively on each division beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

General Orders, Special Orders, bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

Rule D-151

Unless otherwise provided, in double track territory trains must keep to the left.

Rule 200 (Addition)

The title "Division Manager" or "Manager Suburban Operation" will be the equivalent to "Superintendent" in the application of operating rules, general and special orders, train orders, clearances and all other instructions and advices.

Rule 207(A)

Train orders when copied on typewriter must be immediately removed therefrom and placed in clip-boards.

Train orders must be kept unconcealed at all times and each one kept in a clip-board.

Rule 213(A)

Handing up train orders and messages to moving trains, and engines by hand only is prohibited. Train order delivery forks must be used for this purpose. When a train order is to be handed up to a moving train or engine it must be done, when practicable, from the platform side and not from between tracks.

Rule 221(A)

In ABS and ATC territory, unless otherwise provided, at interlockings that do not have a train order signal, a red disc or red flag by day or red light by night, so placed at the interlocking that it can be seen from an approaching train will be used in lieu of a train order signal. When the red disc, red flag or red light is displayed, trains and engines must stop for train orders, unless Clearance is received. When delivering train orders and clearances, in this manner, a Restricting indication as prescribed by Rule 240N, will be used to advance train or engine to the point of delivery when possible.

Rules 222(D) and 222 (E) (Addition)

Color light train order signals must be lighted continuously, day and night, when train order office is open or closed. Semaphore type train order signals must be lighted at night or when visibility is restricted by weather conditions when train order office is open. Semaphore type train order signals will not be lighted when train order office is closed.

Rule 225

Upon the arrival of a train at a closed telephone station where a train is to be met or passed, if it is not in sight, the conductor must immediately communicate with the train dispatcher and report arrival of his train, giving his name, designation of train or engine, and name of station or siding.

Rule 240P

The indications of the markers shown in Rule 240P apply only when the signal to which they are attached displays a Stop and Proceed aspect as shown in Rule 240B.

Rules 280 to 282(A)

HAND OPERATED SWITCHES EQUIPPED WITH ELECTRIC SWITCH LOCKS

Hand operated main track switches in CTC territory, unless otherwise provided, are equipped with electric lock. Such switches must not be unlocked nor padlocks removed except on instructions from the train dispatcher and these instructions must be repeated to insure correct understanding. When movement is not made immediately after receiving instructions, permission must again be obtained before unlocking the switch or making the movement. The padlock must not be inserted in electric lock until use of the switch is completed unless necessary to lock the switch for another movement on the main track.

When a train or engine is occupying the main track and it is desired to operate a switch equipped with electric switch lock for movement from main track to siding or crossover to an adjacent main track the leading truck of engine or car must be less than 75 ft. from switch.

Rule 512(A)

A switch must not be opened to a main track when the semaphore arm is horizontal or the disc is visible in the indicator at the switch, except under flag protection. Flag protection must be provided when moving to the main track at a switch not equipped with an indicator or signal governing movement to the main track.

Rule 605(B) (New)

In automatic Block Signal System (ABS) territory, interlocking absolute signals are also used as automatic block signals and govern the block beyond interlocking limits, ABS rules govern in addition to interlocking rules (in CTC territory CTC rules apply).

Rule 605(C) (New)

When blocking the crossing cannot be avoided at a crossing protected by signals, trains, engines or cars must not be left standing within the interlocking limits unless at least one car is between the insulated joints at the crossing and the insulated joints at the absolute signal.

At manually controlled interlockings, before clearing the route or a conflicting movement, the control operator must assure himself that the last movement has been completed through the interlocking or through that portion of the interlocking affected.

Rule 606 (Addition)

When a train or engine has stopped for a signal displaying a Stop indication at a manually controlled interlocking, and the control operator gives a proceed signal with a yellow flag or yellow light after examining the route to be used and ascertaining it is safe for the movement, it is not necessary for a member of the crew to communicate with the control operator if the crew member is positive that the signal given is for his train or engine.

Rule 614

The direction of a movement through an automatic interlocking must not be changed unless at least one unit or one car of the movement remains within the interlocking limits. If less than one unit or one car remains within the interlocking limits, the direction of the movement must be continued until rear of movement passes the absolute signal. A return movement into the interlocking limits must be made only on proper signal indication, except as provided by Rule 613.

Rule 713(F)

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employes can make repairs.

Rule 713(G)

All employes unless otherwise directed who are working on or about the tracks when trains pass their work locations are required to inspect passing trains. They must be on the lookout for brakes sticking, hot journals, dragging equipment, sliding wheels, indication of fire, lading shifted over side or end of car or any protruding objects, including car doors or any other dangerous condition requiring immediate action. The employee will immediately communicate in some manner either via radio or proper hand signal regarding the condition of the train being inspected. If radio communication is used, the following examples apply:

1. CNW No. (or CNW Extra) at (Location), this is (title), (Name), you look good to me/us on _____ side(s). Proceed.
2. (Title), (Name), to CNW No. (or CNW Extra) at (Location), you have (trouble suspected) about _____ car lengths from engine/waycar in your train on the _____ side.

Where radio communication is not acknowledged by the crew of the passing train or is not available, hand signals will be used as shown below.

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

- | | | |
|-----------------|---|--|
| Hot journals | } | By Day -Nose held with one hand and the other hand pointed toward passing train. |
| | | By Night-Lamp swung vertically in a small circle. |
| Brakes sticking | } | By Day -Hands shoved in sliding motion out from body. |
| | | By Night-Same signal with lamp. |

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible. If nothing irregular is noted, proceed signal must be given to rear end of passing train. Train dispatcher must be immediately notified of any instance in which a train crew fails to exchange signals.

Rule 714 (Revised)

When car with hot box is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

When a car placarded "DANGEROUS" or "EXPLOSIVE" is found to have a warm or overheated journal, the car must be set out, regardless of whether the car is equipped with

friction or roller-bearing trucks, or whether the warm journal is discovered by observation, inspection, or by operation of a hot box detector. When a car is inspected to determine if it has a warm journal it must at that time be checked to ascertain if the car is placarded "DANGEROUS" or "EXPLOSIVES"

HOT BOX DETECTORS

Detectors have been installed at strategic locations to give warning of hot journals, sticking brakes and/or hot wheels on cars and engines in passing trains. The following instructions prescribe the procedures to be followed when the detector indicates abnormal temperature. Conscientious compliance with applicable rules and special instructions on the part of train dispatchers, crew members and other employees concerned will aid in realizing our objective in the use of detectors, i.e., the elimination of derailments and accidents resulting from defective equipment.

Rule 714(A) Location and Use of Detectors and Indicators

The location of hot box detectors and indicators are shown in subdivision instructions.

Engine or train brakes must not be applied while passing detectors unless absolutely necessary.

When the detector reveals a passing car or engine to be in distress the train dispatcher will cause the indicator to display one of the following aspects:

1. A steady lunar light (on a single light indicator).
2. Three lunar lights in a horizontal row.
3. A rotating light on, at or near the detector booth.
4. A Restricting or Stop indication on a controlled signal used in lieu of an indicator.

When these aspects are observed the speed of the train must be immediately reduced to 10 MPH and must not be increased until the train has stopped for inspection.

When the indicator displays one of the following aspects:

1. A fast flashing lunar light** (on a single light indicator)
**180 flashes per minute.
2. Three lunar lights in a vertical row.
3. The rotating unit is not illuminated.

This indicates that no distress condition was detected.

At locations where single lunar light indicators have been modified to display three aspects (location specified by general order) the following will apply:

Aspects	Indication
Steady lunar light	Stop
Slow flashing lunar light*	Proceed as per special instructions
Fast flashing lunar light**	Proceed
* 60 flashes per minute	
**180 flashes per minute	

When a "slow" flashing light is displayed it will indicate that train has several sticking brakes and/or hot wheels that are not serious at this time. Proceed in accordance with Rule 713(C), doing what you can to release brakes.

When a restrictive indication is observed, a member of the crew must as promptly as possible communicate with the train dispatcher for instructions.

When the tape associated with the detector indicates an abnormal condition, the train dispatcher will, if practicable, communicate by radio with crew of train involved. If length of the deflection (pip) warrants, the train dispatcher will instruct the crew to stop train immediately for inspection.

After train is stopped for inspection, it must not be moved unless safe to do so, as per Rule 713(C). This must be determined either by visual inspection or through communication between a crew member and train dispatcher.

After passing detector locations, crew members must be on the alert for radio communication from train dispatcher.

Head end and rear end crew members must be on the lookout for and continue to observe the indicator lights until the entire train has passed the indicator, if practicable, and must take whatever action may be required.

After train has passed the indicator engineer must carefully note the train line air gauge for any indication that the train brakes are being applied from the caboose, and must take appropriate action accordingly.

Rule 714(B) Locating Car in Distress

When a train is stopped for inspection in response to the hot box indicator or information received from the train dispatcher, a member of the crew must report the location of the journal in distress . . . facing the handbrake end of the car the journals are identified as L-1, L-2, L-3 and L-4 on the left-hand side of the car, and R-1, R-2, R-3 and R-4 on the right-hand side.

The journal in question, whether it is found to be warm but moveable, or if necessary to set the car out, should be identified by an "X" chalk-marked on the journal box cover or, in the case of a roller-bearing car, on the end of the axle. It is not necessary to identify those journals on which no abnormal condition is noted.

When the detector tape reveals an abnormal journal condition it must be noted by the train dispatcher and recorded on the daily hot box detector summary wire report, together with the journal location as reported by the crew member.

On interdivisional trains, when it is known that a car has a journal warm but moveable, information to this effect must be relayed by the train dispatcher of the division on which the condition was found to the dispatcher of the division to which the train is moving.

Rule 714(C) Steps to be Followed in making Inspection

1. The wheel report or train list must not be depended upon to locate the car in distress. It must be located by actual physical count of cars behind the engine or ahead of the caboose.
2. Visually inspect the entire truck for obvious mechanical defects, such as broken bolster, broken truck side, loose wheel, fouled brake rigging, brake set, sticking brakes, etc.
3. Feel the journal box or roller bearing adapter with a gloved hand. If either is noticeably hotter than adjacent boxes or adapters, set out the car unless it can be moved safely.

4. For friction bearings, if the journal box is not noticeably hotter, open the lid and inspect the journal for heat. If the journal end is noticeably hotter than the adjacent journal ends, set out the car unless it can be moved safely.
5. If no unusual heat has been found by previous steps, feel the hub of the wheel with a gloved hand. If this is noticeably hotter than adjacent hubs, check for fouled brake rigging, or defective brake parts. If cause of overheating cannot be corrected, set out the car unless it can be moved safely. If the hub does not seem too hot when felt with a gloved hand, feel the hub carefully with a bare hand.
6. If no unusual heat can be found by the above steps, check all journals of that car, the two cars immediately ahead of, and the two cars to the rear of the original car. Only those journals on the indicated side of the car(s) need be checked.
7. Even if no indication of heat can be found, the car should be watched carefully if left in the train. The detectors are sensitive enough to catch trouble which is just beginning and which may not be found by the steps above.
8. After all the required steps have been taken, notify the train dispatcher, indicating the car initial and number, location in train, findings, and action taken. This must be done even if no trouble can be located.
9. If inspection of car reveals no defect, and the same car produces a distress reading over a subsequent detector, the second inspection must be made by the CONDUCTOR, regardless of position of the car in the train, and the conductor must assure himself regarding condition of the car.
10. In the event the hot box detector indicates an abnormal condition on a diesel unit, 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 the 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. It is possible, with certain locomotives, to cut out the traction motor on the axle involved, and thereby proceed with the unit in the consist.

Rule 714(D) Indicator or Communication Failure

The engineer or conductor must immediately contact the train dispatcher and report the absence of an indication on the indicator. The train dispatcher will then inform the engineer or conductor the indication of the tape associated with the detector. If the tape is negative, the train may proceed without stopping. If the tape indicates a journal in distress, train dispatcher will so inform the crew member and the crew will proceed in the same manner as when stop is required by the indication of the indicator.

When crew is unable to communicate with the train dispatcher due to weather or other conditions, members of the crew on head end and rear end of the train will make careful visual inspection of the train.

When a train has stopped in accordance with the indication of the hot box indicator, and communication between the crew and train dispatcher is not possible, crew members will make a visual inspection of their train and will be governed by their findings. The facts must be reported to the train dispatcher as promptly as practicable thereafter.

Employees must not rely solely on hot box detectors for the detection of overheated journals or other defects on their train. Operating rules and special instructions relating to inspection of their own or passing trains must be observed.

Rule 714(E) Hot Box Detection Procedures for Train Dispatchers

The detector, which is actuated automatically by the passage of a train over it, is connected to a two-pen recorder located in the train dispatcher's office. These pens (one for each rail of the track) record a deflection from the base line indicative of the temperature of the journal hub or wheel. For normal journal conditions, the pen deflection is set for 2.3 millimeters on the recorder tape. A pip, which exceeds the normal deflection by six (6) millimeters, indicates an abnormal wheel-hub temperature which must be stopped for inspection.

Since the only bona-fide pips are triggered by the wheels as they pass the center of the scanners, all other pips are false, resulting from a transmission or recorder malfunction and occur usually during an electrical storm. Train stops for inspection are still required when wheel pips are obscured or distorted by lightning, line noise, or faulty equipment operation, or when interference deflection lands on wheel pip and cannot be distinguished from a bona-fide reading. The recorders of the hot box detectors are equipped with an alarm system which operates when a pip exceeds a deflection of six (6) millimeters over the normal pedestal heights for the side of the train involved.

In monitoring the hot box recorders, the minimum procedures listed below will be followed by train dispatchers:

1. The train dispatcher must carefully review the recorder tape during, or immediately after, the passage of each train, as well as when the alarm system operates. The tape should be marked with date, time, train number, location and dispatcher's initials. A stamp has been provided for this purpose. If a hot box or other potentially dangerous condition is noted, the train dispatcher must, within thirty (30) seconds after the recorder has turned off, take appropriate action to stop the train for inspection.
2. The dispatcher will then inform the crew as to the position of the car(s) in the train, and the side of the train on which the abnormal condition was noted.
3. The train dispatcher should record, on the dispatcher's hot box detector report (Form 2345 Rev.), the date, time, train number, hot box detector location and the location in the train of the car(s) in distress.
4. The crew members, in accordance with special instructions applicable to them, will report to the train dispatcher the results of their inspection, as well as any action taken. The dispatcher must insist on all information necessary for him to complete the dispatcher's hot box detector report (Form 2345 Rev.) and must exercise care that conditions reported by the crew are accurately reflected on the report.
5. Information for each train stopped should be recorded on the same form and submitted daily for the preceding calendar day.
6. The train dispatcher will then notify the proper Car Department forces for such action to be taken as may be necessary.

7. Recorder tapes should be kept on file at location designated by the Division Manager for a minimum period of 48 hours.
8. The end of the recorder tape is indicated by a heavy solid blue line which appears approximately ten (10) feet from the actual end of the tape. In order to avoid the possibility of the tape running out during the passage of a train, the tape must be replaced when the heavy blue line appears from a previous train.
9. Any known or suspected failure or improper operation of the hot box detection system must be immediately reported to the designated Communications personnel on the division. In their absence it will be reported to the wire chief on duty in "SJ" office—Chicago.
10. No fault will be found with a train dispatcher if, in the interest of safety, he instructs a crew to set out a car on which a detector indicates excessive heat and on which the crew has been unable to find anything wrong. No fault will be found with a train dispatcher in the event the hot box detector tape indicated less than six (6) mm. differential over pedestal and car is subsequently found to be bad order.

INSPECTION OF ENGINES

Some engines characteristically indicate heat on journals in consistent repeatable patterns. These patterns appear to be characteristic of the units and are not indicative of a dangerous condition. On 6-axle engines there may be two high pips and one low pip on one side of truck and two low pips and one high pip on the other side. For the 4-axle engines there may be one high and one low pip on each side of each truck. Basically, the high and low pips are opposite to each other on the same axle. The heights of the pips vary:

- (a) The lower pips range from normal pedestal height to as high as 10 mm. over normal pedestal height.
- (b) The higher pips generally range from 1 to 3 mm. greater than the lower pips. A number of things appear to influence both the pip heights and the pip patterns. Cold weather makes the difference in pips more apparent. Operating conditions may cause a difference in both the pip height and the pip patterns. In general, the high pip is associated with that end of the axle nearest the gear box and traction motor blower outlet. To avoid unnecessary delays, trains whose engines are exhibiting this pattern should not be stopped by the train dispatcher for inspection. Specifically:
 - (a) If the pattern above is present and the difference between the highest and lowest pips on a truck is 3 mm. or less, the train should not be stopped.
 - (b) If the pattern above is present and the difference between the highest and lowest pips is greater than 3 mm., the train should be stopped and engine inspected.
 - (c) If the pattern above is not present and an individual pip on the engine is 4 mm. greater than the other wheels on the same side, the train should be stopped and engine inspected.

Rule 714(F) Application of Rule 714(A) para. 6, and Consolidated Code Rule 655

When a hot box detector indicates an unusually high reading, such as referred to in the above rule, that warrants stopping the train immediately for inspection, the train dispatcher will contact the crew immediately by radio. If the train dispatcher cannot contact the crew immediately because the circuit is already in use or his transmission is being interfered with, the train dispatcher will then apply Rule 655 and use the distress call "EMERGENCY" repeated three times to ensure prompt, uninterrupted communication with crew involved.

It is vital that this type of transmission go through without delay or interference and these emergency transmissions must be given absolute priority.

Rule 714(G) ACTION TO BE TAKEN — INOPERATIVE HOT BOX DETECTORS

Freight trains will be required to stop for inspection unless a running inspection can be made by employees on both sides of the train. Both employees need not be at the same location, however, both sides must be inspected within ten (10) miles from HBD site and train must operate at Reduced Speed not to exceed thirty (30) MPH from HBD site until inspection has been completed.

Passenger trains will be required to stop for inspection unless a standing inspection can be made by crew members at regular station stops within fifteen (15) miles from HBD site. Both sides need not be inspected at first stop, if impracticable or it would result in excessive delay, however, entire train must be inspected within fifteen (15) miles from HBD site and train must operate not to exceed thirty-five (35) MPH from HBD site until inspection has been completed.

Train Dispatchers will confer with Division Officers as soon as practicable when a hot box detector failure is known or suspected so that arrangements can be made to have employees on the ground to make necessary train inspections.

When practicable advance notice must be given to trains involved in writing. When verbal instructions are necessary they must be repeated to the train dispatcher to insure understanding. Results of the inspection must be given to the train dispatcher as promptly as practicable.

In the case of failure of communication at or near the stop indicator or when trains involved cannot be notified of inoperative Hot Box Detector, stop indicator will be left in the stop position, crew will make inspection and be governed by their findings.

In the case of failure of communication at or near the stop indicator in the Chicago Suburban Territory or at locations where a rotating light on, at or near the detector booth, cannot be displayed to indicate the stop position, trains will be notified by the quickest possible means at the first opportunity to make an inspection.

Rule 714(H) Application of Rule 385 (4th para.) of Rules and Instructions Governing Train Dispatchers and Operators

These instructions are modified to the extent that provided radio communication has been established between the train dispatcher and the head end crew of train, either directly or through other qualified employee, when a Hot Box Detector tape indicates that a car of a train may have sticking brakes or hot wheels, the train dispatcher will inform the head end crew as to the nature of the suspected defect, and the train dispatcher may instruct the engineer to do what he can to release the brakes without stopping the train under the following conditions:

1. If a Hot Box Detector tape indicates that a car or cars of a freight train has slightly sticking brakes and/or hot wheels due to brake application and the pip or deflection

of car wheels shows abnormal heat on at least four (4) of the eight (8) wheels and do not exceed eight (8) mms. in height over the base line and the difference between the highest and lowest pips are no greater than four (4) mms. it will not be necessary to stop the train at the Hot Box Detector for inspection and train may proceed, however, the provisions of Rule 713 of the Consolidated Code of Operating Rules and Rules 713(F) and 713(G) as contained in this timetable are in effect and will be complied with.

2. If the Hot Box Detector tape pips or deflection of car wheels show abnormal heat on at least four (4) of the eight (8) car wheels, none of the pips exceed twenty (20) mms. in height over the base line and the difference between the highest and lowest pips is no greater than eight (8) mms., the train may proceed under the following conditions:
 - a. The crew will be directed to reduce speed to thirty (30) MPH for the next fifteen (15) miles and then stop for inspection to correct defect, unless the condition has been remedied as verified by another inspection of the train within fifteen (15) miles by employees as prescribed by rule or another Hot Box Detector to determine whether or not brakes have released.
 - b. It is expected that the train dispatchers will exercise good judgment in this matter so that this type of delay can be reduced to a minimum.
 - c. It is understood that this is a judgment factor and no fault will be found with a train dispatcher should the wheel pip or deflection of the Hot Box Detector tape readout apparently caused by sticking brakes or hot wheels cover up an abnormal reading due to a hot journal.
 - d. It is further understood that, if in the train dispatcher's judgment, it is necessary to stop a train that has sticking brakes or hot wheels for inspection at the first Hot Box Detector site, stop indicator, he may do so.

Train dispatchers are authorized to use the "SLOW" flashing indication [see Rule 714(A)] on a single lunar light indicator when:

1. More than three cars in a train show abnormal heat on at least four wheels of a car on one side of the train.
2. The abnormal heat does not exceed 20 mm. over the base line on any pip.
3. There are no other cars in train showing abnormal heat on one wheel or one axle only (that could be an indication of a hot box, retainer valve or hand brake set).

Rule 808(G)

High-cube cushion-underframe cars, tri-level cars, bi-level cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks they must be shoved a sufficient distance from the turnout to permit coupling to them safely with another long car. Single empty ore hoppers must not be handled between these cars account danger of being lifted off center when moving through turnouts.

Rule 809 (Addition)

When tank cars with non-congealed lading are set over during switching operations, the lading has a tendency to slosh around, causing the cars to move after they have been set over. In this connection, whether in yards or at way stations, the use of blocking alone to hold detached cars is not sufficient. In such cases, cars detached from other cars or set over must be secured by hand brakes and, if necessary, the wheels also blocked.

Rule 810(A) (New)

When a single piggy-back trailer is loaded on a flat car designed to carry two trailers, it must be loaded on the "B" end or front hitch of the car which places the trailer wheels toward the center of the car. Compliance with rules pertaining to inspection of train by employees on the train and by others observing passing trains will include noting single trailer on flat car to see that it is loaded in accordance with these instructions.

Rule 901

In the application of Rule 901, empty cars equipped with plug doors, refrigerator doors and hopper doors, picked up en route must have doors closed and properly secured.

Rule 901(A)

Empty cars equipped with plug doors, refrigerator doors and hopper doors must have doors closed and properly secured before being handled out of initial terminal or picked up at a point enroute. These cars must not be accepted in interchange or pulled from customer's sidings with the doors open.

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Slight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	40 Foot Car		50 Foot Car	
	Seconds	Miles Per Hour	Miles Per Hour	Miles Per Hour
1 ...	28	...	35	
2 ...	14	...	17.5	
3 ...	9.3	...	11.6	
4 ...	7	...	8.7	
5 ...	5.6	...	7	
6 ...	4.7	...	5.9	
7 ...	4	...	5	
8 ...	3.5	...	4.4	
9 ...	3.1	...	3.9	
10 ...	2.8	...	3.5	
11 ...	2.5	...	3.1	
12 ...	2.3	...	2.9	
13 ...	2.15	...	2.7	
14 ...	2	...	2.5	

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 standpoint it is the major item in the expense. We all know that rough handling can be reduced, often eliminated.

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

TRAIN AND ENGINE HANDLING

Prevention of Rock and Roll Action on Freight Trains

- In this connection, the critical speed range is between 12 and 22 MPH.
- Where the maximum permissible speed is less than 22 MPH, every effort must be made to operate at speeds not to exceed 12 MPH.
- The restriction in item 2 above does not apply (a) when engine is operating at its maximum, (b) when approaching or operating on ruling grades or other ascending grades where there would be a possibility of stalling, and (c) where other conditions would impair good train handling.
- Where the maximum speed is greater than 22 MPH, or less than 12 MPH, every effort should be made to pass thru the critical 12 to 22 MPH speed range as quickly as possible and in accordance with the following:

Whenever an engineer is about to reduce speed from 22 MPH downward toward 12 MPH or to increase speed from 12 MPH upward to 22 MPH, the engineer will notify rear end crew members and there will be a constant and careful observation made of their train by both head end and rear end crew members. In addition, they must remain in constant radio communication with each other, advising as to how their train is handling, especially while in the critical range of speeds of between 12 and 22 MPH.

If it is apparent that there is a problem, it is the responsibility of the Conductor and/or the Engineer to take immediate corrective action, stopping their train for inspection if necessary.

Note: Why of These Instructions

Since railroad cars are mounted on a spring suspension system (on car trucks), the car body can rock and roll from side to side. Each car has what is known as its "natural rocking frequency"—a fixed number of times per minute that it will rock from side to side when activated by any sideward force. This natural frequency of a car is determined by its design factors, such as type of truck spring, snubbing devices, center of gravity, weight distribution and so forth.

When a car passes over track irregularities, sideward forces are generated which, in turn, can result in the rocking of a car. Some track contains a regular alternate series of these imperfections, the most common being low joints on track with jointed, staggered rails.

On cars with truck spacing about equal to the rail length, there is a "Critical Speed" at which it will encounter these low joints in perfect harmony with its natural frequency. When this happens, rocking motion can be built up to the point where wheel lift occurs and a derailment can result.

While the critical speed varies somewhat between car types and rail length, research has shown that those cars most likely to rock, reach maximum reaction between the speeds of 12 and 22 MPH—the "Critical Speed Range." It has also been determined that when slack runs in, while in the critical speed range, rocking is increased, therefore control of slack becomes essential.

Due to the hazards involved, train operation within the "Critical Speed Range" should be avoided whenever practicable. When it is necessary to operate in this range of speed, (and preferably on straight track) procedures outlined in item 4 above must be followed to insure a safe and efficient operation. In addition, slack action must be avoided to the extent possible and engine and train brakes must not be applied on curves unless absolutely necessary.

Air Brake Rule 458 (Revision)

(B) Brake Pipe Feed Valves

- | | |
|---|---------|
| 1. Passenger Service | 90 lbs. |
| 2. Freight Service: | |
| a. Unit trains, all 100-ton cars | 90 lbs. |
| b. Coal trains, all coal, either unit or conventional cars | 90 lbs. |
| c. Ore trains, all ore or trains handling 50 or more ore | 85 lbs. |
| d. Other freight service | 75 lbs. |
| 3. Yard service (set for service required but not less than | 60 lbs. |

Minimizing Delay Due to Sticking Brakes

Should difficulty be experienced in releasing brakes after picking up cars, or after making a light brake application en route, the procedures listed below should be followed:

- Check feed valve for proper setting.
- Make a 20-pound service brake application. When blow at the brake valve stops if standing, or when train stops if moving, place train in emergency and wait 3 minutes.
- Return brake valve to release or running position and charge train for 2 minutes after brake on caboose releases.

General

It is the duty of engineers when commencing duty to make a check of the speedometer as soon as feasible by using their watch and mile posts. After a reasonable amount of time on duty they will be responsible for knowing whether or not the speedometer is accurate; if not accurate, this information must be given to the train dispatcher and to the relieving engineer, when practicable. If bad order, it shall be reported to proper authority before leaving initial terminal.

Barco speedometers are sealed with a keystone lead seal. Should an engineer receive a unit with this seal broken, report must be made promptly to the proper authority.

When engineer takes charge of a diesel unit or consist of units, in road or switching service, and one or more of the units have flat spots on wheels, report in message form must be made to the Chief Train Dispatcher from the first available point of communication.

If flat spots occur while engineer is in charge of a unit, report must be made indicating time, location and cause.

Engineers taking up duty will ascertain that all hand brakes are released on the engine consist and on units picked up en route.

On main track change-outs, the arriving engineer is responsible for all hand brakes being released on engine consist.

Engineers tying up will set hand brake on the control unit, as well as on units set out en route.

When an operative unit is set out, the control jumper must remain with the unit.

Taking signals through or via mirrors attached to a diesel unit or cab car is prohibited.

When engine or units are to be cut away from cuts of cars or trains consisting predominantly or entirely of cars equipped with "ABD" freight brake equipment in which the air brakes are cut in, it is necessary that the train line be placed in emergency prior to the engine or units being cut away.

When pumping air, it must be known no main generator amperage is being developed, thereby causing traction motor damage.

Short time motor ratings must be adhered to and tonnage limited to that which a unit can handle within its range over the ruling grade.

Reduce throttle to fifth notch ten seconds before operating over railroad crossing.

Tonnage rating should be adjusted when necessary to cut out traction motor.

Ground protective knife switch will be sealed when leaving shops, and it must not be pulled without authority from the Chief Train Dispatcher, who will first contact Mechanical Department.

En route reports must be left on engine at the end of each run. Work report will include whether or not the speedometer and/or radio is in good order.

Radios: Head end and rear end crews of all freight trains will advise before leaving initial terminals whether or not their radios are in good working order. At large terminals, this information will be conveyed to the General Yardmaster; at other locations, to either the operator on duty, who in turn will advise the train dispatcher, who will make proper record and notify the Mech. Dept. of any exceptions.

OPERATION OF SNOW PLOWS

A. Snow plow operation is emergency work, and should be treated as such. Such work is generally done under unfavorable weather conditions and every precaution for safe operation should be used.

1. In Multiple Track Territory:

So far as possible, use of double track snow plows must be confined to multiple track territory and single track plows to single track territory. When it is necessary to use snow plows contrary to the above, special precautions must be taken to insure safety. Snow plows operating in multiple track territory must be stopped before meeting or being passed by other trains on an adjacent track. Snow plows not plowing snow, and if equipped with flangers and the flangers are raised, are not considered "in operation" and need not stop when meeting opposing trains on adjacent track. Train dispatchers will inform crews handling snow plows as to the location of other trains and also inform other trains that snow plows are being operated, indicating between what points.

2. In Single Track Territory:

Positive block must be maintained ahead of and behind the snow plow, except for opposing trains meeting at points established by Form S-A train orders. This applies whether the snow plow is plowing snow, or operating otherwise with snow plow being pushed ahead of engine. Snow plow must be stopped at meeting points. Exception — train orders may be issued in an emergency to permit snow plow to reach a stalled train or engine.

3. In ATC Territory:

On snow plows equipped with receivers there is an emergency cable to permit snow plow to be connected to any engine equipped with automatic train control. The connecting and disconnecting of this cable must be done by an employe familiar with this work.

4. In ATS Territory:

Inductors in ATS territory will not clear standard wedge plows. Only modified plows may be used where train stop inductors are installed. Russell plows and Jordan ditchers must be operated so that they will clear train stop inductors which are installed 2½" above top of rail and 16½" out from gauge of rail. Suitable temporary markers are placed at train stop inductors so that operators of Russell plows and Jordan ditchers will have sufficient warning to permit clearing the inductors. In addition to main track between Chicago and St. Francis on the Kenosha Subdivision and between Chicago and Harvard on the Harvard Subdivision, train stop inductors are located on lines approaching junction points at Canal, Lake Bluff, St. Francis, Seger, Harvard, and Crystal Lake Jct., and these instructions also apply to operating wedge plows, Russell plows, and Jordan ditchers at such junction points.

5. Through Stations, Yards, Interlockings:

When operating through station grounds, yards, terminals or interlockings snow plows must operate at Reduced Speed not exceeding 20 MPH to avoid accident or injury to passengers, outsiders or employes. Where snow plows are actually clearing snow through such places, alarm must be given by sounding the engine whistle, continuously if necessary, and between stations engine whistle must be sounded frequently to give warning of their approach.

In using wedge plows, personnel in charge must know that the point of plow clears the rail properly; that is, two inches. All four shoes must be in place on plows when in actual service. All concerned must see that steel plates between coil springs are in place in every instance.

Wedge plows must not be operated through interlockings equipped with derails except that the plow be stopped before passing over the derail and that the movement over the derail shall be made at slow speed so as to give the plow the opportunity of sliding over any apparatus that it may foul. In the use of wedge plows about to enter snow drifts where there is a possibility of ice existing, particular attention must be given to the facing

of the drift, cleaning of flanges, etc., in order to allow the plow to go under the ice instead of over.

When snow plows are shoved through snow by diesel locomotives, a solid bottom gondola, loaded to capacity with a heavy commodity such as coal, may be placed between the locomotive and plow in order to provide more slack action and to keep the locomotive as free of snow as possible. This provision does not apply in automatic train control territory.

The forward end of all snow plows mounted on ballast or gondola cars is equipped with a shoe especially designed to prevent the cutting edge of the plow from being forced down upon the rail. As this shoe will not clear the guard rails of a self-guarded frog or switch, all plowing or deadheading operations over frogs or switches must be carefully safeguarded and made at low speed.

6. On Freight Trains:

A snow plow may be handled ahead of engine on freight trains as directed by the Division Manager. At his discretion, a solid bottom gondola loaded to capacity with a heavy commodity may be placed between the engine and the snow plow. Hopper type cars or drop bottom gondolas must not be used for this purpose. Good judgment must be exercised at all times in this respect, especially when opposing trains are involved.

7. Authorized Speed:

Speed of snow plow equipment will be specified by train order or by officer or supervisor in charge.

GENERAL REGULATIONS AND SAFETY RULES
(Revisions and Additions)

Safety Rule 19 (Revised)

C.C. Rule 708 (Revised)

Employees are prohibited from having loaded or unloaded firearms or other deadly weapons in their possession while on duty or on company property, except those employees authorized to do so in the performance of their duties or those given specific permission by the Division Manager.

Rule 33 (Revised)

Employees must be suitably clothed to perform their duties safely. Unbuckled overshoes, long coats, and torn or baggy clothing must not be worn. Employees engaged in work where there is a tripping or falling hazard will fasten the bottom of their trousers around the ankles.

Employees must wear suitable footwear, properly maintained. The following types of footwear are prohibited:

- (a) Cowboy or Wellington boots.
- (b) Canvas shoes.
- (c) Moccasins.
- (d) Sandals and slippers.
- (e) Crepe or wedge soles.
- (f) Shoes without a definite heel.

The following employees must wear shoes which provide ankle support, and with soles sufficiently thick to provide traction and withstand puncture:

- (a) Carmen, motive power and shop personnel.
- (b) Maintenance of way and structures, communications, signal and electrical personnel.
- (c) Truckers, material handlers and yard clerks.
- (d) Train, engine and yard service employees (except uniformed personnel).

The above employees should, while on duty, wear shoes not less than seven inches (7") in height, with steel toe protection.

Rule 33(A)

Areas of the Railway Company's property may be designated as "hard hat" areas; work may be designated as "hard hat" work; jobs may be designated as "hard hat" jobs.

Personnel in "hard hat" areas, or performing "hard hat" work, or assigned to "hard hat" jobs, must wear hard hats while on duty. Visitors in "hard hat" areas or in the vicinity of "hard hat" work that is under way are required to wear protective headgear as designated by proper authority.

Employees required to wear and use a hard hat while on duty will be provided with a hard hat.

Hard hats must be surrendered when employee no longer has need for same or when leaving the service of the Railway Company, or upon request by proper authority.

Rule 33(B) (New)

Employees working on, about or near cars, engines or machinery of any kind; on or about the track, in or around yards, stations, diesel shops or houses; car shops or repair tracks; or any place where interference with or obstruction to the employee's vision may result in a safety hazard, must wear or control the hair in such a manner that it will not in any way obstruct or interfere with the clear vision of the employee in the performance of his duties; and employees will, if necessary, wear an effective hair net or restraining band while on duty to meet this requirement.

Where a style or maximum length of head or facial hair is prescribed as a standard of appearance, it will govern.

Rule 95 (Revised)

Employees are prohibited from (1) riding on the top of a moving diesel locomotive, (2) from riding or working on the outside running board or walkway of a moving locomotive except to pass signals or in case of necessity and only then when it can be done with safety, and (3) from crossing from one diesel unit to another except where walkways and guard chains are provided and in place and only then when speed, weather, and other conditions permit it to be done with safety.

Rule 130(A)

Employees must not attempt to make adjustments to couplers, drawbars, knuckles or any other appliances, or to open and/or close knuckles or angle cocks on cars or engines until movement has stopped, and employees have assured themselves that further movement of the cars or engine will not be caused by slack action or grade of track. When thus assured, employees must be alert to observe condition of ground, including holes, debris, ice, etc., to avoid stumbling, slipping or falling.

Rule 144 (Revised)

All employees (except officers when necessary in line of duty) are prohibited from getting on and/or off moving engines or equipment used in train or yard service except certain employees on duty who participate in the movement of trains, cars and engines. They are conductors, trainmen, collectors and back-up men, general yardmasters, footboard yardmasters, yard engine foreman, yardmen and switchtenders. Employees must not get on or off moving tank cars or flat cars, except in an emergency.

Rule 155 (Revised)

Standing or riding either the leading or trailing footboard of an engine, whether standing, or moving in either direction, at any time for any purpose is prohibited. Where side footboards are provided they may be used.

Application of Safety Rules 89, 94 and 431 by Enginemen on passenger trains in the Chicago Suburban District.

Enginemen (and qualified firemen directed by the engineer) may open doors to electrical cabinets containing high voltage equipment when the following conditions prevail.

1. A malfunction of their locomotive exists that would result in a serious delay to their own or to a following train.
2. A malfunction of their locomotive exists that would result in a serious operating problem or inconvenience to our passengers, such as improper operation of doors, improper functioning of train lighting, heating or air-conditioning.

They may:

- a. Change a fuse or reset a circuit breaker.
- b. Observe the operation of contactors or relays.
- c. Block in a control relay.

It must be understood that enginemen must not use bare hands or any metal object when removing fuses or blocking relays. They must use only C&NW issue "fuse pullers". The use of metal cased flashlights inside electrical cabinets is prohibited and wrist watches, rings or other uninsulated objects must not be worn. These circuits must be respected as potentially dangerous, because they are carrying as much as 600 volts at 1000 amperes. Due to the danger of electrical arcing or flashing, protection must be afforded to the eyes, either by the wearing of proper eye protection or by the use of a proper face shield.

Before any procedure other than a, b, or c listed above are performed by enginemen, they must be authorized by a division officer or a mechanical dept. supervisor and their instructions must be repeated by enginemen to insure correct understanding.

CLEARANCE LIMITS

Maximum width and height of loaded or empty cars that will pass in safety over the main tracks listed below:

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
	Ft. In.	Ft. In.	Ft. In.	Ft. In.
CHICAGO DIVISION				
Proviso and Clinton St. *	17 0	17 0	17 0	17 0
Noble St. and Clinton St. (Low Line)	16 6	16 6	16 6	16 6
Clinton St. and North Pier (Low Line) See Note "A"	15 6	15 6	15 6	15 6
Clinton St. and Division St. (Low Line) .. *	15 3	15 3	15 3	15 3
Kedzie and Wood St. *	19 0	19 0	19 0	19 0
Wood St. and St. Charles Air Line Bridge ..	18 3	18 3	18 3	18 3
Clinton St. and Evanston .. *	19 3	19 3	19 3	18 6
40th St. and Mayfair .. *	22 0	22 0	22 0	22 0
Clybourn and Mayfair .. *	21 3	20 9	20 3	19 6
Mayfair and Evanston .. *	22 0	22 0	22 0	22 0
Mayfair and Seeger .. *	21 3	20 9	20 3	19 6
Mayfair and Valley .. *	22 0	22 0	22 0	22 0
Proviso and Valley .. *	20 3	19 9	19 3	18 3
Forest Park and Bellwood .. *	18 6	18 6	18 6	18 6

Widths of 8ft. and 9ft. may be extended down to 1ft. 6in. above top of rail on all lines. Width of 10ft. may be extended down to 1ft. 9in. above top of rail on the Kedzie to Wood St. Line and to 2ft. 0in. on all other lines.

*Width of 11ft. 6in. may be extended down to 3ft. 0in. above top of rail on all lines except those noted by * which are listed below:

Proviso and Clinton St.	6 ft. 0 in.
Clinton St. and North Pier (Low Line) ..	3 ft. 6 in.
Clinton St. and Division St. (Low Line) ..	4 ft. 0 in.
Kedzie and Wood St.	6 ft. 0 in.
Proviso and Barrington ..	3 ft. 9 in.
Clinton St. and Evanston ..	6 ft. 0 in.
40th St. and Mayfair ..	3 ft. 6 in.
Clybourn and Mayfair ..	6 ft. 0 in.
Mayfair and Evanston ..	3 ft. 6 in.

NOTE "A": Loads going through headhouse of Navy Pier must not exceed height of 15ft. 0in.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
	Ft. In.	Ft. In.	Ft. In.	Ft. In.
ILLINOIS DIVISION				
Proviso and West Chicago .. *	19 0	19 0	19 0	19 0
West Chicago and Nelson ..	19 0	19 0	19 0	19 0
Nelson and Clinton ..	19 6	19 3	19 0	18 0
Nelson and Peoria ..	19 0	19 0	18 3	17 3
Peoria and E. St. Louis (Madison Yard) ..	19 9	19 3	18 9	18 0
DeKalb and Sycamore ..	22 0	22 0	22 0	22 0
DeKalb and Ladd ..	22 0	22 0	22 0	22 0
Ladd and Seatonville ..	22 0	22 0	22 0	22 0
Churchill and Spring Valley ..	18 3	18 3	18 3	18 3
Geneva and Aurora incl. St. Charles Spur ..	22 0	22 0	22 0	22 0
West Chicago and Belvidere ..	20 0	20 0	20 0	19 9
Belvidere and Winnebago ..	16 0	16 0	16 0	15 6
Elgin Jct. and East Elgin ..	22 0	22 0	22 0	22 0
Elmhurst and Byron .. *	19 3	19 3	19 3	19 3
Keithsburg and Monmouth ..	19 6	18 9	18 3	17 3
Monmouth and Middle Grove ..	20 3	20 3	20 3	20 3
Middle Grove and Farmington ..	19 9	19 9	19 9	19 9
Farmington and Peoria ..	19 6	19 0	18 3	17 6

Widths of 8ft. and 9ft. may be extended down to 1ft. 6in. above top of rail on all lines. Width of 10ft. may be extended down to 2ft. 0in. on all lines.

*Width of 11ft. 6in. may be extended down to 3ft. 0in. above top of rail on all lines except those noted by * which are listed below:

Proviso and West Chicago ..	3 ft. 9 in.
Elmhurst and Byron ..	3 ft. 9 in.

Clearance in Rockford:

Bridges at 1st Street ..	17 ft. 0 in.
2nd Street ..	19 ft. 0 in.
3rd Street ..	19 ft. 3 in.
Kishwaukee Street ..	16 ft. 0 in.
Whitman Street on K.D. Line ..	22 ft. 0 in.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
	Ft. In.	Ft. In.	Ft. In.	Ft. In.
IOWA DIVISION				
Clinton and Clinton Ice House ..	19 0	18 9	17 11	17 1
Clinton and Belle Plaine ..	19 0	19 0	18 9	17 9
Stanwood and Tipton ..	22 0	22 0	22 0	22 0
Otis and Beverly (via Cedar Rapids) ..	20 0	19 6	19 0	18 3
Belle Plaine and Marshalltown ..	19 6	19 3	18 9	17 9
Marshalltown and Ames ..	21 9	21 9	21 9	21 9
Ames and Missouri Valley ..	19 6	19 6	19 3	18 6
Missouri Valley and Council Bluffs .. *	20 0	19 6	18 9	18 0
Missouri Valley and Fremont ..	20 3	19 9	19 3	18 3
Bennington and Irvington ..	21 0	21 0	21 0	21 0
Irvington and Dodge St. ..	19 3	18 6	17 9	16 6
Dodge St. and South Omaha ..	19 3	18 6	17 9	16 6
Sioux City (22nd St. Yard) and Omaha ..	20 0	19 6	16 6	16 6
Fremont and Norfolk ..	22 0	21 6	21 0	20 3
Irvington and Omaha ..	21 6	21 6	21 6	21 6
Fremont and Lincoln .. *	19 3	19 3	19 3	19 3
Blair and Lyons ..	22 0	22 0	22 0	22 0
Sioux City (22nd Street) and Wayne .. *	18 9	18 3	16 3	16 3
Emerson and Thurston ..	22 0	22 0	22 0	22 0
Wakefield and Crofton ..	21 0	21 0	21 0	21 0
Fort Dodge and Des Moines ..	21 3	21 3	21 3	21 3
Hope and Lanyon ..	21 3	21 3	21 3	21 3
Maple River and Carnarvon ..	22 0	22 0	22 0	22 0
Carnarvon and Ida Grove ..	21 0	21 0	21 0	21 0
Carnarvon and Holstein ..	21 0	21 0	21 0	21 0
Marshalltown and Des Moines ..	20 3	19 0	19 6	17 0
Des Moines and Kansas City .. *	18 9	18 6	18 3	17 6
Grand Jct. and W. Des Moines ..	20 6	20 6	20 6	20 6
W. Des Moines and Hull Ave. ..	19 3	19 3	18 9	14 6
Ames Jct. and Hull Ave. ..	22 0	22 0	22 0	22 0
Hull Ave. and Des Moines ..	20 3	20 0	19 6	17 0
Flint Jct. and Granger ..	17 3	16 6	15 9	14 6
Marshalltown and Oskaloosa ..	19 0	18 6	18 0	17 0
Oskaloosa and Albia ..	17 3	16 6	15 9	14 6

Close clearance west end Missouri River Bridge R-2 on Fremont Subdivn. will not clear anyone on side of car or leaning out of engine cab, coach or caboose windows, on either side.

Widths of 8ft. and 9ft. may be extended down to 1ft. 6in. above top of rail on all lines. Width of 11ft. 6in. may be extended down to 3ft. 1in. above top of rail on all lines except those indicated by * which are listed below:

Missouri Valley and Council Bluffs ..	3 ft. 9 in.
Fremont and Lincoln ..	3 ft. 3 in.
Sioux City (22nd St.) and Wayne ..	3 ft. 6 in.
Des Moines and Kansas City ..	3 ft. 6 in.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
	Ft. In.	Ft. In.	Ft. In.	Ft. In.
WESTERN DIVISION				
Norfolk and Crawford ..	21 9	21 3	20 9	20 3
Crawford and Ilco .. *	21 0	21 0	21 0	21 0
Ilco and Shoshoni ..	19 9	19 3	18 9	18 0
Shoshoni and Riverton ..	18 9	18 3	17 9	17 6
Chadron and Rapid City ..	19 6	19 0	18 9	18 0
Rapid City and Belle Fourche ..	18 0	17 6	17 0	16 3
Belle Fourche and Bentonite ..	22 0	22 0	22 0	22 0
Huron and Ft. Pierre ..	21 3	20 6	19 9	19 0
Ft. Pierre and Rapid City ..	17 6	17 0	16 9	16 3
Huron and Redfield ..	22 0	22 0	22 0	22 0
Redfield and Oakes ..	22 0	22 0	22 0	22 0
Norfolk and Winner ..	20 9	20 0	19 6	18 6
Oakdale and Elgin ..	20 6	20 6	20 6	20 6
Blunt and Gettysburg ..	22 0	22 0	22 0	22 0
Redfield and Frankfort ..	20 3	19 9	19 3	18 6

Widths of 8ft. and 9ft. may be extended down to 1ft. 6in. above top of rail on all lines. *Width of 11ft. 6in. may be extended down to 3ft. 0in. above top of rail on all lines except between Crawford and Ilco where minimum is 3ft. 6in. above top of rail.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
	Ft. In.	Ft. In.	Ft. In.	Ft. In.
CENTRAL DIVISION				
Merriam and Waseca	21 6	21 6	21 6	21 6
Waseca and Albert Lea	21 0	21 0	21 0	21 0
Albert Lea and Mason City	19 3	19 3	19 3	19 0
Mason City and Marshalltown	19 3	18 9	18 3	17 3
Clear Lake Jct. and Hayfield	22 0	22 0	22 0	22 0
Albert Lea and Ft. Dodge	17 9	17 9	17 9	17 9
Ormsby and Estherville	22 0	22 0	22 0	22 0
Minerva Jct. and Roland	22 0	22 0	22 0	22 0
Clutier and Mason City	19 9	19 3	18 6	17 6
Mason City and Sanborn	21 3	20 6	20 0	18 9
Hayfield and Mason City	22 0	22 0	22 0	22 0
McIntire and Rochester	22 0	22 0	22 0	22 0
Winona and Eyota	20 3	19 9	19 6	15 3
Eyota and Owatonna	22 0	22 0	22 0	21 9
Owatonna and Waseca	16 6	16 6	16 6	16 6
Waseca and Mankato	21 9	21 9	21 9	21 9
Mankato and Sleepy Eye	22 0	21 3	20 6	19 3
Sleepy Eye and Sanborn	22 0	22 0	22 0	22 0
Sanborn and Huron	20 0	19 6	19 0	18 3
Wren and Hawarden	22 0	22 0	22 0	22 0
Hawarden and Iroquois	20 3	19 9	19 0	18 0
Eyota and Plainview	22 0	22 0	22 0	22 0
Wabasso and Marshall	22 0	22 0	22 0	22 0
Sanborn and Wanda	22 0	22 0	22 0	22 0
Sleepy Eye and Redwood Falls	22 0	22 0	22 0	22 0
Tracy and Gary	22 0	22 0	22 0	22 0
Wabasso and Vesta	22 0	22 0	22 0	22 0
Sioux Valley Jct. and Doland	22 0	22 0	22 0	22 0
Farmhamville and Jewell	18 9	18 6	18 0	17 0
Arnes and Jewell	19 3	19 3	19 3	19 3
Jewell and Eagle Grove	20 3	19 6	18 9	17 9
Eagle Grove and Algona	21 6	21 6	21 6	21 6
Algona and Ledyard	19 3	19 3	19 3	19 3
Burt and Halfa	22 0	22 0	22 0	22 0
Eagle Grove and Dakota City	22 0	22 0	22 0	22 0
Dakota City and Alton	20 6	20 0	19 6	18 9
Alton and Hawarden	21 0	21 0	21 0	21 0
Tama and Whitten	22 0	22 0	22 0	22 0
Whitten and Iowa Falls	20 6	20 3	19 9	19 0
Iowa Falls and Alden	18 6	18 0	17 6	17 0
Lawn Hill and Jewell	21 3	21 3	21 3	21 3
Blue Earth and Elmore	22 0	22 0	22 0	22 0
Fairmont and Truman	22 0	22 0	22 0	22 0
Dubuque and Oelwein	20 0	20 0	20 0	16 0
Oelwein and Marshalltown	20 3	19 9	19 6	17 0
Oelwein and Randolph	19 6	19 6	19 6	19 6
Oelwein and Clarion	20 6	20 6	20 6	20 6
Mason City and Clarion	22 0	22 0	22 0	22 0
Clarion and Harlan	20 0	20 0	19 0	0 0
Cedar Falls Jct. and Cedar Falls	21 6	21 6	21 6	21 6
E. Fort Dodge and Flugstad	21 3	21 3	21 3	21 3
Terrill and Tara	20 9	20 9	20 9	20 9
Tara and Grand Jct.	20 6	20 6	20 6	20 6
Alexander and Kanawha	22 0	22 0	22 0	22 0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail and width of 10 ft. may be extended down to 2 ft. 0 in.

Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
	Ft. In.	Ft. In.	Ft. In.	Ft. In.
TWIN CITIES DIVISION				
Elroy and Wyeville	22 0	21 9	21 3	19 6
Wyeville and Northline	20 3	20 3	20 3	20 3
Northline and E. St. Paul (West Bound)	19 6	19 6	19 6	18 6
Northline and E. St. Paul (East Bound)	19 0	19 0	19 0	17 9
E. St. Paul and BN Jct. (Westminster St.)	18 9	18 9	18 9	17 9
BN Jct. (Westminster St.) and East Mpls.	19 0	19 0	19 0	19 0
East Mpls. and West Mpls. via Nicollet Island	18 9	18 9	18 9	18 9
East Mpls. and Mpls. (Lyndale Ave. S.) "B", "F"	16 6	16 6	14 0	0 0
Mpls. Ry. Transfer and Glenwood Jct. "E"	16 6	16 6	16 6	16 0
Minneapolis and Golden Valley "E"	16 6	16 6	16 6	16 0
Mpls., Lyndale Ave. S. and 1st Ave. N. (East Bound) "B" and "F"	16 6	16 6	14 3	14 0
Mpls., Lyndale Ave. S. and 1st Ave. N. (West Bound) "B" and "F"	16 9	16 9	14 0	0 0
Mpls., 1st Ave. N. and 20th Ave. S. (East Bound)	16 9	16 9	16 9	16 9
Mpls., 1st Ave. N. and 20th Ave. S. (West Bound)	16 6	16 6	16 6	16 6
Mpls., 20th Ave. S. and St. Paul (Miss. St. Yard)	20 0	20 0	20 0	20 0
Hopkins and Merriam	21 0	21 0	21 0	21 0
Mpls. (Lyndale Yd.) and Hopkins	19 9	19 9	19 9	19 9
E. St. Paul (Westminster St.) and Union Depot	20 0	20 0	20 0	20 0
St. Paul Union Depot and Chestnut St. "C"	19 0	19 0	19 0	0 0
St. Paul (Chestnut St.) and Western Ave.	22 0	22 0	22 0	22 0
Western Ave. Yd. and Mankato	21 3	21 3	21 3	21 3
Mankato and Sioux City	20 6	20 0	19 6	18 9
South St. Paul and State St., St. Paul	22 0	22 0	22 0	22 0
State St., St. Paul and Hoffman Ave. Yard	20 0	19 3	18 9	17 9
State St., St. Paul and East St. Paul	18 6	18 6	18 0	17 0
South St. Paul and Randolph	21 6	21 6	21 6	21 6
Faribault and Red Wing	21 6	21 6	21 6	21 6
Merrillan and Marshfield	21 0	20 6	20 0	19 0
Eau Claire and Spooner	19 9	19 6	19 0	18 3
Spooner and Trego	22 0	22 0	22 0	22 0
Trego and Duluth	20 0	20 0	20 0	19 9
Northline and Spooner	21 9	21 9	21 9	21 9
Trego and Ashland	19 9	19 3	18 6	17 6
Ashland and Washburn	19 6	19 0	18 9	18 0
Washburn and Bayfield	22 0	22 0	22 0	22 0
Black River Falls and Levis	22 0	22 0	22 0	22 0
Fairchild and Mondovi	20 9	20 9	20 9	20 9
Menomonie Jct. and Menomonie "D"	18 6	18 0	17 6	10 0
Chippewa Falls and Cornell	20 0	19 6	19 0	18 3
Hudson and Stillwater	20 6	19 9	19 3	18 6
Hopkins and Madison	19 9	19 3	18 6	17 6
Winthrop and Klossner	21 3	21 3	21 3	21 3
Worthington and Mitchell	18 6	18 0	17 6	17 0
Heron Lake and Lake Wilson	22 0	22 0	22 0	22 0
Bingham Lake and Currae	22 0	22 0	22 0	22 0
Lake Crystal and Winnebago	22 0	22 0	22 0	22 0
St. James and Hanska	22 0	22 0	22 0	22 0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those noted by * which are listed below:

Trego and Duluth 5 ft. 0 in.
Elroy and Wyeville 3 ft. 9 in.

NOTE "B": Loads 11 feet wide can be handled from 3 ft. 0 in. above top of rail to 13 ft. 9 in. above top of rail.

NOTE "C": Loads 11 feet wide can be handled from 3 ft. 6 in. above top of rail to 19 ft. 0 in. above top of rail.

NOTE "D": Loads 11 feet wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 0 in. above top of rail.

NOTE "E": Loads 11 feet wide can be handled from 2 ft. 9 in. above top of rail to 16 ft. 3 in. above top of rail.

NOTE "F": Cars coming within the limits of the outline for Plate "C" can move unrestricted on all lines except:

East Minneapolis and Minneapolis (Lyndale Ave. So.).
Minneapolis (Lyndale Ave. So.) and 1st Ave. North (Eastbound).
Minneapolis (Lyndale Ave. So.) and 1st Ave. North (Westbound).

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
LAKE SHORE DIVISION	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Butler and Manitowoc via Sheboygan Station	19 3	19 3	18 9	18 0
Sheboygan Cut-off	17 0	17 0	17 0	17 0
Sheboygan and Kohler	20 6	20 0	19 6	19 0
Kohler and Plymouth	22 0	22 0	22 0	22 0
Manitowoc and Green Bay	19 3	19 3	19 3	18 3
Manitowoc and Forest Jct.	20 9	20 9	20 9	20 9
Manitowoc and Two Rivers	20 0	19 6	19 0	18 3
Green Bay and Escanaba	20 3	19 9	19 3	18 3
Oconto and Oconto Falls	22 0	22 0	22 0	22 0
Escanaba and Ishpeming	19 0	18 6	18 0	17 0
Ishpeming and Martins Landing	21 6	21 6	21 6	21 6
North Fond du Lac and Oshkosh	20 6	20 0	19 3	18 3
Oshkosh and Green Bay	22 0	22 0	22 0	22 0
Fond du Lac and North Fond du Lac	20 0	19 3	18 9	17 9
Fond du Lac and Wisconsin Rapids	20 0	19 3	18 9	17 9
Wisconsin Rapids and Marshfield	20 6	20 3	19 9	19 3
Wisconsin Rapids and Nekoosa	22 0	22 0	22 0	22 0
Eland and Hurley via Mercer	22 0	22 0	22 0	22 0
Hortonville and Larsen	22 0	22 0	22 0	22 0
Appleton and Hortonville	22 0	22 0	22 0	22 0
Hortonville and Eland	21 6	21 6	21 6	21 6
Hurley and Ashland	17 9	17 9	17 9	17 9
Monico and Watersmeet	22 0	22 0	22 0	22 0
Conover and Phelps	22 0	22 0	22 0	22 0
Green Bay and Eland	21 0	21 0	21 0	20 0
Pulaski and Scott Lake	22 0	22 0	22 0	22 0
Kelly and Rothschild	22 0	22 0	22 0	22 0
Marshfield and Eland	18 6	18 6	18 6	18 6
Powers and Iron River	19 3	19 3	19 3	19 3
Quinnesec and Niagara	17 9	17 6	17 0	16 6
Iron River and Wakefield	22 0	22 0	22 0	22 0
Wakefield and Hurley	17 6	17 6	17 6	17 6

Widths of 8 ft., 9 ft. and 10 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 11 feet 6 inches may be extended down to 3 ft. 6 in. above top of rail on all lines except at Ashland where minimum is 4 ft. 6 in. above top of rail.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
WISCONSIN DIVISION	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Valley and KO	21 3	21 3	21 3	21 3
KO and St. Francis (Via Bain)	20 9	20 9	20 9	20 9
St. Francis and Butler	19 0	18 9	18 3	17 3
Butler and Wisconsin	20 0	19 6	18 9	18 0
Menominee Belt Line	19 0	19 0	19 0	19 0
Evanston and Lake Bluff *	17 9	17 9	17 9	17 9
Lake Bluff and Waukegan	19 0	19 0	19 0	19 0
Waukegan and St. Francis	20 6	20 0	19 6	18 9
St. Francis and Washington St.	19 6	19 0	18 6	17 9
Wisconsin and Fond du Lac	20 3	19 9	19 3	18 3
Fond du Lac and North Fond du Lac	20 0	19 3	18 9	17 9
KO and Lake Bluff *	20 9	20 9	20 9	20 9
Proviso and Barrington	21 0	20 6	19 9	18 9
Barrington and Evansville (Via Footville) *	20 3	20 3	20 3	20 3
Evansville and Madison	19 6	19 6	19 0	18 3
Madison and Elroy	20 6	20 0	19 6	18 6
Wyeville and Winona	19 0	18 6	18 2	17 3
Butler and Clyman Jct.	20 0	19 6	18 9	18 0
Clyman Jct. and Wyeville	20 0	20 0	19 9	18 6
Belton and Madison	21 6	21 6	21 6	21 6
Madison and Fennimore—Lancaster	18 3	18 3	18 3	18 3
Montfort Jct. and Cuba City—Flatteville	22 0	22 0	22 0	22 0
Afton and Janesville	21 0	21 0	21 0	21 0
Janesville and Fond du Lac	20 6	20 6	20 6	20 6
Crystal Lake Jct. ar ' Lake Geneva	16 3	16 3	16 3	16 3
Elgin Jct. and Crystal Lake	17 3	17 3	17 3	17 3
Bain and Kenosha	21 9	21 9	21 9	21 9
Harvard and Evansville (Via Clinton Jct.)	19 3	19 3	18 9	17 9
Medary Jct. and La Crosse	22 0	22 0	22 0	22 0
Trempealeau and Galesville	22 0	22 0	22 0	22 0

Widths of 8 ft and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those indicated by * which are listed below:

Evanston and Lake Bluff	5 ft. 3 in.
KO and Lake Bluff	3 ft. 6 in.
Proviso and Barrington	3 ft. 3 in.
Barrington and Evansville (via Footville)	3 ft. 9 in.

ADDITIONAL CLEARANCE AND WEIGHT RESTRICTIONS

- (A) Loads exceeding 220,000 lbs. gross weight must have wheels of 36-inch diameter or be on cars with six or more axles.
- (B) The following cars must have written clearance authority from Chief Train Dispatcher:
 1. Loaded or empty cars exceeding 17 feet high above top of rail, except open cars loaded with automobiles.
 2. Loaded or empty cars exceeding 11 feet 6 inches wide.
 3. Cars of 35 feet or less in length, except ore cars.
 4. Cars under 40 feet in length having a gross weight over 220,000 lbs.
 5. Cars of greater weights and dimensions than shown for the line specified in the above tables or shown on the subdivision page.
- (C) Cars having maximum gross weight over 263,000 lbs. to 315,000 lbs. uniformly loaded and at least 64 ft. 8 in. over strikers may be carried on two-axle trucks with minimum axle spacing of 6 ft. 0 in. and 38-inch diameter wheels or three-axle trucks.
- (D) Trainmen and yardmen must know and will be held responsible that cars do not exceed the indicated weight, width and height before placing them in trains or hauling them over the line.

COMPANY MEDICAL DOCTORS

C&NW Medical Department
17 No. Clinton Street
Chicago, Illinois 60606
Phone (312) 454-6266
Thomas H. Davison, M.D.—Medical Director
J. K. Stack, M.D.—Chief Surgeon

C&NW Dispensary Hours
7:30 a.m. to 5:00 p.m. daily
except
Saturday, Sunday and Holidays

Northwestern Memorial Hospital
303 E. Superior Street
Chicago, Illinois
Phone (312) 649-3111

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
ILLINOIS			
Belvidere	Dommers, M. Paul	1101 North State Street	(815) 544-3112
Benld	Zerbollo, D. J.	215½ East Central	(217) 835-4353
Byron	Dearborn, R. F.	Box "T"	(815) 234-2611
Cary	Copeland, William J.	22 East Main St. (Box G)	(312) 639-2511
Chicago	Dougherty, R. J.	4809 West Chicago Avenue St. Joseph Medical Clinic	(312) 261-1400
Crystal Lake	Alford, F. L. Wilson, Paul C.	1110 South Shore Drive 388 West Terra Cotta Ave.	(815) 459-4110 (815) 459-3030
DeKalb	Graham, Gordon C. Ladd, Dwight J. McAllister, Ralph G.	901 North First Street DeKalb Medical Center 901 North First Street DeKalb Medical Center 901 North First Street DeKalb Medical Center	(815) 756-6611 (815) 756-4849 (815) 756-5112
Dixon	Murphy, E. S. Stitzel, W. L.	403 East First Street 221 Crawford Avenue	(815) 288-1481 (815) 284-7742
Edwardsville	Collins, Jerre C. Delicate, William E.	117 West Linden Street 117 West Linden Street	(618) 656-3015 (618) 656-3015
Farmington	Reed, James M.	158 East Fulton	(309) 245-2416
Freeport	Linden, John M.	7 East Stephenson Street	(815) 232-3131
Granite City	Dioneda, F. B.	Tri-Cor Medical Building	(618) 877-2582
Harvard	Quincannon, F. J.	1000 North Naves Street	(815) 943-4057
Highland Park	Olander, George A.	1950 Sheridan Road	(312) 432-2750
Lake Forest	Havey, Gerald	725 North McKinley Road	(312) 234-0066
Litchfield	Sihler, C. H.	318 North Madison Street	(217) 324-2129
McHenry	Alvary, George	1110 North Green	(815) 385-1050
Monmouth	Ebarsole, James B.	120 North "A" Street	(309) 734-2109
Morrison	Vandemyde, Isaac	109 West Main Street	(815) 772-2522
Northlake	Hockman, D. E.	212 East North Avenue Westgate Medical Center	(312) 562-2200
Palatine	Starck, Carl D.	27 North Greeley Street Post Office Box 385	(312) FL9-0090
Pekin	Claycomb, Arnold H. Colson, Gordon C. Nelson, C. A.	1300 Park 115 South Capitol Street 313 South Capitol Street	(309) 346-2234 (309) 346-1102 (309) 346-4015
	Werner, W. B. Wherry, R. C.	115 South Capitol Street 115 South Capitol Street	(309) 346-1102 (309) 346-1102
Peoria	Branch, Chas. Kenny, Jas. Norris, Paul Novotny, A. J.	100 N.E. Randolph Avenue 100 N.E. Randolph Avenue 100 N.E. Randolph Avenue 1101 Main Street, Rm. 100	(309) 685-5231 (309) 685-5231 (309) 685-5231 (309) 673-4335
Rochelle	Hinderliter, Don E. Kortiz, L. T.	400 May Mart Drive, Box 48 324 Lincoln	(815) 562-8728 (815) 562-2818
Rockford	Kraft, A. C.	2500 North Rockton Avenue Rockford Medical Building	(815) 965-7172
St. Charles	Rogers, J. L.	606 South Riverside Drive	(312) 584-2400
Springfield	Meyer, John G.	413 West Monroe	(217) 528-0441
Spring Valley	Lukancic, Louis P.	207 East St. Paul	(815) 663-2811
Staunton	Ubben, John W.	103 East Main	(618) 635-2220
Sterling	Mueller, C. J. Picken, Edgar	108 West Fourth Street 101 East Miller Road	(815) 625-8444 (815) 625-4790
Stockton	Rachuy, Lyle A.	323 North Main Street	(815) 947-2100
Sycamore	Ovitz, J. W.	204 West Elm Street	(815) 895-2184
Waukegan	Beck, Kenneth C.	215 North Sheridan Road The Besley-Waukegan Clinic	(312) 662-5111
West Chicago	Perkins, William C.	119 Main Street	(312) 231-0260
Wilmette	Mee, Edward F.	522 Poplar Avenue	(312) AL1-0098 0099

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
ILLINOIS			
Woodstock	Simpson, Robert D. Tambone, John R.	13707 West Jackson Street Kishwaukee Valley Medical Group 102 East South Street	(815) 338-2541 (815) 338-2345
IOWA			
Albia	Richter, H. J.	208 South Clinton Street	(515) 932-2121
Algona	Bourne, M. G.	118 North Moore Street	(515) 295-2345
Allison	McKean, F. J.	506 Locust Street	(319) 267-2462
Alton	Murphy, C. B.	1212 - 4th Avenue	(712) 756-4336
Ames	Bond, Lowell D. Gartin, Thomas D.	521 Duff Avenue 1128 Duff Avenue	(515) 232-4421 (515) 232-4421
Audubon	Jenson, L. E.	601 East Division	(712) 563-3383
Belle Plaine	Douglas, C. E.	817 - 13th Street, Box 297	(319) 444-2840
Belmond	Leinbach, S. P.	Steele Memorial Clinic	(515) 444-2492
Boone	Addy, John Anderson, John R. Murphy, John F. Rouse, Wayne E. Wicks, Ralph L.	Sixth & Marshall Sts. Sixth & Marshall Sts. Sixth & Marshall Sts. Sixth & Marshall Sts. Sixth & Marshall Sts.	(515) 432-2335 (515) 432-2335 (515) 432-2335 (515) 432-2335 (515) 432-2335
Carroll	Martin, Josef Morrison, Roland B.	502 North Court 117 East Sixth Street	(712) 792-3557 (712) 792-3543
Cedar Rapids	Basler, William Finn, William R. Schmit, G. L. Schueller, Thomas J. Stiles, James F.	2701 - 1st Avenue, S.E. 811 - 5th Avenue, S.E. 811 - 5th Avenue, S.E. 811 - 5th Avenue, S.E. 811 - 5th Avenue, S.E.	(319) 365-7521 (319) 365-7581 (319) 365-8616 (319) 365-7581 (319) 365-7581
Clarion	Gorrell, Ralph L.	227 First Avenue, N.E.	(515) 532-2575
Clinton	Carey, E. T. Chalian, G. A.	415 Howes Building Medical Associates 13th St. @ Springdale Drive Post Office Box 3057	(319) 242-1737 (319) 243-2511
	Ellison, G. M. German, R. G. Griffith, W. H. Jensen, K. L. Marme, G. W. Mericle, D. T. O'Donnell, J. E. Rogers, F. B. Weber, D. H. Wulf, D. G. York, G. L.	Medical Associates Medical Associates Medical Associates Medical Associates Medical Associates Medical Associates Medical Associates Medical Associates Medical Associates Medical Associates Medical Associates	(319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511 (319) 243-2511
Council Bluffs	Edwards, Charles (Jr.) Kruml, J. G. Trafton, H. F.	417 East Washington Avenue Cogley Clinic 414 Ervin Building 417 East Washington Avenue Cogley Clinic	(712) 328-1801 (712) 322-6697 (712) 328-1801
Creston	Kuhl, Robert H.	526 New York Avenue Creston Medical Clinic	(515) 782-2131
Denison	Crabb, D. N.	115 North 14th Street	(712) 263-5071
Des Moines	Coughlan, Daniel W. Fraser, James B. Nelson, Arnold L.	2800 Ingersoll Avenue 811 Savings & Loan Building 811 Savings & Loan Building	(515) 244-4208 (515) 244-2127 (515) 244-2127
Dubuque	Packard, D. K.	1200 Main Street	(391) 583-3571
Eagle Grove	Hogenson, George B.	121 North Iowa Street	(515) 448-4575
Eldora	Shurts, John J.	1010 Edgington	(515) 858-2323
Estherville	Powers, John L. Walters, Donald E. Lacey, Keith F.	1001 - 1st Avenue, N.W. 1001 - 1st Avenue, N.W. 1235 - 5th Avenue So. (Kersten Clinic)	(712) 362-3501 (712) 362-3501 (515) 573-4141
Fort Dodge	McTaggart, W. B.	1214 Central Avenue	(515) 576-2641
Gowrie	Borgen, D. L.		(515) 352-5234
Grinnell	Porter, S. D.	810 - 4th Avenue	(515) 236-5213
Hampton	Benge, D. K.	121 First Av., S.W.	(515) 456-2553
Harlan	Donlin, R. E.	2206 - 12th Street	(712) 755-5126
Hawarden	Eneboe, E. M.	Post Office Box 153 1122 Avenue L	(712) 552-2522
Ida Grove	Dressler, John B.		(712) 364-3361
Lake Mills	Olson, Nels	108 North Mill	(515) 592-2111
Lakeview	Lierman, C. E.	Post Office Box 248	(712) 657-8153
Laurens	Gannon, Jas.	403 West Main Street	(712) 845-4544

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
IOWA			
Marshalltown	Keyser, Earl L. Sauer, Harold E. Southwick, W. W.	407 B. East Main Street 102 Medical Arts Center 103 Medical Arts Center	(515) 753-3373 (515) 752-1443 (515) 753-8371
Mason City	Baker, John M. Dixon, John E. Houlahan, J. E.	121 - 3rd Street, N.W. 802 Brick & Tile Building 121 - 3rd Street, N.W.	(515) 423-1123 (515) 423-4655 (515) 423-1123
Missouri Valley	Tamisiea, F. X. Wilson, R. G.	415 East Erie Street 415 East Erie Street	(712) 642-2701 (712) 642-2701
Mt. Vernon	Rahn, Gordon	111 - 1st Street, East	(319) 895-8895
Oelwein	Gallagher, John P. Ottillie, D. J.	24 South Frederick Ave. 212 - 8th Avenue, S.E.	(319) 283-3441 (319) 283-3951
Onawa	Gaukel, L. A. Wolpert, P. L.	911 Diamond Street 911 Diamond Street	(712) 423-1211 (712) 423-1211
Oskaloosa	Collison, R. M. Smith, S. A.	1225 "C" Avenue, East 1225 "C" Avenue, East	(515) 672-2571 (515) 672-2571
Riceville	Walker, T. G.		(515) 985-2122
Sheldon	Griffin, R. E.	712 Fourth Street	(712) 324-2511
Sibley	Thomas, J. H.		(712) 754-2211
Sioux City	Heimann, V. R. McGown, Gerald Rudersdorf, Howard E.	501 Insurance Exchange Bldg. 2417 Pierce Street 2417 Pierce Street Sioux City Medical Clinic	(712) 258-0158 (712) 258-0527 (712) 258-7575
Spencer	Schlichtemeier, E. D.	1304 North Grand	(712) 262-2140
State Center	Sokol, C. R.	503 Third Avenue, S.W.	(515) 483-2141
Tama	Havlik, A. J.	207 West Third Street	(515) 484-2602
Traer	Dalbey, G. M.	532 - 2nd Street	(319) 478-2405
Waterloo	Mickelson, C. J.	927 West 4th Street	(319) 234-0306
Waverly	Hanson, H. M.	107 - 3rd Street, S.E.	(319) 352-4340
Winterset	Evans, John E.	115 West Court Avenue	(515) 462-1040
MICHIGAN			
Crystal Falls	Addison, E. R. Stelle, Robert E.	412 Superior Street 412 Superior Street	(906) 875-6681 (906) 875-6681
Escanaba	Fitch, Donald N. Gordon, E. J. Hockstad, Raymond L. LeMire, John R. LeMire, Wilham A.	Doctors' Park 117 North 22nd Street Doctors' Park Doctors' Park 104 Doctors' Park	(906) 786-4628 (906) 786-0865 (906) 786-4628 (906) 786-7471 (906) 786-1244
Iron Mountain	Huron, W. H.	106 W. "B" Street	(906) 774-1633
Iron River	Retallack, R. C.	415 Third Avenue	(906) 265-2512
Ironwood	Harrington, Rex Lieberthal, P. R.	512 North Douglas Boulevard 220 South Suffolk	(906) 932-0310 (906) 932-0700
Ishpeming	Williams, R. G.	524 Mather Street	(906) 486-9971
Kingsford	Smith, D. R.	145 Roseland	(906) 774-1994
Menominee	Brukardt, H. R. Jones, W. S.	534 - 1st Street 1146 Tenth Avenue	(906) 863-5944 (906) 863-2454
MINNESOTA			
Albert Lea	Hansen, T. M. Nelson, Clayton E. J. Palmer, C. F. Steiner, L. E.	224 Water Street 1602 Fountain Street 224 Water Street 224 Water Street Albert Lea Medical and Surgical Center	(507) 373-1441 (507) 373-8251 (507) 465-3679 (507) 373-1441
	Wilcox, G. C.	224 Water Street Albert Lea Medical and Surgical Center	(507) 373-1441
Austin	Anderson, David P.	101 Fourteenth St., N.W.	(507) 433-7351
Belle Plaine	Hallgren, Roger Juergens, H. M.	337 South Meridian Street 127 South Cedar	(612) 873-2276 (612) 873-6161
Canby	Monson, L. J.	215 St. Olaf Avenue, North	(507) 223-7221
Cannon Falls	Williams, M. R.	Medical Arts Building	(507) 263-2511
Dodge Center	Kulstad, Oscar S.	Box 507	(507) 374-6350
Duluth	Smith, Cyril M.	P. O. Box 740	(218) 722-3907
Fairmont	Gardner, V. H.	322 Blue Earth Ave., Box 467	(507) 235-3657
Hopkins	Blake, James	15 - 9th Avenue, South	(612) 938-7612
LeRoy	Morse, M. O.	Box 247	(507) 324-5305
Le Sueur	Sonnesyn, N. N.	229 South 2nd Street	(612) 665-2577
Luverne	Bofenkamp, Ferdinand W.	102 South McKenzie	(507) 283-4757
Madelia	Boysen, Herbert	17 Central Avenue, North	(507) 642-3314

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
MINNESOTA			
Mankato	Eustermann, John J. Kearney, R. Wynn Mickelson, J. C. Schrmitz, A. A. Stillwell, W. C.	Mankato Clinic 329 S&L Building Mankato Clinic Mankato Clinic Mankato Clinic	(507) 387-1811 (507) 345-6171 (507) 387-1811 (507) 387-1811 (507) 345-4928
Marshall	Peterson, K. A.	Doctors Plaza	(507) 532-4416
Minneapolis	Arling, Leonard	3033 University Ave., S.W. The Northwest Industrial Clinic, P.A.	(612) 336-9353 9354
	Foker, Leslie W.	3033 University Ave., S.E. The Northwest Industrial Clinic, P.A.	(612) 336-9353 9354
	Folsom, L. Bartlett	3033 University Ave., S.E. The Northwest Industrial Clinic, P.A.	(612) 336-9353 9354
	Minder, John G.	3033 University Ave., S.E. The Northwest Industrial Clinic, P.A.	(612) 336-9353 9354
Montgomery	Lehrer, A. J.	Family Medical Clinic	(612) 364-7378
Mountain Lake	Wiens, Alvin		(507) 427-2121
New Prague	Cervenka, C. F.	304 First Street, S.E.	(612) 758-4461
New Ulm	Muesing, William J.	New Ulm Clinic	(507) 354-3168
Owatonna	Olson, A. J.	134 Southview	(507) 451-1120
Red Wing	Juers, E. H.	628 West 3rd Street	(612) 388-3504
St. James	Parsons, R. A.	First National Bank Building	(507) 375-3141
St. Paul	Adair, Frank Leverenz, Carleton W. Roach, Charles A. Smith, Vernon D. E.	821 Central Medical Building 914 Lowry Medical Arts Bldg. 821 Lowry Medical Arts Bldg. 339 Lowry Medical Arts Bldg.	(612) 646-1841 (612) 224-2123 (612) 646-1841 (612) 222-5596
Stewartville	Risser, A. F.	118 South Main Street	(507) 533-4633
Tracy	Lee, Norman J.	312 Morgan Street	(507) 629-4901
Waseca	Dey, J. W.	501 North State Street Waseca Clinic	(507) 835-3110
	Gray, M. A.	501 North State Street Waseca Clinic	(507) 835-3110
	Hergott, P. F.	501 North State Street Waseca Clinic	(507) 835-3110
	Normann, S. T.	501 North State Street Waseca Clinic	(507) 835-3110
Windom	Stratte, H. C.	304 - 10th Street	(507) 831-2393
Winona	Locomis, G. L.	62 East 4th Street	(601) 454-4523
Worthington	Kilbride, E. A.	701 - 11th Street	(507) 376-4660
MISSOURI			
Kansas City	Lally, James J.	519 Plaza Parkway Building 4620 J C Nichols Parkway	(816) 931-6190
	Shireman, Kenneth L.	6518 Independence Avenue	(816) 231-4191
St. Joseph	Butler, Eliza Knepper, Paul A.	902 Edmond Street 902 Edmond Street	(816) AD3-1311 (816) 233-1311
NEBRASKA			
Ainsworth	Shiffermiller, F. H.		(402) 387-1900
Albion	Smith, R. J.	632 West Fairview Street	(402) 395-2121
Arlington	Bloch, D. M.	315 West Eagle	(402) 478-4123
Atkinson	Ramsey, J. E.		(402) 925-2631
Blair	Grace, Leslie I.	753 North 21st Street Blair Clinic	(402) 426-4611
Chadron	Alderman, A. J.	300 Shelton Street Box 431 Chadron Medical Clinic, P.C.	(308) 432-4441
	Hoebet, L. H.	300 Shelton Street Box 431 Chadron Medical Clinic, P.C.	(308) 432-4441
	Penor, R. M.	300 Shelton Street Box 431 Chadron Medical Clinic, P.C.	(308) 432-4441
	Rasmussen, R. H.	300 Shelton Street Box 431 Chadron Medical Clinic, P.C.	(308) 432-4441
	Robinson, William W.	600 Main Street	(308) 432-4333
Fremont	Eaton, William B. Reeder, Robert C.	230 East 22nd Street 1835 East Military	(402) 721-4170 (402) 721-1160

LOCATION NEBRASKA	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
Geneva	Ashby, C. F.		(402) 759-3144
Gordon	Hoewing, William	136 Pine Street	(308) 282-1442
Hartington	Vlach, C. J.		(402) 254-3257
Lincoln	Goetowski, Paul Webster, Fred S.	1000 South 13th Street 1000 South 13th Street	(402) 432-2873 (402) 432-2873
Lynch	Becker, William F. Raymond, Richard A.	Lynch Clinic Lynch Clinic	(402) 569-2741 (402) 569-2741
Neligh	Peetz, D. J.		(402) 887-4193
Norfolk	Adams, Gordon D.	Ninth & Norfolk Avenue Norfolk Medical Group	(402) 371-3160
	Salter, G. D.	900 Norfolk Avenue	(402) 371-3160
Oakland	Mullmann, A. J.	404 East Oakland Avenue	(402) 685-5362
Omaha	Connors, Edward K.	317 Doctors Building 4239 Farnam Street	(402) 551-6064
	Gifford, H.	8300 Dodge Street Suite 400	(402) 397-2707
	Long, Robert S. Underriner, R. E.	8300 Dodge Street, Rm. 221 5827 North 60th Street	(402) 391-9339 (402) 571-5330
Tekamah	Lukens, I.	216 South 13th Street	(402) 374-2236
Tilden	Barr, Carl C.	Post Office Box 370	(402) 368-5365
Wahoo	French, Ivan M.	964 Laurel Street	(402) 443-4141
Wayne	Benthack, Walter	216 West 2nd Street	(402) 375-2500
West Point	Scherer, Robert H.	539 East Decatur Street West Point Medical Center	(402) 372-2477
SOUTH DAKOTA			
Aberdeen	Murdy, Carson	423 South Lincoln	(605) 225-7464
Belle Fourche	Davis, John H. Sherrill, S. F. Smart, E. Colin	830 Kingsbury Street 1301 Eighth Avenue Medical Center	(605) 892-9751 (605) 892-2505 (605) 892-2787
Brookings	McCabe, Francis X.	628 Main Avenue Brookings Clinic	(605) 692-6236
Burke	Sweet, Edwin		(605) 775-2631
Deadwood	Mattox, James	658 1/2 Main Street	(605) 578-1411
Huron	Adams, H. P.	111 Fourth Street Huron Clinic	(605) 352-8691
	Hohm, Paul Saxton, W. H.	455 Kansas Avenue, S.E. 111 Fourth Street Huron Clinic	(605) 352-8767 (605) 352-8691
Mitchell	Lewis, H. R. Vonburg, V. R.	Medical Arts Building 818 West Havens	(605) 996-5474 (605) 996-7526
Philip	Mangulis, G. J.	605 West Pine	(605) 859-2566
Pierre	Askwig, L. C.	111 Huron Avenue, South Pierre Clinic	(605) 224-7364
Rapid City	Fromm, Harold E. Owens, Gordon S.	725 Meade Street Williams Surgical Clinic 1828 West Kansas City Street Post Office Box 1711	(605) 343-5130 (605) 342-3881
	Williams, F. R.	725 Meade Street	(605) 343-5130
Sioux Falls	Amundson, Loren H. Donohoe, Robert R. Vandemark, Robert E.	1505 South Minnesota Avenue Donahoe Clinic 1505 South Minnesota Avenue 1701 South Minnesota Avenue	(605) 336-1820 (605) 336-1820 (605) 336-1573
Watertown	Bartron, G. B.	320 - 7th Avenue, S.E. Bartron Clinic	(605) 886-8471
Winner	Stiehl, R. L.	825 East 8th Street	(605) 842-2443
WISCONSIN			
Antigo	Beattie, B. W. Cromer, R. W.	614 - 5th Avenue 1111 Langlade Road Antigo Medical Center	(715) 623-4519 (715) 623-3761
	Curran, William P.	700 1/2 - 5th Avenue Fidelity Bank Building	(715) 623-3761
	Keener, Robert L.	1111 Langlade Road Antigo Medical Center	(715) 623-3761
	Moermond, James Orlin	837 Clermont Street General Clinic	(715) 623-2351
Appleton	Hale, William Landis, R. V. Loescher, Thomas M.	420 East Longview Street 210 North Park Avenue 412 E. Longview Dr.	(414) 733-3754 (414) 733-5547 (414) 739-2378
Ashland	Bargholtz, W. E.	206 - 6th Avenue, West	(715) 682-6622

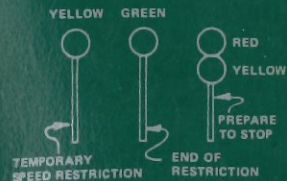
LOCATION WISCONSIN	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
Augusta	Moland, O. G.	Box "M"	(715) 286-2462
Baldwin	Olson, C. A. Hannan, K. D.	Baldwin Clinic 415 Ash	(715) 684-3326 (608) 356-4911
Baraboo	Pearson, C. R.	314 Ash, Box 169	(608) 356-3984
Beaver Dam	Urbanek, Robert E.	1200 South Central	(414) 887-7101
Beloit	Raube, H. A.	744 1/2 Central	(608) 362-3564
Black River Falls	Krohn, Eugene	610 West Adams Street Krohn Clinic	(715) 284-4311
	Noble, John H.	610 West Adams Street Krohn Clinic	(715) 284-4311
Chippewa Falls	Sazama, F. B.	133 West Central Street	(715) 723-2866
Clintonville	Auld, Irving	7 South Main Street	(715) 823-3867
Cuba City	King, Cedrick S.		(608) 744-2161
Cumberland	Jirsa, Harold O.	2225 Jeffery Boulevard Cumberland Clinic	(715) 822-2231
Dodgeville	Rasmussen, N. G.	109 West Fountain Street	(608) 935-3328
Eagle River	Colgan, J. J.	321 Wall Street	(715) 479-4171
Eau Claire	Finucane, Patrick J.	1620 Ohm Avenue	(715) 834-2035
Elcho	Daily, Dee W.		(715) 275-3760
Elroy	Balder, Roy B.	1104 Academy Street	(608) 462-8281
Fond du Lac	Cerny, F. J. Smith, E. V., Jr. Twhig, D. J., Jr. Yockey, John	80 Sheboygan Street 525 East Division 80 Sheboygan Street 80 Sheboygan Street	(414) 921-7400 (414) 922-1900 (414) 921-7400 (414) 921-7400
Friendship	Janssen, Martin L. Simani, Rahmatollah	Roche-Cri-Clinic West Lake Street	(608) 339-3326 (608) 339-3326
	Tamayo, Alfonso	Roche-A-Cri Clinic	(608) 339-3326
Green Bay	Freedman, A. L. Killins, J. A. Schmidt, R. T. Stennon, O. A. Troup, R. L.	606 Bellin Building 123 North Military 923 Eliza Street 130 East Walnut Street 123 North Military Avenue	(414) 437-9696 (414) 494-3421 (414) 432-9267 (414) 432-3490 (414) 494-3421
Hales Corners	Pierce, D. F.	12001 West Woods Road	(414) 425-1111
Hayward	Sahs, M. H.	116 West 2nd St. Hayward Clinic	(715) 634-2622
Hudson	Anderson, Myron G.	226 Locust Street	(715) 386-2311
Hurley	Martinetti, D. J.	327 Silver Street	(715) 561-2960
Janesville	Sholl, P. R. Tregoning, Paul C.	500 West Milwaukee 2020 East Milwaukee	(608) 752-7811 (608) 754-5581
Kaukauna	Boyd, George L. Behnke, George A.	1015 West Wisconsin 1015 West Wisconsin	(414) 766-4656 (414) 766-4656
Kenosha	Bilak, Roman	6032 - 40th Avenue	(414) 652-1423
Kimberly	Gage, R. S.	314 West Kimberly Street	(414) 788-1321
LaCrosse	Gundersen, Adolf L. Gundersen, Sigurd	1836 South Avenue 1836 South Avenue	(608) 785-2400 (608) 785-2400
Lake Geneva	Bischof, Henry F.	845 Main Street	(414) 248-4411
Lake Mills	Netzow, Earl J.	120 East Oak	(414) 648-2391
Lancaster	Houghton, E. M.	242 West Hickory	(608) 723-4304
Madison	Benish, George A. Dean, Frank K. Diamond, W. B. Duehr, P. A. Mahaffey, H. W. Torney, Thomas W., Jr.	16 North Carroll Street 1313 Fish Hatchery Road 16 North Carroll Street 1025 Regent Street 30 South Henry Street 16 North Carroll Street	(608) 256-5571 (608) 256-5521 (608) 255-6085 (608) 251-2361 (608) 255-6731 (608) 256-5571
Manitowoc	Hammond, R. W. Rees, T. H.	902 A Jay Street 104 North 8th Street Dempsey Bldg., Room 5	(414) 684-5383 (414) 684-8888
Marinette	Bell, John M. Boren, C. H. Boren, James	2500 Hall Avenue 1510 Main Street 1510 Main Street	(715) 735-3356 (715) 735-7421 (715) 735-7421
Markesan	Cupery, D. P.	Medical Center	(414) 398-2321
Marshfield	Dovenbarger, William V. Gouze, F. John Lohrenz, Francis N. Nikolai, Thomas F.	Marshfield Clinic Marshfield Clinic Marshfield Clinic Marshfield Clinic	(715) 387-1711 (715) 387-1711 (715) 387-1711 (715) 387-1711
Menomonie	Miech, Michael J.	2211 Stout Road Red Cedar Clinic	(715) 235-9671
Milwaukee	Hausmann, Paul F. Heidner, Fred C.	2309 West State Street 204 East Capitol Drive	(414) 342-2003 (414) 332-9330

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
WISCONSIN			
Milwaukee (cont'd)			
	Mayer, Hanno	811 East Wisconsin	(414) 332-1605
	Mendeloff, Elton	2320 West Kenboern Drive	(414) 351-0395
	Muenzner, R. J.	208 East Wisconsin Avenue	(414) 273-7956
	Zillmer, James H.	5148 North Teutonia Avenue	(414) 462-8280
Neenah	Hardie, Gordon H.	111 East North Water Street	(414) 725-4527
	Stelter, Gerald P.	211 N. Commercial St. Twin City Clinic	(414) 725-7071
New London	Monsted, J. W.	112 North Water Street	(414) 982-2082
New Richmond	Epley, O. H.	137 East 3rd Street	(715) 246-2332
Oshkosh	Clark, William E.	400 Ceape Avenue	(414) 231-6800
	Stone, L. H.	712 Doctors' Court	(414) 231-4669
	Wagner, R. F.	925 Oregon Street	(414) 231-6650
	Williams, E. B.	Post Office Box 740	(414) 235-7070
Port Washington	Barr, Arnold H.	214 North Washington Street	(414) 284-4481
	Savage, George	125 North Franklin Street	(414) 284-2676
Racine	Frazen, L. E.	725 Main Street	(414) 632-1208
	Harris, William C.	2405 North Western Avenue	(414) 637-9271
Rhineland	Bump, Warner S.	1020 Kabel Avenue	(715) 362-5650
	Schiek, I. E.	Courtney Street	(715) 362-6160
Rice Lake	Maser, J. F.	24 West Marshall	(715) 234-7068
Ripon	Johnson, J. Martin	1212 West Fond du Lac St.	(414) 748-6133
Shawano	Arvold, D. S.	117 East Green Bay Road	(715) 526-3131
Sheboygan	Hoon, James R.	1011 North 8th Street Sheboygan Clinic	(414) 457-4461
	Mason, Paul B.	1011 North 8th Street Sheboygan Clinic	(414) 457-4461
	Schott, E. C.	1011 North 8th Street Sheboygan Clinic	(414) 457-4461
	Senty, Robert M.	1011 North 8th Street Sheboygan Clinic	(414) 457-4461
Shell Lake	Moen, D. V.	4th Avenue	(715) 468-7881
Sparta	Beebe, Dewitt C.	Post Office Box 250 Sparta Clinic	(608) 269-6731
Spooner	Choudhuri, B. P.	222 Oak Street Spooner Clinic	(715) 635-2151
	Olson, Lester J.	222 Oak Street Spooner Clinic	(715) 635-2151
Superior	Doyle, T. J.	1507 Tower Avenue	(715) 394-5171
	Stack, E. G., Jr.	310 Telegram Building	(715) 394-6110
Tomah	Mubarak, J. S.	105 West Milwaukee Street	(608) 372-4111
Two Rivers	Kuljis, D. A.	1521 Washington Street	(414) 792-4412
Watertown	Reed, William H.	111 South 5th Street	(414) 261-6088
Waukesha	Campbell, Paul	1307 East Broadway	(414) 547-4031
	Davies, Gwilyn	717 North East Avenue	(414) 547-4141
	Smirl, W. G.	723 Clinton	(414) 547-9170
Wausau	Stahmer, A. H.	404 South Third	(715) 845-7231
Wauwatosa	Brah, William A.	10425 West North Avenue Fairview Building	(414) 774-5930
	Thatcher, Donald S.	10625 West North Ave.	(414) 771-9130
	Trettin, Robert J.	10625 West North Ave.	(414) 771-9130
West Allis	Frederick, R. H.	7041 West Greenfield Avenue	(414) 576-0792
West Bend	Frankow, R. O.	627 Elm Street	(414) 334-3451
Williams Bay	Wiswell, C. Y.	60 West Geneva Street	(414) 245-5050
Wisconsin Rapids	Pomainville, L. C.	521 - 8th Street, South	(715) 423-3500
Woneoc	Baker, H. P.		(608) 464-7714

1 - *sq. Wip - Section*
 1 - *approach meeting or waiting*
 1 - *running against current of traffic. approach. Pass or fit train*

ROADWAY SIGNS

PROTECTION OF TRACK WORK



RULES 12, 14, 14 (A)

STATION ONE MILE SIGN



RULE 15 (m)

WHISTLE POST SIGN



RULE 15 (l)

RAILROAD CROSSINGS, JUNCTIONS AND MOVABLE BRIDGES

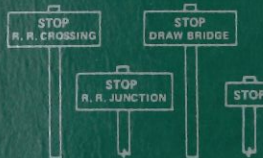


RULES 98 AND 98 (A)

SPRING SWITCH SIGN



RULE 104 (H)



RULES 98 AND 98 (A)

YARD LIMIT SIGN



RULE 93 (NEW)

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