

**CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY**



SYSTEM

TIMETABLE No. 5

EFFECTIVE

12:01 A.M., MAY 1, 1981

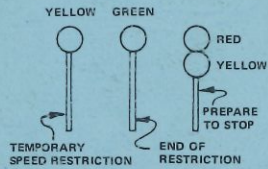
**CENTRAL STANDARD TIME
(EXCEPT MOUNTAIN STANDARD
TIME WHERE APPLICABLE)**

For the information and
government of employes only

J. A. ZITO, Senior Vice President—Operations
E. A. BURKHARDT, Vice President—Transportation
A. H. MALECHA, General Manager
R. H. McDONALD, Asst. Vice President—Transportation
L. A. ROBERTSON, Director—Operations Control Center

ROADWAY SIGNS

PROTECTION OF TRACK WORK



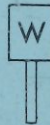
RULES 12, 14, 14 (A)

STATION ONE MILE SIGN



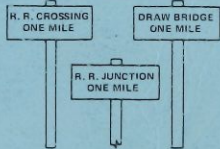
RULE 15 (m)

WHISTLE POST SIGN

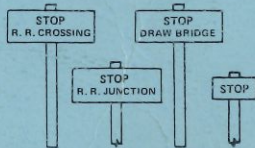


RULE 15 (L)

**RAILROAD CROSSINGS, JUNCTIONS
AND MOVABLE BRIDGES**



RULES 98 AND 98 (A)



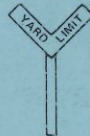
RULES 98 AND 98 (A)

SPRING SWITCH SIGN



RULE 104 (H)

YARD LIMIT SIGN



RULE 93 (modified)

SAFETY IS.....NO ACCIDENT

TAKE PRIDE IN RULES OBSERVANCE

EACH CONDUCTOR, ENGINEER, FOREMAN OR GROUP LEADER IS A TEACHER AND HAS THE OBLIGATION TO REQUIRE RULES OBSERVANCE AND SAFETY IN THE PERFORMANCE OF DUTY BY MEN UNDER HIS SUPERVISION.

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

DIVISIONS

Chicago	R. L. Johnson
Illinois	W. R. Otter, Jr.
Iowa	G. F. Maybee
Wisconsin	C. J. Burger
Ore	J. C. McIntyre
Twin Cities	D. J. Owens
Central	J. H. Koch
Western	D. B. Carlisle
Chicago	R. A. Drengler

**ASSISTANT VICE PRESIDENT
AND DIVISION MANAGER**

HEADQUARTERS

Proviso, Ill.
Chicago, Ill.
Boone, Iowa
Milwaukee, Wis.
Escanaba, Mich.
St. Paul, Minn.
Mason City, Iowa
Chadron, Neb.
Chicago, Ill.

SYMBOLS AND ABBREVIATIONS

A—Arrive Y—Yard limits TY—Temporary 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)
 - Ⓡ —Wye track
 - Ⓢ —Railroad crossing at grade (used in conjunction with other appropriate symbol)
- 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)

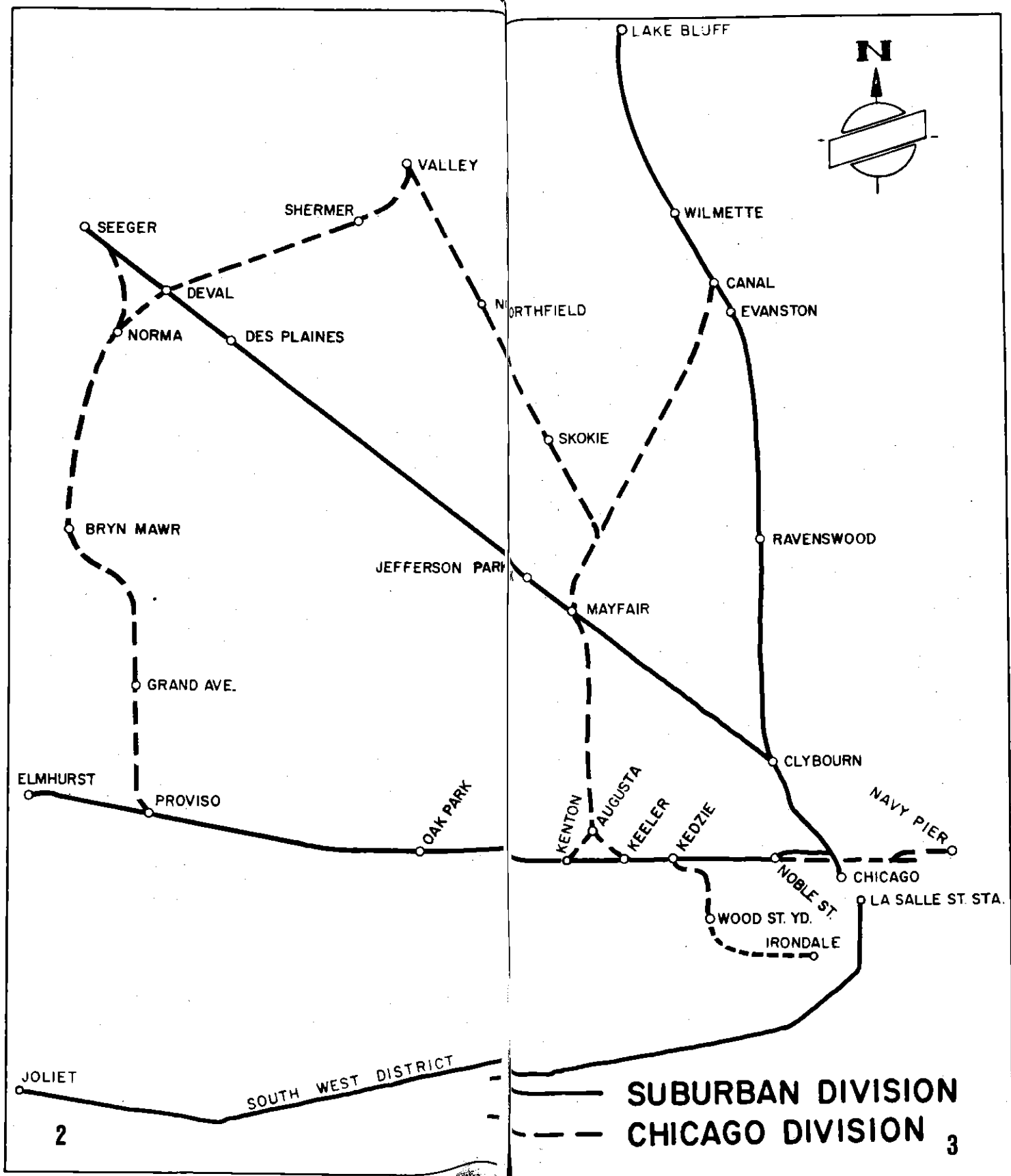
Time Per Mile	Miles Per Hour		Time Per Mile	Miles Per Hour		Time Per Mile	Miles Per Hour	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
..	51	70.6	1	16	47.4	1	50	32.7
..	52	69.2	1	18	46.1	1	52	32.1
..	53	67.9	1	20	45.0	1	54	31.6
..	54	66.6	1	22	43.9	1	56	31.0
..	55	65.5	1	24	42.9	1	58	30.5
..	56	64.2	1	26	41.9	2	00	30.0
..	57	63.2	1	28	40.9	2	05	28.8
..	58	62.1	1	30	40.0	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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ROCKWELL SUBDIVN—CHICAGO DIVISION

Mile Posts and Miles	WEST STATIONS EAST		Station Numbers
	WEST STATIONS	EAST	
2.5	WOOD STREET ⊗ B&OCT. 0.3		0004
2.2	OGDEN AVENUE		
2.0	B&O CONN. ⊗ B&OCT. 0.1		
1.9	TAYLOR ST. ⊗ CR. 1.2		
0.7	ROCKWELL JCT. 0.7		
0.0	KEDZIE		

SPEED RESTRICTIONS (In MPH)

Maximum 10*
 *"TOFC" trains (See Geneva Subdivn.) may operate at Reduced Speed not to exceed.

Between Wood St. and Taylor St. 10
 Between Taylor St. and Kedzie 20

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.

Double track is in operation between Ogden Ave. and Kedzie.

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

Between B&O Conn. and Taylor St., C&O/B&O trains in both directions operate over track No. 4 the eastward track, and will be governed by switchtender at 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 main track.

High HP Units GP-50, SD-40, SD-40-2, SD-45, U 30C and C-628 must not be operated on track 1—westward track, or on track 3—scale and industry track, between Taylor St. and Rockwell Jct. due to weight limitations.

SD-38 Units must not be operated on track 3—scale and industry track, between Taylor St. and Rockwell Jct.

The above mentioned high-horse power units may be operated on south leg of wye of B&OCT interlocking at Wood St. (Western Ave.) as single units only, either when moving light or handling cars.

Westward trains must stop at B&O Conn. and further movement will be governed by switchtender at Taylor St.

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

The Switchtender at Taylor Street will be required to communicate with control operator, Western Avenue Interlocking to receive permission for C&NW trains to proceed past B&O Connection. Switchtender after complying with instructions of control operator Western Avenue Interlocking will give proceed signal to Eastward or Westward C&NW trains or engines.

Proceed signal from Switchtender Taylor Street will be authority for C&NW trains or engines to operate over B&O Connection. Proceed signal from Switchtender, Taylor Street to operate over B&O Connection does not relieve crew members from ascertaining that all switches connected with their movement are properly lined for the route to be used.

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.

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.

SKOKIE SUBDIVN—CHICAGO DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
0.0	0.0	KENTON AVE. 0.8			
0.8	0.8	AUGUSTA BLVD. 1.0			
1.8	1.8	CRAGIN ⊗ CMSTP&P 2.8		0611	
4.6	4.6	GRAYLAND ⊗ CMSTP&P 0.8		0608	
5.2	5.2	MAYFAIR ⊗ CMSTP&P 4.8 C&NW		0607	
10.0	10.0	SKOKIE TY 4.8		8007	
14.8	14.8	NORTHFIELD 3.8		8012	
18.6	18.6	VALLEY		8015	

SPEED RESTRICTIONS (In MPH)

Between Kenton Ave. and Mayfair

Maximum 10
 Between Mayfair and Valley*
 Maximum 30
 MP 5.2—5.6 10
 MP 18.6—Interlocking
 Limits Valley 25

*Rock and Roll Restrictions do not apply between MP 5.6 and 16.0 located between Mayfair and Northfield.

Yard Limits:
 MP 0.0—6.5

Temporary Yard Limits:

Skokie
 Effective as authorized by Form "TY" train order.

Double Track in operation between Augusta Blvd. and Mayfair.

Rule 15 (Addition)

Ordinance prohibits sound of engine whistle within Chicago city limits. Ordinance prohibits sounding of engine whistle within village limits of Skokie from 7:01 p.m. until 7:01 a.m., daily.

Rule 83(B)—Westward trains must obtain Clearance at Mayfair. Eastward trains are not required to obtain Clearance from Mayfair.

Rule 97 applies only between Valley and Mayfair.

Rule 99—Minimum flagging distance 3/4 mile

Movements against the current of traffic must be authorized by the Control Operator at Mayfair.

Passenger cars longer than 80 feet must not be operated between Augusta Blvd. and Mayfair.

Proceed over Bryn Mawr Crossing located at MP 6.5 at Reduced Speed until crossing is occupied sounding engine whistle Signal 15(L).

Hot Box Detector:

Location, MP 21.8 (Valley on New Line Subdivision—Wisconsin Division.) EB trains stop and inspect train at MP 15.1 (west of Willow Rd.) unless radio communication has been received authorizing train to proceed.

Switch Locks:

Vandal resistant switch locks requiring special keys are in use on all MT switches between Northfield and Cragin. Keys available from Control Operator Mayfair and Agent Skokie.

Maximum Wt: 263,000 lbs.

WEBER SUBDIVN—CHICAGO DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		WEST STATIONS	EAST		
4.1	0.0	MAYFAIR ⊗ C&NW 4.9		0607	
9.0	4.9	WEBER 2.4		0688	
11.4	7.3	CANAL			

SPEED RESTRICTIONS (In MPH)

Between Mayfair and Canal

Maximum 10

Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within Chicago and Evanston city limits.

Rule 83(B) does not apply at Canal.

Only yard transfer and industrial switching movements are permitted on the Weber Subdivision.

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

SWITCH LOCKS: Vandal resistant switch locks requiring special keys are in use on all main track switches. Keys available from Control operator Mayfair, and Agent Weber.

SUBURBAN DIVISION

SUBDIVISION LIMITS

KENOSHA—MP 0.0—30.3 (Lake Bluff)
Harvard—MP 0.0—18.6 (Seeger)
Geneva—MP 0.0—16.5 (Elmhurst)

SHOWN UNDER DIVISION

Wisconsin
Wisconsin
Illinois

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. Exception: On track 2, trains consisting of 4 or more cars must stop at, or short of, the double white line.
- (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 St. Interlocking:
 - (a) The first dwarf signal governing westward movements from each of the train shed tracks.
 - (b) The second dwarf signal governing westward movements from track No. 16.
 - (c) 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 St. 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

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

Additional Rules and Instructions applicable to employes in the Chicago Suburban District:

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 as 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, see Rules section of this timetable.

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 213

The last paragraph of Rule 213 (A copy of all train orders and clearances will be furnished the rear trainman on all passenger trains.) does not apply for suburban trains.

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 passengers 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.

Rule 30 (Addition)

The engine or cab car bell must be rung not less than one-fourth mile in advance of station platforms and must continue to ring until the leading end of train (engine or cab car) has passed the platform.

Whistling—Suburban Territory

In the application of anti-whistling ordinances, on the Geneva and Harvard Subdivn. and between Chicago and Kenosha on the Kenosha Subdivn., engine whistles must be sounded as prescribed by Rule 15(L) 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, and Chicago and Barrington will sound whistle signal 15(g) preceding 15(e) when recalling flagman.

Speed—Extra Passenger Trains

Extra trains consisting of all passenger equipment will operate at passenger train speeds.

Running Regular Stops

When, due to operating problems, a passenger 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.

Operating on other than normal tracks

During periods of heavy track work, there will be extensive running against the current of traffic and operating on other than normal tracks during off-peaks on weekdays and on weekends. When operating on other than your normal track, flash your headlight at least five times while you are approaching a station stop sufficiently in advance to permit riders to change platforms. Notices are posted at stations advising riders of this procedure. Extreme caution must be exercised to assure that all riders have crossed over before blocking crosswalk.

END ILL. DIV. M.P. 69

CLINTON

BYRON

NELSON

MIDDLE GROVE

ELM

MOLITOR JCT.

PEORIA JCT.

SQ. PEKIN PEORIA

BARR

VIRDEN

BENLD

MADISON

VIA I.T.R.R. & T.R.R.A.
E. ST. LOUIS

WINNEBAGO

ROCKFORD

BELLEVILLE

SYCAMON

ST. CHARLES

DEKALB

TROY GROVE

GENEVA

AURORA

OF ELGIN

ELGIN JCT.

WEST CHICAGO JCT.

LOMBARD

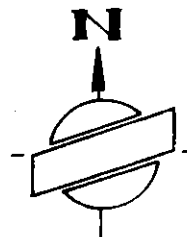
ELMHURST

PROVISO

WEST CHICAGO

VILLA PARK

CHICAGO



ILLINOIS DIVISION

GENEVA SUBDIVN — SUBURBAN AND ILLINOIS DIVISIONS

Mile Post and Distance from Chicago	Schedules of first class passenger trains between Chicago and Geneva are shown in Suburban Division Timetable. Employees whose duties are in way affected by suburban trains must have a copy of the current Suburban Division Timetable in their possession while on duty.		Station Numbers
	WEST STATIONS	EAST	
0.0	CHICAGO	ⓐⓑⒸⒹⓐ	0000
0.2	LAKE ST.	ⓐ	
0.4	CLINTON ST.	ⓐ	
1.3	NOBLE ST.	ⓐ	
2.6	WESTERN AVE. 1.0 ⓐ CMSTRAP	ⓐ	0005
3.6	KEDZIE	ⓐⓑⒸⒹ	
4.8	KEELER		0011
5.2	KENTON AVE. 3.3	ⓐ	
8.5	OAK PARK		0018
8.9	LATHROP AVE. 0.8	ⓐ	
9.7	RIVER FOREST 0.3	Y	0020
10.0	VALE	ⓐ	
10.5	MAYWOOD		0021
11.3	MELROSE PARK 0.6		0022
11.9	JN	ⓐ	
12.0	PROVO JCT. 0.6	ⓐⓑ	
12.6	BELLWOOD		0017
1.7	PROVISO	ⓐⓑⒸⒹⓐ	0023
14.2	WOLF ROAD 0.1	ⓐ	
14.3	BERKELEY 0.9		0016
15.2	HM	ⓐ	
15.7	ELMHURST 2.1		0024
17.8	VILLA PARK 2.1		0025
19.9	LOMBARD 2.5		0026
22.4	GLEN ELLYN 1.4		0027
23.8	COLLEGE AVE. 1.2		0028
25.0	WHEATON 2.5		0029
27.5	WINFIELD 2.0		0030
29.5	NI	ⓐ	
30.3	WEST CHICAGO ⓐ EJ&E	ⓐⓑⒸ	0031
32.1	WX	ⓐⓑⒸⒹ	
35.5	GENEVA	ⓐⓑⒸ	0032

Refer to General Order No. 48 dated 9/21/83
MP 30.8 - 31.9
L&N
F&E
50

GENEVA SUBDIVN — SUBURBAN AND ILLINOIS DIVISIONS

Freight trains may operate at passenger train speeds between Kedzie and Geneva provided they meet the minimum standards below:

- Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.
- Consist of 60 or less roller bearing equipped cars exclusive of caboose.
- Consist of all TOFC/COFC or multi-level automobile carrying cars or any combination thereof exclusive of caboose.

Note (a) — TOFC/COFC means Trailers/Containers on flat cars.
(b) — Restrictions relating to Prevention of "Rock & Roll Action" and "Cold Weather" do not apply to these trains.

(c) — When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, state car and car number.

SPEED RESTRICTIONS (In MPH)

Maximum	Psg. Frt.	70	60	70	50	
MP 0.0—0.3 Between Chicago and Signal Bridge A. Reduced Speed not exceeding	10	10		MP 5.3—8.9 Kenton Ave.—Lathrop Ave.	70	50
MP 0.3—0.7 Signal Bridge A to Signal Bridge D. Reduced Speed not exceeding	15	10		MP 8.9 Lathrop Ave. through Interlocked turnout to Track A-1	35	30
MP 0.7—1.3 Signal Bridge D to Noble St.	35	30		MP 8.9—9.9 Lathrop Ave.—Vale	60	40
MP 1.3—1.6 Noble St. Straight routes	35	30		Track A-1	35	30
Diverging routes	10	10		MP 9.9 Through turnouts Vale—Tracks 1 and 2 to westward track	50	40
MP 1.6—2.6 Noble St.—Western Ave.	50	30		Track A-1 to westward track	35	30
MP 2.6 Western Ave. Straight routes	30	30		Eastward track to tracks 2 & 3	50	40
Diverging routes	10	10		MP 9.9—10.4 Vale—5th Ave., Maywood	50	40
MP 2.6—3.6 Western Ave.—Kedzie, Tracks 1 and 2	40	30		MP 11.7 JN	50	40
Tracks 3 and 4	30	10		Straight routes	50	40
MP 3.6 Kedzie Straight routes	35	35		Diverging routes	15	10
Diverging routes	15	10		MP 12.0 Provo Jct.	35	30
MP 3.6—4.5—Harding Ave., Tracks 1 and 2	50	35		To and from IHB conn. track	10	10
Tracks 3 and 4	20	10		MP 14.2 Wolf Rd.	35	30
MP 4.5—5.2—Harding Ave., Kenton Ave.—Tracks 1 and 2	50	35		MP 15.1 HM	50	35
Track 3	20	10		Straight routes	50	35
MP 5.2 Through turnouts Kenton Ave.—Track 1 to track 1	50	35		Diverging routes	35	30
Track 1 to track 2	35	30		To and from Proviso leads	30	30
Tracks 2 & 3 to track 2	40	35		MP 22.3—25.4	60	40
Tracks 3 & 2 to track 3 (Eastward)	20	10		MP 29.5 NI	55	35
Track 3 to tracks 2 & 3 (Westward)	20	10		Straight routes	55	35
				Diverging routes	30	30
				MP 29.5—30.0 NI—West Chicago	55	35
				MP 30.0—30.5 Between 0.3 mile east and 0.2 mile west of EJ&E Interlocking:		
				Straight routes	45	35
				Diverging routes	10	10
				MP 32.1 WX		
				Straight routes	50	40
				Diverging routes	30	30
				To and from yard lead	10	10
				MP 35.2—35.5 (Geneva)	50	50

Yard Limits:

Chicago—MP 17.0

Rule 99—Minimum flagging distance—1½ miles except 1000 feet against following trains on the same track when rear of train is protected by at least two ABS block signals.

ABS: Tracks 1,2,3 and 4 Clinton St.—Western Ave.

Tracks 1,2 and 4 Western Ave.—Kedzie
Tracks 1 and 2 Kedzie—Kenton Ave.
Kenton Ave.—HM

ATC: Tracks 1,2,3 and 4 Clinton St.—Noble St.
Tracks 1,2 and 4 Noble St.—Western Ave.

Tracks 1 and 2 Western Ave.—Kenton Ave.
Kenton Ave.—Geneva

CTC: JN—HM
HM—NI Track 2
NI—Geneva

Rule D-83 does not apply at Noble St., Western Ave., Kedzie, Kenton Ave., Vale, JN, Provo Jct., 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 Psg. trains originating at Geneva when train order office is open, trains are not required to obtain a Clearance at Geneva.

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

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

Westward trains originating within the Proviso yards obtain clearance at Proviso.

Rule 83(A)—Chicago is a register station for Eastward psg. trains only.

Special Instructions continued page 12.

GENEVA SUBDIVN— SUBURBAN AND ILLINOIS DIVISIONS

Main tracks in operation and 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; 4 MT

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

(b) Kedzie—Harding Ave. (MP 4.5); 4 MT

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

(c) Harding Ave.—Kenton Ave.; 3 MT

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

(d) Kenton Ave.—Lathrop Ave.; 3 MT

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

(e) Lathrop Ave.—Vale; 4 MT

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

(f) Vale—JN; DT

(g) JN—HM; 2 MT—CTC

(h) HM—NI; 3 MT

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

(i) NI—WX; 3 MT—CTC

(j) WX—Geneva; 2 MT—CTC

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

Movement Against the Current of Traffic:

(a) Clinton St. and Noble St.

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

(b) Noble St. and Western Ave.

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

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.

Notice: Due to clearance restrictions at "JN", eastward trains with cars exceeding 17 ft. 2 inches ATR, MUST NOT handle such cars on the main track east of "HM". (covered Tri-levels exceed this height)

St. Charles Spur Track: Extends 2.1 miles from Geneva to St. Charles (Sta. No. 0034). Maximum speed on spur track is 5 MPH. Stop and flag over State St. crossing in Geneva and Highway 31 crossing in St. Charles.

(c) Western Ave. 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 arranged by control operators upon authority of and as directed by the train dispatcher.

(d) Kedzie and JN

Spring switch at JN. Normal position for Eastward track.

Trains or engines may be operated against the current of traffic between **Kedzie and JN** under positive block, interlocking to interlocking, in advance of movement. Such movement will be authorized by the train dispatcher and/or operators and switchtenders. 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 employee authorizing the movement by the conductor or engineer to insure full understanding.

Between Harding Ave. 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 Ave. and the operator at Kedzie as directed by the train dispatcher.

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 Ave. and the train dispatcher.

(e) Between HM and Signal Bridge at MP 16.5

Movements against the current of traffic on track 3 may be made at Restricted Speed without train orders when authorized by the train dispatcher to service the Elmhurst Stone Co. Para. (D) Additional Speed Restrictions—in Rules Section of this timetable apply. All instructions from the train dispatcher must be repeated to insure correct understanding.

Spring switch at JN. Normal position for Eastward track.

Rule 15 (Addition)—Ordinances prohibits sounding engine whistle within City of Chicago, and between Chicago and Winfield inclusive. See additional instructions on Whistling—Suburban Territory as shown on page 7 and Rule 15 (Addition) in rules section of this timetable.

Additional Special Instructions Page 15.

Proviso is a designated terminal in the application of Air Brake Rule 401.

Maximum Wt:

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

STERLING SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
35.5	0.0	GENEVA	⊙ ⊙ ⊙	0032	...
37.2	1.7	GX	⊙	...	...
44.0	8.5	ELBURN	...	0040	...
48.0	12.5	MEREDITH	...	0033	85
48.5	13.0	MW	⊙	...	...
50.6	15.1	MAPLE PARK	...	0041	...
55.4	19.9	CORTLAND	⊙	0042	...
57.5	22.8	DE KALB	⊙ ⊙ ⊙ ⊙ ⊙	0046	...
58.3	27.5	MA	⊙	...	...
57.0	28.8	MALTA	...	0047	...
63.0	32.3	HX	⊙	...	...
64.3	34.2	CRESTON	...	0048	...
67.8	37.8	RX	⊙	...	...
69.7	39.3	ROCHELLE	⊙ BN ⊙ ⊙ ⊙	0049	...
73.3	43.5	FLAGG	...	0050	...
74.8	46.5	AE	⊙	...	...
77.8	48.2	ASHTON	...	0051	100
79.0	52.5	FRANKLIN GROVE	...	0052	...
82.0	57.4	NACHUSA	⊙	0053	...
83.7	62.4	DIXON	...	0054	...
88.0	67.5	NQ	⊙	...	...
92.9	68.8	NELSON	⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	0056	...
97.9	69.6	NJ	⊙	...	...
103.0	73.7	BN	⊙	...	...
104.3	74.0	STERLING	⊙ ⊙ ⊙ ⊙ ⊙ ⊙	0057	...
105.1	77.5	GALT	⊙	0058	...
109.2	79.3	AGNEW	⊙	0059	...
109.5	83.1	ROUND GROVE	...	0060	82
113.0	88.3	MORRISON	...	0061	...
114.8	92.1	UNION GROVE	...	0062	...
118.6	99.8	CMSTP&P	⊙	...	...
123.8	100.3	EAST CLINTON	...	0065	...
127.6	100.5	MISSISSIPPI RIVER BR.	⊙ ⊙	...	...
135.3	102.1	FIFTH STREET	⊙ ⊙ ⊙	...	...
135.9	103.8	CLINTON	⊙ ⊙ ⊙ ⊙ ⊙	0100	...

Yard Limits:
NQ—MP 108.2
MP 109.0—115.8
MP 135.0—Clinton

ATC: Geneva—Clinton.

Main Tracks

2 MT CTC Geneva—NQ
ATC-CTC NQ to NJ on MT No. 1, No. 2 and No. 3. ATC Eastward NJ to NQ on MT No. 4.
3 MT CTC—NQ—NJ
DT NJ—Clinton

Rule 83(A)—Rochelle, Sterling and Nelson are register stations only for trains originating and terminating.

Rule 99—Minimum flagging distance 1 1/2 miles except 1000 feet against following trains on the same track when rear of train is protected by at least two ABS signals.

Rule 99—Minimum flagging distance when moving against the current of traffic 1 mile.

Gen. Ord 15 4/18/83

*Gen Ord 29
Crossings @ Geneva
Kenton Ave - MP 11.4
7/1/83*

*Ill. Div. Gen Ord
No. 41 dtd 7/1/83*

*Ill. Div. Gen Ord No. 47
dtd 7/1/83*

Special Instructions continued page 14

STERLING SUBDIVN—ILLINOIS DIVISION

SPEED RESTRICTIONS (In MPH)

Between Geneva and NQ

	Track 1		Track 2	
	TOFC Trains	Other Trains	TOFC Trains	Other Trains
Maximum	70	60	70	60
MP 37.2 GX—				
Diverging	35	30	35	30
MP 48.5 MW—				
Diverging	35	30	35	30
MP 55.5 Cortland—				
Diverging	35	30	35	30
MP 57.5—59.0	50	40	50	40
MP 63.0 MA—				
Diverging	35	30	35	30
MP 67.8 HX—				
Diverging	35	30	35	30
MP 73.3 RX—				
Diverging	35	30	35	30
MP 75.3 BN—				
Crossing	40	35	40	35
MP 82.0 AE—				
Diverging	35	30	35	30
MP 92.9 Nachusa—				
Diverging	35	30	35	30
MP 97.0—100.0				
Curves	45	45	45	40
MP 98.2—Dixon Town				
Track—All Movements 5 MPH				
MP 103.0 NQ—				
Diverging	35	30	35	30

Between NQ and Clinton

	Westward Track		Eastward Track	
	TOFC Trains	Other Trains	TOFC Trains	Other Trains
Maximum	70	60	70	60
MP 103.0—105.3 (Nelson)				
Tracks 1 & 2	10	10	10	10
MP 104.3 (Nelson)				
Tracks 3 & 4				
Straight	70	50	70	50
Diverging	10	10	10	10
MP 105.1 (NJ)				
Tracks 3 & 4				
Straight	60	50	40	40
Diverging	10	10	10	10
MP 107.9—109.2	60	50	40	40
MP 109.2—109.6 (Ave. B)	50	40	40	40
MP 135.6—135.9 (Curve)	35	35	35	35
MP 135.9—0.0				
Miss. River Br	30	30	30	30
MP 0.1—2.2	30	30	30	30

Freight trains may operate at "TOFC" train speeds between Geneva and Clinton provided they meet the minimum standards below:

1. Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.
2. Consist of 60 or less roller bearing equipped cars exclusive of caboose.
3. Consist of all TOFC/COFC or multi-level automobile carrying cars or any combination thereof exclusive of caboose.

Note (a)—TOFC/COFC means Trailers/Containers on flat cars.

(b)—Restrictions relating to "Prevention of Rock & Roll Action" and "Cold Weather" do not apply to these trains.

(c)—When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, slate car and car number.

Rule 83(B) does not apply at Geneva.

Eastward trains must obtain Clearance at both Clinton and at Fifth Street, this will permit Fifth Street to copy and deliver train orders for such trains without display of train order signal at stop (Rule 221 (A)).

Rule D-151—Current of traffic on Three or more tracks:

NQ—Nelson: Tracks 1, 2, 3 and 4: Movements in either direction on signal indication.

Nelson—NJ: Tracks 1, 2 and 3: Movements in either direction on signal indication.

Track 4—Eastward

Rule D-152 (Addition)—Crews must obtain instructions and permission from the train dispatcher, before crossing over to the opposite main track to clear for a superior train or to avoid delay to a more important following train.

Rule 15 (Addition)—Ordinances prohibit sounding engine whistle within city limits of ~~Chicago~~ and Dixon. *See Car Data 4/1/83*

Hot Box Detectors:

MP 46.3 (Elburn) Tracks 1 and 2
MP 61.7 (DeKalb) Tracks 1 and 2
MP 87.6 (Franklin Grove) Tracks 1 and 2
*MP 113.8 (Gall) Westward track only
**MP 118.6 (Round Grove) Eastward track only

*WB trains must stop and call Train Dispatcher from telephone at MP 118.6 (Round Grove) unless communication has been received authorizing train to proceed.

**EB train must stop and call Train Dispatcher from telephone at MP 114.8 (Agnew) unless communication has been received authorizing train to proceed.

A Dragging Equipment Detector has been installed on track 1 and track 2 at the approach signals between HX and RX at MP 70.3. A yellow strobe light is mounted on top of the signal mast of signal 701 and 704, located on the south side of track 1. If the yellow strobe light becomes activated, the train must stop and inspect for anything dragging or derailed.

Spur Track extends 5.4 miles from DeKalb to Sycamore (Sta. No. 0043) Max Speed 10 MPH. Max. Wt. 263,000 lbs. x CMSTP&P s. Stop located at MP 25.1; Flag over State and Pleasant Streets in DeKalb and over all grade crossings in Sycamore.

Additional Special Instructions Page 15.

Maximum Wt: 315,000 lbs.

SUBURBAN 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 ATC 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 an ATC 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 switching 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) ATC main track test sections are located as follows:

Lake St.—Tracks 1 to 6, inc., starting 200 feet west of Bridge "A", extending westward 100 feet.

Provo Jct.—On IHB connection track east of bridge.

Elmhurst—Track No. 1 just west of York Road and extending to signal. Signal must indicate proceed to get proper 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.

BELVIDERE SUBDIVN—ILLINOIS DIVISION

WEST						EAST	
SECOND CLASS				Station Numbers	Capacity of Sidings	THIRD CLASS	
97	Mile Posts	Miles				98	
Daily			STATIONS			Daily	
AM 12:30	30.3	0.0	WEST CHICAGO } ③④⑤⑥	0031		AM 6:55	
			1.9 } ③④⑤⑥				
	32.2	1.9	③ C&NW } ③				
			7.2 } ③				
12:50	39.4	9.1	SOUTH ELGIN ③	0067		6:35	
			1.8 } ③				
12:55	41.0	10.9	ELGIN JCT. } ③			6:30	
			1.5 } ③				
	42.5	12.4	WEST ELGIN } ③				
			13.0 } ③				
1:35	55.5	25.4	HUNTLEY ③	0072	54	5:50	
			7.2 } ③				
	62.7	32.6	UNION ③	0073			
			3.4 } ③				
1:50	66.1	36.0	MARENGO ③	0074	38	5:35	
			6.0 } ③				
	72.1	42.0	GARDEN PRAIRIE ③	0075			
			8.4 } ③				
A2:25 AM	80.5	50.4	BELVIDERE } ③④⑤⑥⑦⑧	0076		5:00 AM	
			3.7 } ③④⑤⑥⑦⑧				
	84.2	54.1	CHERRY VALLEY } ③④	0077			
			8.6 } ③④				
	92.8	62.7	ROCKFORD } ③④	0080			
			7.5 } ③④				
	100.3	70.2	WINNEBAGO } ③④	0081			

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 41.7—43.5	10
MP 77.0—Winnebago	5
MP 92.4 KD line spur	10
MP 93.4—100.4	5

Yard Limits:

West Chicago—34.0
MP 40.3—45.5
MP 77.0—Winnebago

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

Rule 99—Minimum flagging distance 3000 ft.

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.

Train Location Reports (line-ups) not issued between Belvidere and Winnebago.

Spur Track extends 6.1 miles from CNW crossing (MP 32.3) Belvidere Subdivn to St. Charles (Sta. No. 7122). Maximum speed 10 MPH. Max. Wt. 263,000 lbs. Stop and flag over Ohio St. crossing on track serving Swift Co. at St. Charles.

Maximum Wt.:

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

INGALTON SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
18.5	0.0	VILLA PARK } ③		7106	
		2.4 } ③			
20.9	2.4	LOMBARD } ③		7107	
		4.7 } ③			
25.6	7.1	CAROL STREAM } ③		7109	
		5.1 } ③			
30.7	12.2	INGALTON } ③		7111	100
		5.1 } ③			
31.8	13.3	EJ&E JCT. } ③			

Between EJ&E Jct and West Chicago trains and engines operate over EJ&E and are governed by EJ&E Rules and timetable.

WEST CHICAGO	0031
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SPEED RESTRICTIONS

(In MPH)

Maximum 10

Rule 63(B)—Trains whose

initial subdivn. station is

SYCAMORE SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
56.5	0.0	SYCAMORE Y } ③		0043	160
		2.9 } ③			
59.3	2.8	FIVE POINTS } ③		7119	
		4.8 } ③			
64.1	7.6	CLARE Y } ③		7120	
		5.7 } ③			
69.8	13.3	ESMOND Y } ③		7121	124
		5.2 } ③			
75.0	18.5	LINDENWOOD Y } ③		7122	
		3.4 } ③			
78.4	21.9	HOLCOMB ③ BN Y } ③		7123	
		5.0 } ③			
83.4	26.9	STILLMAN VALLEY } ③		7124	
		4.4 } ③			
87.8	31.3	BYRON Y } ③		7125	

SPEED RESTRICTIONS

(In MPH)

Maximum 30

MP 82.9 Bridge

No. C-82-88 10

West Chicago yard must obtain Clearance at West Chicago.

Rule 97 does not apply.

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

Trains and engines approaching all grade crossings between EJE Jct and Villa Park which have automatic crossing protection must be prepared to stop short of these crossings, and movement must not be made over the crossing until it is known that the automatic protection is operating or the movement is protected by a member of the crew.

Maximum Wt: 263,000 lbs.

Yard Limits:

Sycamore—MP 58.1
MP 63.0—65.0
MP 68.0—71.0
MP 74.7—75.5
MP 78.0—79.2
MP 87.0—Byron

Rule 99—Minimum flagging distance 3000 feet.

Holcomb—Stop and flag over Highway 51.

Trains and engines approaching all grade crossings between Sycamore and Byron which have automatic crossing protection must be prepared to stop short of these crossings, and movement must not be made over the crossing until it is known that the automatic protection is operating or the movement is protected by a member of the crew.

Maximum Wt: 263,000 lbs.

AURORA SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
35.8	0.0	GENEVA } ③④⑤		0032	
		2.2 } ③④⑤			
38.0	2.2	BATAVIA } ③④⑤		0036	
		6.0 } ③④⑤			
44.0	8.5	AURORA } ③④⑤		0038	

SPEED RESTRICTIONS

(In MPH)

Maximum 5
MP 41.5 Butterfield Rd.
Stop and flag over crossing.

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

SOUTH PEKIN SUBDIV—ILLINOIS DIVISION

SOUTH				Mile Posts	Miles	STATIONS
SECOND CLASS						
381	393	389	383			
Daily	Daily	Daily	Daily			
M 8:30	PM 1:40	AM 2:30	AM 12:40	0.0	0.0	NELSON Y ⓅⓄⓂⓄⓄⓄⓄⓄⓄ
				4.4	4.4	Ⓞ BN Ⓜ
8:38	1:48	2:38	12:48	6.9	6.9	VAN PETTEN 4.8
8:45	1:55	2:45	12:55	11.7	11.7	HAHNAMAN 3.0
				14.7	14.7	Ⓞ BN Ⓜ
8:55	1:55	2:55	12:55	16.8	16.8	NORMANDY 7.2
9:05	2:05	3:05	1:05	24.0	24.0	MANLIUS ⓄⓄ
				34.4	34.4	BUDA 7.0
9:35	2:35	3:35	1:35	41.4	41.4	MORSE 3.5
9:45	2:45	3:45	1:45	44.9	44.9	STORAGE 1.8
9:50	2:50	3:50	1:50	46.7	46.7	BROADMOOR 4.6
10:00	3:00	4:00	2:00	51.3	51.3	CAMP GROVE 6.5
10:10	3:10	4:10	2:10	57.8	57.8	SPEER 5.8
10:20	3:20	4:20	2:20	63.6	63.6	AKRON 8.5
10:35	3:35	4:35	2:35	72.1	72.1	PIONEER ⓄⓄ
10:48	3:48	4:48	2:48	77.1	77.1	POTTSTOWN 1.1
10:50	3:50	4:50	2:50	78.2	78.2	LIMESTONE Y
10:54	3:54	4:54	2:54	80.0	80.0	MOLITOR JCT. ⓄⓄ
10:56	3:56	4:56	2:56	80.0	80.3	PEORIA JCT. ⓄⓄ
				84.3	84.3	P&PU Ⓞ
10:55	4:05	5:15	3:15	86.0	86.0	SOMMER ⊗ PTC Y ⓂⓄⓄ
				88.8	89.1	ILLINOIS RIVER BRIDGE ⓄⓄⓄ
A 11:30	A4 1:30	A 1:30	A3 3:30	13.2	93.5	SOUTH PEKIN Y ⓄⓄⓄⓄⓄ

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 0.0—1.8	10
MP 2.9 Spring switch	30
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—80.0 Southward	30
MP 80.0 Molitor Jct. Straight	30
Diverging	10
MP 0.0 Peoria Jct. Straight	30
Diverging	10
MP 0.0—3.7 curves (Peoria Jct. & P&PU)	30
MP 3.7—5.8 (Sommer)	Res. Speed
MP 8.7—9.0 Bridge 1731	25

Yard Limits:

MP 0.0—4.0 (Nelson)
MP 71.0—0.0 (Pioneer—Peoria Jct.)
MP 3.7—6.2 (P&PU—Sommer)
MP 10.5—So. Pekin

Spring Switches:

*MP 2.9—Nelson, for inbound lead.
*MP 21.8—North end Manlius.
*MP 44.4—North end Storage.
MP 71.7—Pioneer, for southward track
MP 77.1—Pottstown, for northward track
MP 12.5—South Pekin, for yard lead

Gen Ord No. 17 1/2/13

*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.

SOUTH PEKIN SUBDIV—ILLINOIS DIVISION

STATIONS	Station Numbers	Capacity of Sidings	NORTH			
			THIRD CLASS			
			386	394	380	300
			Daily	Daily	Daily	Daily
NELSON Y ⓅⓄⓂⓄⓄⓄⓄⓄⓄ	0056		AM A 6:50	AM A11:15	AM A 4:05	AM A11:40
4.4						
Ⓞ BN Ⓜ						
2.5						
VAN PETTEN 4.8	3103		6:40	1:05	3:55	1:30
HAHNAMAN 3.0	3105		6:30	10:55	3:45	1:20
Ⓞ BN Ⓜ						
2.1						
NORMANDY 7.2	3106		6:20	10:45	3:35	1:10
MANLIUS ⓄⓄ	3109	215	6:10	10:35	3:25	1:00
10.4						
BUDA 7.0	3113		5:50	10:15	3:05	1:40
MORSE 3.5	3116		5:40	10:05	2:55	1:30
STORAGE 1.8	3118	190	5:30	9:55	2:45	1:20
BROADMOOR 4.6	3119		5:25	9:50	2:40	1:15
CAMP GROVE 6.5	3121		5:15	9:40	2:30	1:05
SPEER 5.8	3123	70	5:05	9:30	2:20	9:55
AKRON 8.5	3125		4:55	9:20	2:10	9:45
PIONEER ⓄⓄ	3127		(393) 4:40	9:05	1:55	9:30
5.0						
POTTSTOWN 1.1			4:27	8:52	1:42	9:07
LIMESTONE Y	3129		4:25	8:50	1:40	9:05
MOLITOR JCT. ⓄⓄ			4:21	8:46	1:36	9:01
0.3						
PEORIA JCT. ⓄⓄ	3130		4:19	8:44	1:34	8:59
4.0						
P&PU Ⓞ						
1.7						
SOMMER ⊗ PTC Y ⓂⓄⓄ	3126	105	4:00	8:25	1:25	8:40
3.1						
ILLINOIS RIVER BRIDGE ⓄⓄⓄ						
4.4						
SOUTH PEKIN Y ⓄⓄⓄⓄⓄ	3135		3:45	8:10	1:10	8:25

Rule 83(A)—Trains operating through Nelson without crew change may register by register ticket

Hot box detectors:

Location	Telephones
MP 16.9 (Normandy)	MP 11.8 (Northward trains)
	MP 24.0 (Southward trains)
MP 51.2 (Camp Grove)	MP 44.5 (Northward trains)
	MP 57.1 (Southward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

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.

Rule 99—Minimum flagging distance 1 mile.

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 without Form G train orders and must obtain permission from train dispatcher before entering South Pekin Subdivn. All trains and engines must move at Restricted Speed through these limits.

Sommer—When a train stops for the absolute signal at PTC crossing, comply with instructions posted in box at crossing gate.

Maximum Wt: 315,000 lbs.

See Gen. Ord. No. 28 dtd 5/25/13 See Gen. Ord. No. 55 Ill. Div. (1/15/13)
 Abolishing 381, 389, 390, 394 Abolishing 383-389-380-384
 See Gen. Ord. No. 22 dtd 5/25/13 See Gen. Ord. No. 55 Ill. Div. (1/15/13)
 Abolishing 381, 389, 390, 394 Abolishing 383-389-380-384
 Ill. River Bridge.

TROY GROVE SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	↓ SOUTH STATIONS NORTH ↑	Station Numbers	Capacity of Sidings
26.7	0.0	DE KALB Y ⓄⓄⓄⓄⓄⓄⓄ	0046	
		5.1		
31.8	5.1	ELVA	3011	
		7.1		
38.9	12.2	Ⓞ BN ①		
		7.3		
46.2	19.5	ROLLO	3017	
		6.2		
52.4	25.7	EARLVILLE Ⓞ BN Y ①①	3020	
		7.7		
60.1	33.4	TRIUMPH	3022	
		3.7		
63.8	37.1	TROY GROVE Y Ⓞ	3024	

SPEED RESTRICTIONS (In MPH) Between DeKalb and Troy Grove

Maximum	40
MP 38.3—38.9	20*
MP 38.9 BN crossing. Stop**	20*
MP 38.9—39.2	20*
MP 51.7—52.8	20*
MP 63.8—64.3	10

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

**Interlocking BN crossing at MP 38.9 is protected by absolute signals controlled by BN train dispatcher at Aurora, and hand operated derailed. Crew member must

communicate with BN train dispatcher from phone box and be governed by his instructions before operating derailed.

Yard Limits:
DeKalb—MP 29.5
MP 51.0—53.0
MP 63.0—Troy Grove

Rule 99—Minimum flagging distance—3000 feet.

Rule 99(D) applies.

Between BN crossing MP 52.4 (Earlville) and 0.5 miles north of Earlville—Main track used jointly by C&NW and BN.

Maximum Wt: 263,000 lbs.

ELM SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	↓ WEST STATIONS EAST ↑	Station Numbers	Capacity of Sidings
4.7		EAST PEORIA	3132	
		1.3		
3.4		VIA PPU { BRIDGE JCT. ⓄⓄ		
		1.3		
82.0	2.1	ADAMS ST.	3131	
		1.8		
80.2	0.3	PEORIA JCT. ①①	3030	
		0.3		
79.9	0.0	MOLITOR JCT. Ⓞ BN. Y ⓄⓄⓄ		
486.0		2.7		
483.3	2.7	MAXWELL	3191	
		4.8		
478.5	7.5	HANNA CITY	3192	
		5.0		
473.5	12.5	TRIVOLI	3194	
		1.2		
472.3	13.7	ELM Y ⓄⓄⓄⓄⓄ	3200	
		1.8		
470.5	15.5	CRAMERS	3195	79
		3.1		
467.4	18.6	FARMINGTON	3196	
		5.1		
462.3	23.7	MIDDLE GROVE Y	3197	

For movements from Adams St. 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.

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

Train Location Reports (line-ups) not issued between Molitor Jct. and Adams Street.

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

Rule 83(B)—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).

Elm Mine—Each track is equipped with a cable car which is painted a bright yellow. Cars must not be spotted closer than 5 car lengths to the cable car. Before coupling into loaded cars, it must be determined that the cable car has been disconnected. The cable car must not be coupled to or moved. Engines must not be operated beyond the tipple.

The auxiliary track adjacent to the lead track from Elm to Elm mine cannot be used between crossover and south switch.

Maximum Wt: 315,000 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	30
MP 486.0—483.3	10
MP 472.3 Elm mine lead	10

Yard Limits:
MP 82.4—79.9
MP 486.0—482.1
MP 475.0—470.5
MP 463.5—Middle Grove

Rule 97 does not apply between Trivoli and Cramers, and between Maxwell and Adams St.

Rule 99—Minimum flagging distance 3000 feet.

ABS: Maxwell—Molitor Jct.

Between East Peoria and Adams St. C&NW operates over P&PU and must obtain permission from P&PU train dispatcher to enter this track. All train movements between Peoria Jct. and Adams Street must be authorized by the C&NW dispatcher.

Rule 83(B)—WB trains originating at East Peoria obtain clearance at Bridge Jct.

ST. LOUIS SUBDIVN—ILLINOIS DIVISION

SOUTH				Mile Posts	Miles	STATIONS
SECOND CLASS						
381	389	383	393			
Daily	Daily	Daily	Daily			
8:01	10:05	5:01	1:25	13.2	0.0	SOUTH PEKIN Y
8:20	10:25	5:20	1:45	26.3	13.1	ALLEN
8:30	10:35	5:30	1:55	33.8	20.6	LUTHER X ICG
8:50	10:55	5:50	2:15	44.0	30.8	SWEETWATER
8:55	11:00	5:55	2:20	47.1	33.9	CULVER
9:05	11:10	6:05	2:30	51.4	38.2	BARR X C&M
9:25	11:30	6:25	2:50	63.3	50.1	ARCHER
9:35	11:40	6:35	3:00	70.7	57.5	LICK
9:50	11:55	6:50	3:15	77.0	63.8	COMPRO
10:00	12:05	7:00	3:25	83.3	70.1	VIRDEN JCT.
10:10	12:15	7:10	3:35	87.4	74.2	GIRARD
10:40	12:45	7:40	4:05	104.8	91.6	MONTEREY JCT.
10:50	12:55	7:50	4:15	111.7	98.5	BENLD
11:05	1:10	8:05	4:30	119.8	106.6	DECAMP
1:15	1:20	8:15	4:40	123.5	110.3	WORDEN
1:35	1:40	8:35	5:00	134.2	121.0	EDWARDSVILLE
1:45	1:50	8:45	5:10	139.1	125.9	GLEN
1:55	2:00	8:55	5:20	144.0	130.8	STALLINGS
1:01	2:05	9:00	5:25	146.5	133.3	COCHEM
A 1:06	A 1:10	A 9:05	A 5:30	147.8	134.6	A&S
				148.6	135.4	L&M JCT.
				135.2	122.0	LE CLAIRE X ITC
				139.1	125.9	GLEN
				144.0	130.8	STALLINGS
				146.5	133.3	COCHEM
				147.8	134.6	A&S
				148.6	135.4	L&M JCT.
				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	30
MP 133.5—135.5 Street crossings and ITC	30
MP 136.3—138.8	30
Monterey Jct. to Wilson and mine tracks	5

ABS: Glen—MP 147.7

Hot box detectors:	
Location	Telephones
MP 43.9 (Sweetwater)	MP 37.8 (Northward trains)
MP 68.1 (Lick)	MP 49.5 (Southward trains)
MP 90.9 (Nilwood)	MP 63.3 (Northward trains)
MP 123.3 (Worden)	MP 73.0 (Southward trains)
	MP 87.4 (Northward trains)
	MP 94.9 (Southward trains)
	MP 119.8 (Northward trains)
	MP 128.2 (Southward trains)

Yard Limits:
So Pekin—MP 15.5
MP 140.7—Madison

All trains must stop and call train dispatcher from telephones shown above unless radio communication has been received authorizing train to proceed.

ST. LOUIS SUBDIVN—ILLINOIS DIVISION

STATIONS	Station Numbers	Capacity of Sidings	NORTH			
			THIRD CLASS			
			380	390	394	386
			Daily	Daily	Daily	Daily
SOUTH PEKIN Y	3135		AM 7:10	AM 7:45	PM 1:10	AM 12:01
ALLEN	3139	125	6:50	7:25	7:50	11:40
LUTHER X ICG	3141		6:40	7:15	7:40	11:30
SWEETWATER	3145		6:20	6:50	7:20	11:10
CULVER	3146		6:15	6:45	7:15	11:05
BARR X C&M	3147	215	6:05	6:35	7:05	10:55
ARCHER	3151	68	5:40	6:15	6:35	10:35
LICK	3153		5:30	6:05	6:25	10:25
COMPRO	3155		5:15	5:50	6:10	10:10
VIRDEN JCT.	3160	215	5:05	5:40	6:00	10:00
GIRARD	3163		4:55	5:30	5:50	9:50
NILWOOD	3165					
WOMAC	3167					
MONTEREY JCT.	3169		4:25	5:00	5:20	9:20
BENLD	3171	109	4:15	4:50	5:10	9:10
N&W	3176					
DECAMP	3181		4:00	4:20	4:55	8:55
WORDEN	3178		3:50	4:10	4:45	8:45
EDWARDSVILLE	3183		3:30	3:50	4:25	8:25
LE CLAIRE X ITC	64					
GLEN	3184		3:20	3:40	4:15	8:15
STALLINGS	3186	125	3:10	3:30	4:05	8:05
COCHEM	3187		3:05	3:25	4:00	8:00
A&S						
L&M JCT.						
MADISON	3188		3:00	3:20	3:55	7:55

Rule 99—Minimum flagging distance: 1 mile.

Spring Switches:
*MP 48.3, Barr, N end of siding
*MP 61.4, Virden, S end of siding
*See Footnote on spring switch indicators for South Pekin Subdivision.

ITC trains and engines operate between Le Claire and MP 103.5.

Rule 83(A)—Cochem is a register station only for trains originating and terminating, register book is located at Madison.

Register ticket authorized at Madison.

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

Rule 70: There is no superiority of trains within Madison Yard Limits.

Rule 83(A) and Rule 83(B): Do not apply to trains and engines operating exclusively within Madison Yard Limits.

Rule 97: Does not apply within Madison Yard Limits. Trains and engines must obtain permission from the train dispatcher through Madison Yard before entering Madison Yard Limits and will be governed by instructions received from Madison. Northward movements must report to Madison when clear of Yard Limits.

Train Location Reports (Line-ups) not issued between Glen and Madison.

Maximum Wt: 315,000 lbs.

See Gen Order No. 35 Ill. Div. Abolishing (7/25/83) 383-393 - 370-586
 See Gen Order No. 35 Ill. Div. Abolishing (7/25/83) 383-393 - 370-586
 See Ill. Div. Order No. 34 dtd 4/1/83
 See Ill. Div. Order No. 34 dtd 4/1/83
 See Gen Order No. 23 dtd 5/25/83
 See Gen Order No. 23 dtd 5/25/83

Take Gen Order No. 41 dtd 9/21/83

Take Div. Gen Order No. 47 dtd 11/1/83

Gen Order No. 41 dtd 4/1/83

See Gen Order No. 30 dtd 7/1/83

CLINTON SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
2.1	0.0	CLINTON Y. 7.5	⊙⊙⊙⊙⊙	100	YARD
9.6	7.5	LOW MOOR 9.5		102	
19.1	17.0	DEWITT 5.2		104	
24.3	22.2	GRAND MOUND 6.2		105	
30.5	28.4	CALAMUS 4.4		106	
34.9	32.8	WHEATLAND 4.8		107	
39.7	37.6	LOWDEN 6.6	⊙	108	W-144
46.3	44.2	CLARENCE 5.3		110	
51.6	49.5	STANWOOD 5.3	⊙	111	
56.9	54.8	MECHANICSVILLE 7.2		114	
64.1	62.0	LISBON 13.6		115	
77.7	75.6	OTIS 0.9	⊙	118	
78.6	76.5	CEDAR RIVER BRIDGE 3.8	⊙		
82.4	80.3	CMSTP&P 0.4	Y ⊙		
86.3	80.7	BEVERLY 3.7	⊙⊙⊙⊙⊙	109	YARD
90.0	84.4	FAIRFAX 7.4		122	
97.4	91.8	NORWAY 3.4		123	
100.8	95.2	WATKINS 5.4		124	
106.2	100.6	BLAIRSTOWN 10.2		125	E-109
116.4	110.8	BELLE PLAINE 6.5	⊙	127	YARD
122.9	117.3	CHELSEA 10.0		128	
132.9	127.3	TAMA Y 10.3	⊙⊙	131	E-146
143.2	137.6	LE GRAND 8.1	⊙⊙⊙	134	W-151
151.3	145.7	MARSHALLTOWN 0.5	⊙⊙⊙	136	YARD
151.8	146.2	CNW 6.8	Y ⊙⊙⊙		
158.6	153.0	LAMOILLE 7.0		137	
165.6	160.0	STATE CENTER 7.8		138	
173.4	167.8	COLO 7.2		142	
180.6	175.0	NEVADA 4.4		143	
185.0	179.4	AMES 4.0	⊙⊙⊙⊙	144	YARD
189.0	183.4	AMES JCT. 3.3	Y ⊙⊙	145	
192.3	186.7	ONTARIO 9.9		147	
202.2	196.6	BOONE Y 9.9	⊙⊙⊙⊙⊙	150	YARD

*General Order
No. 47 Oct 9/21/83*

CLINTON SUBDIVN—IOWA DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	70	60	70	60
MP 0.0—3.0	30	30	30	30
MP 3.0—7.0			40	40
MP 7.1—73.8	60	50	60	50
MP 78.6—78.9 (Cedar River Bridge)	40	40		
MP 113.7—116.8	45	40	45	40
MP 132.9 (Tama thru crossover)	30	30	30	30
MP 150.6—154.6	50	50	50	50
MP 153.9 (Thru crossover)	30	30	30	30
MP 188.3—189.3	40	40	40	40

DOUBLE TRACK ATC		Westward Track		Eastward Track	
TOFC	Other	TOFC	Other	TOFC	Other
Trains	Trains	Trains	Trains	Trains	Trains
70	60	70	60		
30	30	30	30		
60	50	60	50		
40	40				
45	40	45	40		
30	30	30	30		
50	50	50	50		
30	30	30	30		
40	40	40	40		

Trains may operate at "TOFC" train speeds between Clinton and Boone provided they meet the minimum standard below:

- Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.
- Consist of 60 or less roller bearing equipped cars exclusive of caboose.
- Consist of all TOFC/COFC or multi-level automobile carrying cars or any combination thereof exclusive of caboose.

- Note (a)**—TOFC/COFC means Trailers/Containers on flat cars.
(b)—Restrictions relating to "Prevention of Rock & Roll Action" and "Cold Weather" do not apply to these trains.
(c)—When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, state car and car number.

Yard Limits:

Clinton—MP 8.0	MP 147.0—153.5
MP 76.4—91.5	MP 182.0—190.0
MP 130.5—133.5	MP 198.0—Boone

ATC: Clinton—Boone

ATC MT Test Sections:
WB—MP 32.9
EB—MP 91.5
EB—MP 195.4

Non-ATC equipped engines is switching service may be operated on the main track between East Clinton and Hawkeye industrial siding at MP 6.9 west of Clinton; between Otis and Fairfax, between Ames and Ames Jct; and at Tama, Marshalltown and Boone within yard limits at Restricted Speed.

Double track in operation between Clinton and Boone except Cedar River Bridge between MP 78.6—78.9.

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

Between Dewitt and Grand Mound—Track known as Verlex Spur at MP 22.7 is to be used only for spotting chlorine gas. Other cars must not be set out on this track.

Spur Track extends 8.6 miles between Beverly and Otis via Cedar Rapids. (Sta. No. 120.) Trains and engines must not exceed 10 MPH.

Marshalltown:

Permission must be obtained from train dispatcher thru the operator before using the crossover switches between the Clinton Subdivn. westward track and the Des Moines Subdivn. main track at MP 151.9 and at MP 153.8.

Westward trains or engines encountering delays which would result in a running time in excess of six minutes between "Approach Clearing" sign located at MP 149.1 and "Approach Re-Clear" sign located at MP 151.4 must proceed prepared to stop short of westward absolute signal of Marshalltown interlocking.

Authority for movement from the Waterloo Subdivn. to the Clinton Subdivn. main track at MP 150.0 must be obtained from the dispatcher through the operator.

Hot Box Detectors and Indicators:

Detectors	Locations	Indicators
		EB (MP) WB
MP 24.9	(G. Mound)	EB WB
MP 57.9	(Mec-ville)	54.8 EB WB 7.9
MP 92.8	(Fairfax)	EB WB 42.8
MP 127.9	(Chelsea)	EB WB 127.9
MP 173.3	(Colo)	EB WB

Normal Position of Junction Switches:
Otis, Beverly, Tama, Marshalltown, Ames Jct, and Boone—for the Clinton Subdivn.

Spring Switches:
Clinton—MP 4.6 west end Camanche lead, Max. speed 10 mph, normal position for Westward track.

MP 78.6 East end of Cedar River Bridge, normal position for Eastward main track.

MP 78.9 West end of Cedar River Bridge, normal position for Westward main track.

Location of Facing Point Crossover Switches:

- MP 3.2—Clinton (Mill Creek)
- MP 6.5—Between Clinton and Low Moor
- MP 12.7—Between Low Moor and Dewitt
- MP 25.0—Grand Mound
- MP 34.9—Wheatland
- MP 39.7—Lowden
- MP 56.9—Mechanicville
- MP 77.7—Otis
- MP 86.4—Beverly
- MP 92.5—Between Fairfax and Norway
- MP 102.0—Between Watkins and Blairstown
- MP 117.4—Belle Plaine
- MP 127.8—Between Chelsea and Tama
- MP 135.6—Between Tama and LeGrand
- MP 148.5—Between LeGrand and Marshalltown
- MP 153.9—Between Marshalltown and LaMoille
- MP 170.1—Between State Center and Colo
- MP 185.4—Ames
- MP 189.3—Ames Jct.

*Sec In Div Gen Ord No. 218
10/15/83*

CLINTON SUBDIVN—IOWA DIVISION

Rule 83(A)—Marshalltown and Ames are register stations only for trains originating or terminating.

Rule 83(B) does not apply at Ames Jct. for trains enroute Ames or Boone from the Ankeny or Jewell Subdivisions.

Eastward trains operating beyond Ames must have a clearance at Ames.

Permission must be obtained from the Boone Dispatcher before occupying the Clinton Subdivision.

D-152—Crews must obtain instructions and permission from the train dispatcher before crossing over to the opposite main track to

clear for a superior train or to avoid delay to a more important following train. Rule 513 applies.

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 the Ankeny Subdiv. main track.

Rule 99—Minimum flagging distance—1½ miles.

Maximum Wt: 315,000 lbs.

See Iowa Div. Gen. Order No. 22
5/25/83
BOONE
HOPE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Capacity of Stringings
2.1	0.0	E. FORT DODGE	⊙⊙⊙	7801	
4.1	2.0	SHADY OAK	⊙⊙⊙	7802	
7.0	4.9	ROBERTS	⊙⊙	7803	21
11.0	8.9	LUNDGREN		7804	
14.0	11.9	PALM GROVE		7805	
18.3	16.2	HARCOURT CNW	⊙⊙	7806	
22.2	20.1	HOPE	⊙⊙	7807	
26.3	24.2	BOXHOLM		7808	24
31.2	29.1	WOLF		7809	
32.2	30.1	NILES		7810	20
34.3	32.2	FRASER		7811	
41.0	40.4	BOONE	⊙⊙⊙⊙⊙⊙	7813	95
42.5	46.5	ERICSON		7814	
48.2	51.3	NAPIER		7815	
56.6	54.5	KELLEY		7816	19

SPEED RESTRICTIONS (In MPH)

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

Rule 83(B) does not apply.

Rule 97 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.

Spur track extends 5.5 miles from Harcourt to Dayton (Sta. No. 0290). Max. Speed 10 MPH.

Train Location Reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

BOONE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Capacity of Stringings
202.2	0.0	BOONE Y.	⊙⊙⊙	150	YARD
214.3	9.1	OGDEN	⊙⊙⊙	152	
219.8	14.6	BEAVER		153	
224.9	19.7	GRAND JCT.	⊙⊙	154	
231.8	26.6	JEFFERSON	⊙⊙⊙	155	
241.0	35.4	SCRANTON		157	
245.8	40.2	RALSTON		158	
250.9	45.3	GLIDDEN		160	
258.4	52.8	CARROLL	⊙⊙⊙	162	E-54 W-100
262.4	56.8	MAPLE RIVER	⊙	163	
268.4	62.8	ARCADIA		164	
271.4	65.8	WEST SIDE		165	
277.5	71.9	VAIL		166	
286.4	80.8	DENISON	⊙⊙	168	
291.1	85.5	WEST DENISON		169	
293.4	87.8	ARION		171	
295.5	89.9	DOW CITY		173	
303.3	97.7	DUNLAP		173	
304.1	98.5	EAST DUNLAP		180	
306.0	100.4	WEST DUNLAP		175	
313.1	107.5	WOODBINE		175	
313.7	108.1	EAST WOODBINE		260	
316.3	110.7	WEST WOODBINE		176	
321.2	115.6	LOGAN		176	
327.2	121.6	E. MISSOURI VALLEY		178	YARD
329.6	124.0	MISSOURI VALLEY	⊙	178	YARD
0.4	129.5	CALIFORNIA JCT.	⊙⊙⊙⊙⊙	4703	104
5.9	136.8	BLAIR	⊙⊙⊙	6007	
13.2	143.8	KENNARD		6012	
20.2	144.0	EAST KENNARD		200	
22.5	146.1	WEST KENNARD		6017	127
29.3	152.9	ARLINGTON		6023	YARD
35.2	158.8	EAST FREMONT			
37.0	160.6	FREMONT Y.	⊙⊙⊙	6023	YARD

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163
2
197
161
153
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BOONE SUBDIVN—IOWA DIVISION

SPEED RESTRICTIONS (In MPH)

BETWEEN BOONE AND W. DENISON

	DOUBLE TRACK ATC			
	Westward Track		Eastward Track	
	TOFC Trains	Other Trains	TOFC Trains	Other Trains
Maximum.....	70	60	70	60
MP 202.4—203.7.....	45	45	60	60
MP 207.4—207.9.....	45	35	45	35
MP 231.4—232.5 (EB only until crossings occupied).....	50	50	50	50
MP 257.6—258.4.....	35	35	55	55
MP 291.1 (W. Denison).....	40	40	....	....

Between W. Denison and East Missouri Valley

	SINGLE TRACK ATC/CTC	
	TOFC Trains	OTHER Trains
Maximum.....	70	60
MP 320.9—321.4.....	50	50

Trains must not exceed 30 mph thru turnouts and on controlled sidings at Woodbine and Dunlap.

BETWEEN EAST MISSOURI VALLEY AND MISSOURI VALLEY

	TWO TRACK ATC/CTC			
	Track No. 1		Track No. 2	
	TOFC Trains	OTHER Trains	TOFC Trains	OTHER Trains
Maximum.....	60	50	40	40
MP 329.0—329.6.....	40	40	40	40
MP 329.6 (Thru cross over).....	40	40	40	40

BETWEEN MISSOURI VALLEY AND BLAIR

	SINGLE TRACK CTC	
	TOFC Trains	OTHER Trains
Maximum.....	70	60
MP 0.4—1.3.....	40	40
MP 11.1—13.2 (Blair).....	40	40

BETWEEN BLAIR AND EAST FREMONT

	SINGLE TRACK CTC	
	TOFC Trains	OTHER Trains
Maximum.....	60	60
Blair—MP 14.6.....	35	35
MP 16.5—16.7 (curve).....	50	45
MP 20.7—20.9 (curve).....	50	45
MP 23.9—24.3 (curve).....	40	40
MP 27.0—27.3 (curve).....	55	50
MP 29.6—30.6 (curve).....	40	40

Trains must not exceed 30 mph thru turnouts and on controlled siding at Kennard.

Trains may operate at "TOFC" train speeds between Boone and Fremont provided they meet the minimum standards below:

1. Leading unit has ATC device set for increased speeds and Brake Pipe Feed Valve set for 90 lbs.
2. Consist of 60 or less roller bearing equipped cars exclusive of caboose.
3. Consist of all TOFC/COFC or multi-level automobile carrying cars or any combination thereof exclusive of caboose.

NOTE (a)—TOFC/COFC means Trailers/Containers on flat cars.

(b)—Restrictions relating to "Prevention of Rock & Roll action" and "Cold Weather" do not apply to these trains.

(c)—When handling such trains, conductors must know that engineer has been so advised. Conductors must inform train dispatcher prior to leaving terminal, of any speed restrictions applying to their train; if because of equipment, slate car and car number.

YARD LIMITS:

Boone—MP 208.0
MP 257.0—262.5
MP 35.2—Fremont

Special Instructions continued page 31

BOONE SUBDIVN—IOWA DIVISION

CTC: West Denison—East Fremont
Control Operator at Missouri Valley

ATC: Boone—Missouri Valley

ATC MT Test Sections:

WB—MP 223.6 (Grand Jct.)
EB—MP 0.8 (Missouri Valley)

High Bridge (No. 615)—When absolute signal displays "Stop" indication, C.C. Rule 509 and ATC Rule 530 apply. Only one train may occupy this bridge at any time.

Dragging equipment detectors governing movements over the high bridge are located at MP 213.8 for eastward track and at MP 204.7 for westward track. Lunar indicator lights for these detectors together with absolute signals are located at MP 207.9 for eastward track and at MP 207.3 for westward track respectively. When either absolute signal displays "Stop" indication and if lunar light is illuminated, train must stop and not be moved until entire train has been inspected for dragging equipment. After inspection has been made, push button at lunar light mast must be operated to extinguish light.

Grand Jct.—Trains entering the Boone Subdivn. from the Tara Subdivn. must protect by flagging 13th, 16th and 19th Streets.

Jefferson—Authority for movement from the Panora Subdivn. to the Boone Subdivn. must be obtained from the dispatcher.

Non ATC equipped engines in switching service may be operated on the main track at Boone and between Carroll and Maple River within yard limits at Restricted Speed.

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

Wall Lake Subdivn: Trains must obtain permission from train dispatcher before entering Boone Subdivn.

Central Divn. Trains must obtain permission from train dispatcher before entering Boone Subdivn.

Boone Subdivn. Trains may enter Sioux City Subdivn. at Callifornia Jct. for meeting or passing of trains when authorized by the Control operator.

SD Type Engines must not be operated on the "River track" at Blair.

Hot Box Detectors and Indicators:

Detectors	Locations	Indicators	
		EB (MP)	WB
MP 219.7	(Beaver)*	radio	radio
MP 251.5	(Glidden)	247.8	255.7
MP 308.0	(Dunlap)**	305.9	311.3

***BEAVER**—EB trains must stop at Ogden, WB trains must stop at Grand Jct., and call train dispatcher unless radio communication has been received authorizing train to proceed.

****DUNLAP**—WESTWARD INDICATOR light at MP 311.3 will display a yellow aspect on signal and a red aspect on absolute signal at East Woodbine (MP 313.7) when train inspection must be made.

EASTWARD INDICATOR light at MP 305.9 will display a yellow aspect on signal and a red aspect on absolute signal at East Dunlap (MP 304.2) when train inspection must be made.

When these aspects are displayed, crew member must call either operator at Missouri Valley or train dispatcher for instructions.

Normal Position of Junction Switches:
Boone, Grand Jct., Jefferson, Carroll, Maple River and Fremont for Boone Subdivn.

Location of Facing Point Crossover Switches:

MP 202.4—Boone
MP 224.1—Grand Jct.
MP 229.3—Between Grand Jct. and Jefferson
MP 231.3—Jefferson
MP 240.9—Scranton
MP 250.6—Between Ralston and Glidden
MP 262.2—Maple River
MP 277.5—Vail

Rule 83(A)—Carroll is register station for trains originating or terminating only.

Rule 83(A)—Missouri Valley is register station for trains originating or terminating only.

Rule 83(B)—WB trains enroute Wall Lake Subdivn. obtain clearance at Carroll.

Rule 83(B)—Trains enroute Council Bluffs need not obtain a clearance at Mo. Valley when train order signal is clear.

D-152—Crews must obtain instructions and permission from train dispatcher, before crossing over to the opposite main track to clear for a superior train or to avoid delay to a more important following train. Rule 513 applies.

Rule 99—Minimum flagging distance—1½ miles.

Maximum Wt: 315,000 lbs.

COUNCIL BLUFFS SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
329.6	0.0	MISSOURI VALLEY	179	YARD
331.8	2.2	W. MISSOURI VALLEY		
333.9	4.3	LOVELAND	180	
347.0	17.4	E. COUNCIL BLUFFS		
349.9	20.4	COUNCIL BLUFFS	183	YARD

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 329.6—331.9	
(SB)	30
(NB)	30
MP 347.0—349.0	
(SB)	30
(NB)	30
MP 349.0—350.4	
(SB)	10
(NB)	10
MP 0.9—330.0 (Mo. Valley)	
West wye track connecting Boone and Co. Bluffs Subdivns	25

Yard Limits:

Mo. Valley—MP 331.9
MP 347.0—Council Bluffs

ATC—MT test section at MP 341.9.

Double Track ATC MP 329.6—331.8 between Mo. Valley and W. Mo. Valley.

Single Track ATC/CTC MP

331.8—347.0 between W. Mo. Valley and E. Co. Bluffs.

Double Track ATC MP

347.0—350.4 between E. Co. Bluffs and 3rd Ave.

CTC West Leg of Wye at Mo. Valley.

Control Operator at Mo. Valley.

Non-ATC Equipped Engs in switching service may be operated on MT between Mo. Valley and W. Mo. Valley and between Co. Bluffs and E. Co. Bluffs within Yard limits at restricted speed.

Non-ATC Equipped Engs (fgn. line or C&NW) in freight service may be operated on the MT between Mo. Valley and Co. Bluffs in accordance with CTC signal indication.

Movements against the current of traffic:

Between Mo. Valley and W. Mo. Valley must be authorized by the control operator at Mo. Valley.

Between E. Council Bluffs and Co. Bluffs must be authorized by the yardmaster at Co. Bluffs.

Mo. Valley and Co. Bluffs:

Before departing initial station conductor and/or engineer must communicate with the operator at Mo. Valley.

Rule 83(A)—Mo. Valley is register station for trains originating or terminating only.

Rule 83(B) does not apply at Co. Bluffs.

Rule 83(B)—Southward trains at Mo. Valley need not obtain a clearance when train order signal is clear.

Train Location Reports (line-ups) not issued.

Council Bluffs:

Between 9th St, Council Bluffs and Summit at Omaha, C&NW trains and engs operate over the Union Pacific and are governed by UP-Bridge Subdivn. rules for employees of Tenant Lines.

Spring Switches:

Co. Bluffs—North end of Lake lead, normal position for northward track.

Rule 99—Minimum flagging distance 1½ miles.

Maximum Wt: 315,000 lbs.

OMAHA SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
118.3	0.0	FLORENCE	2236	63
122.4	4.1	OMAHA	6600	YARD

SPEED RESTRICTION (In MPH)

Maximum 10

Rule 83(B) does not apply.

Rule 97 does not apply.

Between Cass St., Omaha and Summit at Omaha, C&NW trains and engs operate over the Union Pacific and are governed by UP-Bridge Subdivn. rules for employees of tenant lines.

Normal Position of Junction Switches:

N. Omaha—for N. Omaha Subdivn.

Train Location Reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

SIoux CITY SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
76.3	0.0	SIoux CITY	4738	Yard
74.7	1.6	BN		
73.9	2.4	STOCK YARDS		70
68.4	7.9	SERGEANT BLUFF	4735	116
60.8	15.5	SALIX	4730	
54.8	21.5	SLOAN	4727	89
46.5	29.7	WHITING	4723	83
38.7	37.6	ONAWA	0320	52
32.2	44.1	BLENCOE	4719	122
28.0	48.3	LEWIS-CLARK	4720	
23.1	53.1	RIVER SIOUX	4715	
16.6	59.7	MONDAMIN	0395	127
10.3	66.0	MODALE	4707	
5.9	70.4	CALIFORNIA JCT.	4703	

SPEED RESTRICTIONS (In MPH)

Maximum	50
MP 76.3—74.5	
Red speed not to exceed	10
MP 74.5—73.3 (Floyd R. Br)	30
MP 38.9 Main St.	
Onawa	30
At California Jct:	
East leg of wye	25
West leg of wye	10

Yard Limits:

Sioux City—MP 65.2
MP 7.7—Calif. Jct.

ABS: Stock Yards—California Jct.

CTC: Both legs of wye at California Jct. Control operator located at Mo. Valley.

Boone Subdivn. trains may enter Sioux City Subdivn. at California Jct. for meeting or passing trains when authorized by the Control operator.

Spur track extends 7.7 miles from Sergeant Bluff (MP 0.0) to the IPS facilities (MP 7.7). Maximum speed 10 mph.

At IPS—Sergeant Bluff, crews using the "Loop" track are not to enter the heater house except when they are inside an engine cab with doors and windows closed.

Normal Position of Junction Switch: Sergeant Bluff is for the Sioux City Subdivn.

Hot Box Detector:

MP 35.5 (Onawa) NB trains must stop at Onawa. SB trains must stop at Blencoe, and call train dispatcher unless radio communication has been received authorizing train to proceed.

Rule 97 does not apply between Sioux City and Sergeant Bluffs.

Trains and engines must obtain permission from the yardmaster or operator at Sioux City before entering this territory.

Rule 99—Minimum flagging distance 1 mile.

Maximum Wt: 263,000 lbs.

DAKOTA SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
...	0.0	SIoux CITY	4738	...
1.2	2.3	FLOYD		
Between Floyd and Ferry C&NW trains and engines operate over BN and are governed by BN Rules and timetable.				
4.4	5.5	FERRY	2201	...
7.1	8.2	DAKOTA CITY	2202	...

SPEED RESTRICTIONS (In MPH)

Maximum 10

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

LINCOLN SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
0.0	0.0	FREMONT Y ⓄⓄⓄⓄⓄ	6023	...
5.7 Between Fremont and CNW Jct. CNW trains and engines operate over the UP and are governed by UP Rules and Timetable.				
5.6	5.7	C&NW Jct.		
		4.0		
9.7	9.7	CEDAR BLUFFS	6655	...
		6.9		
16.6	16.6	COLON	6658	...
		5.9		
22.5	22.5	WAHOO	6661	...
		0.8		
23.2	23.3	⊗ UP—BN Y Ⓞ		
		11.0		
34.2	34.3	CERESCO	6667	...
		15.9		
50.1	50.2	⊗ BN	Ⓞ	
		1.5		
51.6	51.7	C&NW—MP Jct.	Ⓞ	
		0.4		
52.1	52.1	LINCOLN	ⓄⓄⓄ	6676

SPEED RESTRICTIONS (In MPH)
Maximum 10

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Maximum Wt: 220,000 lbs.

HARLAN SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
420.8	0.0	CARROLL Y ⓄⓄⓄⓄⓄ	0162	...
		17.1		
437.9	17.1	MANNING Y	0453	46
		11.2		
449.1	28.3	IRWIN Y	0463	...
		12.0		
461.1	40.3	HARLAN Y	7196	...

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 420.2—421.1 Street crossing 10*

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

Yard Limits:
Carroll—MP 422.0
MP 437.0—438.5
MP 448.5—450.0
MP 460.0—Harlan

Authority to occupy main track between Carroll and Harlan must be obtained from

the operator or train dispatcher unless clearance is received.

Authority to occupy Boone Subdivn. main track at Carroll must be obtained from train dispatcher or operator at Carroll.

Normal Position of Junction Switch at Carroll is for the Boone Subdivn.

Intermediate Stations:

MP	Sta. No.
429.3 Haibur	7191

Connected at South end

Rule 99—Minimum Flagging Distance 3500 ft.

Rule 99(D) applies.
Maximum Wt: 263,000 lbs.

WALL LAKE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
38.1	0.0	IDA GROVE Y	0307	...
		6.7		
31.4	6.7	ARTHUR	0306	...
		5.7		
25.7	12.4	ODEBOLT	0305	...
		9.1		
16.6	21.5	WALL LAKE Y ⓄⓄ	0302	...
		1.1		
15.5	22.6	SACTON	ⓄⓄ	0300
		8.3		
7.2	30.9	BREDA	0301	...
		7.2		
0.0	38.1	MAPLE RIVER Y	Ⓞ	0163

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 0.0 Jct. Stop

Yard Limits:
Ida Grove—MP 37.0
MP 17.1—15.0
MP 1.0—Maple River

Normal Position of Junction Switches:
Maple River—for Boone subdivn.
Sacton—for Wall Lake subdivn.

Spur track extends 3.3 miles from section to Lake View (Sta. No. 0303). Trains and engines must not exceed 10 m.p.h. Maximum Wt: 210,000 lbs.

Rule 99(D) applies.
Train Location Reports (line-ups) not issued.
Rule 99—Minimum flagging distance 3000 feet.
Maximum Wt: 263,000 lbs.

SOUTH OMAHA SUBDIVN—IOWA DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
7.0	7.7	IRVINGTON }	6608	19
		4.3		
5.8	12.0	DODGE STREET }	6623	...
		2.1		
3.6	14.1	⊗ MP Y Ⓞ		
		2.9		
0.8	17.0	SOUTH OMAHA	6603	...
		1.1		
0.0	18.1	SUMMIT	ⓄⓄ	...

SPEED RESTRICTIONS (In MPH)
Maximum 10

Rule 83(B) does not apply.

Rule 97 does not apply.

Between Summit and Cass St. at N. Omaha C&NW trains and engines operate over UP RR and are governed by UP RR Bridge Subdivn. Rules for Employees of Tenant Lines.

Train Location Reports (line-ups) not issued.
Maximum Wt:
263,000 lbs. Summit to Dodge St.
220,000 lbs., Dodge St. to Irvington.

ALBIA SUBDIVN—IOWA DIVISION

Mile Posts	Miles		Station Numbers	Capacity of Sidings
		↓ SOUTH STATIONS NORTH ↑		
243.7	0.0	MARSHALLTOWN (X) CNW	0136	Yard
	7.1	DILLON (A)(B)(C)(X)(Y)(Z)	2627	
250.8	7.1			
253.3	9.6	PICKERING	2628	130
257.9	14.2	GILMAN Y	2629	
262.4	18.7	NEWBURG	2630	
268.8	25.1	GRINNELL (X) CRI&P Y (A)	2631	95
280.3	36.6	SEARSBORO Y	2633	
289.2	45.5	NEW SHARON Y	2634	
300.4	56.7	OSKALOOSA Y (D)(X)(Y)(Z)	2635	
303.6	59.9	C&NW JCT.		
310.1	66.4	CRI&P JCT. Y		
311.2	67.5	EDDYVILLE	2671	
313.0	69.3	BRIDGEPORT	2672	
323.2	79.5	MAXON (X) BN	2673	
324.6	80.9	ALBIA	2674	Yard

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 268.0—269.2
CRI&P crossing 20
MP 311.5 Bridge 10
MP 323.0 BN crossing 20

Yard Limits:

Marshalltown—MP 254.5
MP 257.0—259.0
MP 268.0—271.0
MP 279.5—282.0
MP 288.5—291.0
MP 299.0—302.0
MP 302.8—MP 312.0
MP 322.0—Albia

Normal Position of Junction Switches:

C&NW Jct.—for C&NW
CRI&P Jct.—for C&NW
Albia—for N&W

Train Location Reports (line-ups) not issued.

Rule 97—Does not apply between Marshalltown and Pickering.

Trains and engines must obtain permission from the Train Dispatcher through the Yardmaster at Marshalltown before entering this territory.

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt:

263,000 lbs. Marshalltown to Oskaloosa.
220,000 lbs. Oskaloosa to Albia.

PANORA SUBDIVN—IOWA DIVISION

Mile Posts	Miles		Station Numbers	Capacity of Sidings
		↓ SOUTH STATIONS NORTH ↑		
67.2	0.0	JEFFERSON Y (D)	0155	
	8.0	COOPER	8243	
59.2	8.0			
54.1	13.1	HERNDON (D)	2808	
49.1	18.1	YALE	8242	
	5.5	PANORA	8241	
43.6	23.6			
37.6	29.6	LINDEN	8240	
	5.6	REDFIELD	8238	
32.0	35.2			
22.4	44.8	ADEL	8234	

Rule 97 does not apply between Herndon and Adel.

Train Location Reports (line-ups) not issued.

Normal Position of Junction Switches:

Jefferson—for Boone Subdiv.
Herndon—for Manning Subdiv.

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt:

263,000 lbs. Jefferson to Herndon.
220,000 lbs. Herndon to Adel.

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 67.2—67.1 (curve) 10
MP 54.3—54.1 (curve) 10
MP 54.1—22.4 10

Yard Limits:

Jefferson—MP 65.8
MP 55.0—22.4

Rule 83(B) does not apply between Herndon and Adel.

CONRAD SUBDIVN—IOWA DIVISION

Mile Posts	Miles		Station Numbers	Capacity of Sidings
		↓ NORTH STATIONS SOUTH ↑		
0.1	0.0	TAMA (B)(D)(J)	0131	
	2.6	TOLEDO (X)(Z)	0200	
2.7	2.6			
11.4	11.3	GARWIN	0201	
	7.3	GLADBROOK (X) C&NW (A)	0202	
18.7	18.6			
25.0	24.9	BEAMAN	0203	
	2.7	CONRAD	0204	

SPEED RESTRICTIONS (In MPH)

Maximum 30
Tama—MP 19.3 10

Yard Limits:

Tama—MP 19.3

Rule 97 does not apply between Tama and Gladbrook.

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt:

220,000 lbs. Tama to Gladbrook.
251,000 lbs. Gladbrook to Conrad.

WOODWARD SUBDIVN—IOWA DIVISION

Mile Posts	Miles		Station Numbers	Capacity of Sidings
		↓ WEST STATIONS EAST ↑		
335.4	0.0	HUXLEY	2800	246
	4.2	SLATER (X) C&NW (A)(D)	2801	
339.6	4.2			
346.3	10.9	MADRID	2802	234
	5.4	WOODWARD	2803	123
351.7	16.3			
356.4	21.0	BOUTON	2804	19
	5.1	PERRY Y (B)(D)(X)(Z)	2697	YARD
361.5	26.1			

SPEED RESTRICTIONS (In MPH)

Maximum 30
Perry—MP 360.2 10

Yard Limits:

MP 334.5—342.6
MP 359.4—Perry

Normal Position of Junction Switch:

Slater—for Woodward Subdiv.

Trains entering Woodward Subdiv. at Slater must advise central divn. dispatcher when clear of Ankeny Subdiv.

Train Location Reports (line-ups) not issued.

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt: 263,000 lbs.

MANNING SUBDIV—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
361.5	0.0	PERRY ⓄⓄⓄⓄⓄ	2697	YARD
		0.3 } Y		
361.8	0.3	Ⓞ C&NW ⓄⓄ		
		5.7 } Y		
367.5	6.0	DAWSON 2806	2806	
		4.5 } Y		
372.0	10.5	JAMAICA 2807	2807	
		2.2 } Y		
374.2	12.7	HERNDON Y Ⓞ	2808	
		4.1 } Y		
378.3	16.8	BAGLEY Y 2809	2809	
		6.6 } Y		
384.9	23.4	BAYARD 2810	2810	190
		6.5 } Y		
391.4	29.9	COON RAPIDS 2811	2811	122
		8.2 } Y		
399.6	38.1	DEDHAM 2812	2812	190
		6.5 } Y		
406.1	44.6	TEMPLETON 2813	2813	190
		6.1 } Y		
412.2	50.7	MANNING 0453	0453	25
		0.6 } Y		
412.8	51.3	WEST MANNING 25		

SPEED RESTRICTIONS (In MPH)

Maximum 30

Yard Limits:

Perry—MP 364.0

MP 372.5—375.0

MP 411.8—413.5

Normal Position of Junction Switch:

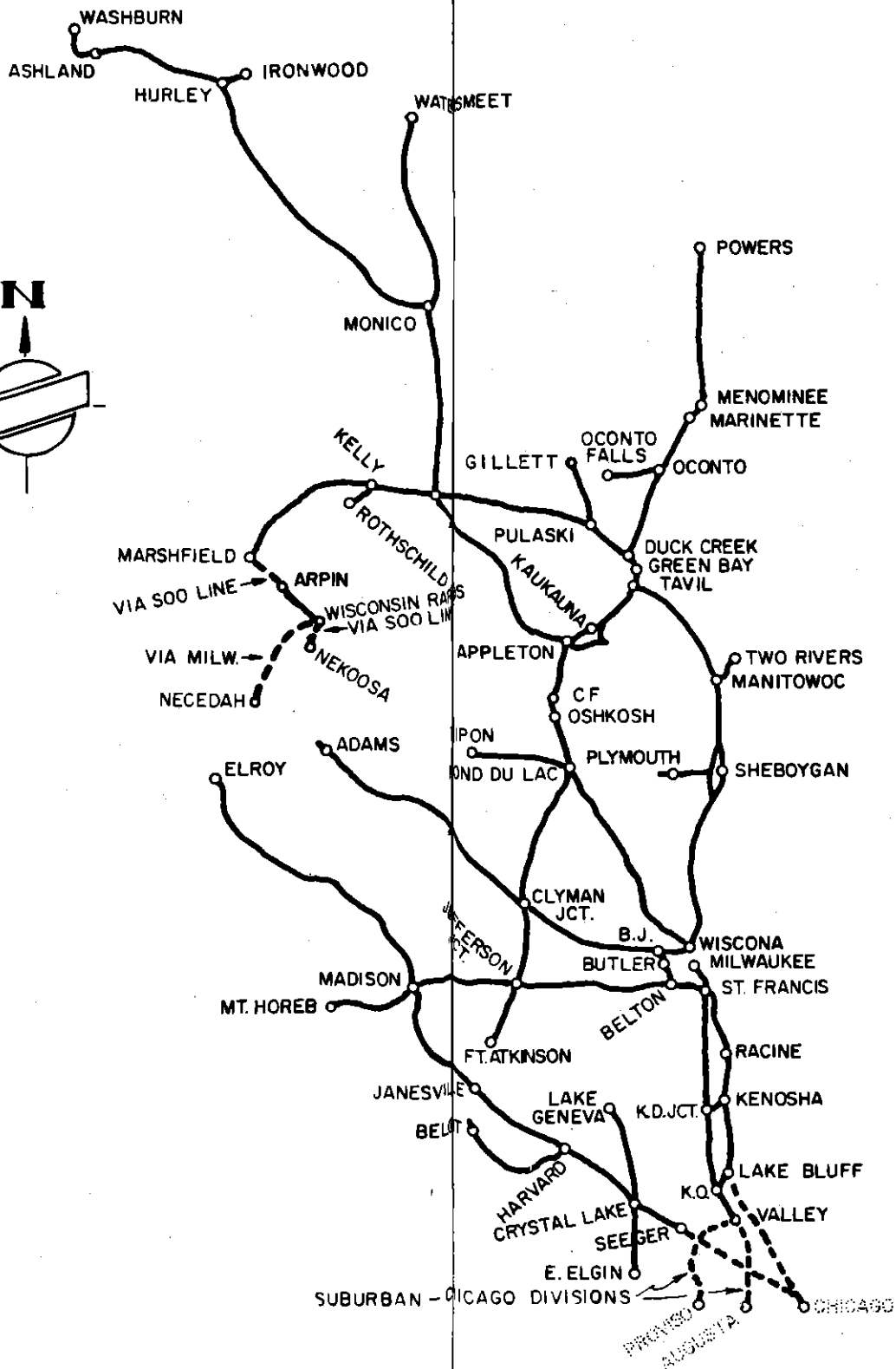
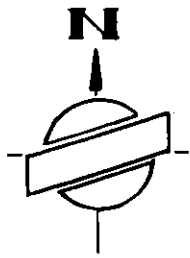
Perry—for Manning Sub-
divn.

Herndon—for Manning
Subdivn.

Train Location Reports (line-ups) not issued.

Rule 99—Minimum flagging
distance 3000 feet

Maximum Wt: 263,000 lbs.



KENOSHA SUBDIVN—SUBURBAN AND WISCONSIN DIVISIONS

Mile Posts and Distance From Chicago	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	CHICAGO	ⓑⓐⓓⓐⓔ	0000	
0.3	LAKE ST.	ⓐⓐ		
0.5	CLINTON ST.	ⓐⓐⓐ		
2.7	CY	ⓐⓐⓐⓐ		
2.9	CLYBOURN		0501	
3.4	DEERING BR.	ⓐ	0503	
6.5	RAVENSWOOD		0506	
9.4	ROGERS PARK		0511	
11.0	MAIN ST.		0513	
12.0	EVANSTON		0514	
12.7	CANAL	ⓐⓐⓐⓐⓐ		E43
13.3	CENTRAL ST.		0516	
14.4	WILMETTE		0517	
15.2	KENILWORTH		0518	
15.8	INDIAN HILL		0520	
16.6	WINNETKA		0519	
17.7	HUBBARD WOODS		0521	
19.2	GLENCOE		0523	
20.5	BRAESIDE		0526	
21.5	RAVINIA		0525	
23.0	HIGHLAND PARK	ⓐ	0527	
24.5	HIGHWOOD		0528	
25.7	FT. SHERIDAN		0529	
28.3	LAKE FOREST	ⓐ	0531	
30.2	LAKE BLUFF	ⓐⓐ	0532	
32.2	GREAT LAKES		0549	
33.2	NORTH CHICAGO		0533	
35.9	WAUKEGAN Y.	ⓑⓐⓓⓐⓔ	0534	
42.1	ZION		0530	
44.5	WINTHROP HARBOR		0537	
51.6	KENOSHA Y.	ⓑⓐⓓⓐⓔⓐⓔ	0538	
60.5	RACINE Y.	ⓐⓐⓐⓐ	0539	
72.6	OAK CREEK	ⓐ	0542	
74.7	SO. MILWAUKEE		0543	
78.2	CUDAHY		0544	
79.9	ST. FRANCIS	ⓐⓐⓐⓐ	0545	

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

SPEED RESTRICTIONS (In MPH)

Between Chicago and CY
Psg. Frt.
MP 0.0—0.3 10 10
MP 0.3—0.7 15 10
MP 0.7—2.4 35 10

Between CY and Kenosha and Bridge "K" MP 0.6, all movements must be made at Reduced Speed.

Between CY and Kenosha
Max. Psg. trains 70
Frt. trains, between
CY and Canal 35
Frt. trains, between Canal
and Lake Bluff 40
Lake Bluff and
Kenosha 60

MP 2.4—3.3 Psg. Frt.
Straight 35 30
Diverging 30 30
MP 3.3—4.2
Track 1 60
Track 2-EB 45
Track 2-WB 60
Track 3 45

MP 10.7—11.5
Tracks 1 and 3 60
MP 11.5—12.0 60
MP 12.0 30 30
MP 12.7 Canal
Straight routes 60 35
Diverging 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 40
MP 76.8—79.9 40
MP 79.9 Jct. Switch 25

Rock and Roll Restrictions
do not apply on westward
track between MP 30.3
and MP 38.0 and between
MP 70.0 and MP 74.0.

ABS and ATS: Chicago-St.
Francis

Yard Limits:
Chicago—MP 13.0
MP 35.2—40.4
MP 48.4—54.6
MP 58.0—65.5
MP 67.7—St. Francis

Rule 99: Minimum flagging
distance 1 mile except
1000 feet against following
trains on the same track
when rear of train is pro-
tected by at least two ABS
block signals.

Hot Box Detector located at
MP 43.1 (Zion). EB indica-
tor at MP 39.8. EB trains
receiving other than "Pro-
ceed" indication will,
unless otherwise in-
structed, stop at radio lo-
cated in phone box at MP
37.8 and call operator at
Waukegan.

National Ave. Spur Track
extends 4.0 miles from St.
Francis to Milwaukee (Sta.
No. 0547). Max. speed 10
MPH. Max. Wt. 315,000 lbs.

MP 81.8—ⓐ CMSTP&P
MP 82.5—KK River Br. ⓐⓐⓐ
MP 83.6—Milw. River Br. ⓐⓐⓐ

KENOSHA SUBDIVISION SUBURBAN AND WISCONSIN DIVISIONS

Rule 15 (Addition)—The whistle must be sounded regardless of any whistling ordinance when there is doubt or uncertainty whether or not the whistle should be used. (See Rules section for complete rule.)

Ordinances prohibits sounding engine whistle within city limits of: Chicago, Evanston, Wilmette, Highland Park, Highwood, Lake Forest, Waukegan, Zion, South Milwaukee and Milwaukee.

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

NORTH CHICAGO—westward trains whistle for 22nd Street east of station. Eastward trains whistle for crossing just west of station.

MILWAUKEE—all movements whistle for pedestrian crossing at Conway St. north of St. Francis on National Ave. Spur track.

Rule D-83 does not apply at CY, Canal and Lake Bluff. 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.

Rule 83(A)—Chicago is register station for eastward passenger trains only. WAUKEGAN and KENOSHA are register stations only for passenger trains originating or terminating. Passenger trains terminating at KENOSHA when communicating office is closed register in yard office and telephone reports to operator at Waukegan.

Rule 83(B) does not apply at CY or Canal. **ST. FRANCIS**—Eastward trains originating at Butler not required to obtain clearance when train order signal is clear.

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

Tracks In Operation:
DOUBLE TRACK between:
CY and Deering Bridge
Canal and St. Francis

THREE MAIN TRACKS between:
Deering Bridge and Canal

FOUR MAIN TRACKS between:
Clinton St. and CY

Use of Main Tracks
CLINTON ST.—CY
Track 1—Westward
Tracks 2, 3 and 4—movements in either direction on signal indication.

DEERING BRIDGE—CANAL
Track 1—Westward
Track 2—Eastward 12:01 AM to 12:01 PM
Westward 12:01 PM to 12:01 AM
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.

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 movements against the current of traffic may be arranged by and between the control operators at CY 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 within this district 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 make proper record.

Spring Switches:
WAUKEGAN—Track 1 east end of coach yard to eastward track—movements governed by absolute signal, instructions are posted in control box located on eastward platform and additional instructions are listed in general order.

Automatic Train Stop
Main Tracks Equipped:
Chicago—St. Francis

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

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

(c) Non-equipped engines may be operated to engine terminals and return for inspection and repairs. Waukegan to Chicago, Kenosha and Racine to Milwaukee-Butler Terminal 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.

(d) In connection with operation under paragraph (c), 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.

Oak Creek—Trains setting out or picking up at the Wisconsin Electric yard will be governed by light on pole located just east of switch to yard track No. 1. Movements must not be made into this yard unless green light is illuminated. If red light is illuminated, or if neither light is illuminated, a crew member must call the dumper office for instructions on telephone in phone box located on same pole.

HARVARD SUBDIVN—SUBURBAN AND WISCONSIN DIVISIONS

HARVARD SUBDIVISION SUBURBAN AND WISCONSIN DIVISIONS

Station	Miles From Chicago	Station	Station Numbers	Capacity of Sidings
Schedules of first class passenger trains between Chicago and Harvard are shown in Suburban Division Timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Suburban Division Timetable in their possession while on duty.				
WEST STATIONS EAST				
0.0	0.0	CHICAGO	0000	...
2.7	2.7	CY	0501	...
2.8	2.9	CLYBOURN	0605	...
6.7	7.0	IRVING PARK	0607	...
7.6	7.8	MAYFAIR	0614	...
8.7	9.1	JEFFERSON PARK	0615	...
9.7	10.1	GLADSTONE PARK	0616	...
11.1	11.4	NORWOOD PARK	0618	...
12.3	12.6	EDISON PARK	0621	...
13.1	13.5	PARK RIDGE	0622	...
14.6	15.0	DEE ROAD	0623	...
16.7	17.1	DES PLAINES	8003	...
17.4	17.7	DEVAL	0624	...
18.2	18.6	CUMBERLAND	0620	...
18.5	18.9	SEEGER	0625	...
19.6	20.0	MT. PROSPECT	0627	...
22.4	22.8	ARLINGTON HEIGHTS	0628	...
24.2	24.4	ARLINGTON PARK	0630	...
26.5	26.8	PALATINE	0632	...
31.5	31.9	BARRINGTON	0635	...
31.9	32.3	EJ&E	0634	...
37.0	37.3	FOX RIVER GROVE	0636	...
38.3	38.6	CARY	0637	...
42.5	42.8	CRYSTAL LAKE JCT.	0638	...
42.9	43.2	CRYSTAL LAKE	0640	...
45.7	46.0	RIDGEFIELD	0641	...
51.3	51.6	WOODSTOCK	...	...
55.7	56.0	HARTLAND	...	...
62.8	63.1	HARVARD Y.	...	...

Hot Box Detector located at MP 47.4 (Ridgefield)

Indicator	Telephone
WB MP 50.6	WB MP 53.5
EB MP 43.9	EB MP 42.5

Trains receiving other than "Proceed" indication will, unless otherwise instructed, stop at phone location shown above and call train dispatcher.

SPEED RESTRICTIONS (In MPH)

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..... 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 45 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 22.2—22.6
..... 40 40

..... 40 40

MP 29.0—29.4
MP 26.1—26.3

(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 50

MP 42.5—43.5 50 40

MP 50.5—52.0 40 40

MP 62.4—63.0 30 30

Rock and Roll Restrictions
do not apply on Track 1
between MP 9.5 and MP
30.8.

On Westward track be-
tween

MP 32.0 and MP 36.1

MP 39.1 and MP 46.2

MP 48.0 and MP 51.0

ABS & ATS:

CY—Harvard

Yard Limits:

Chicago—MP 19.0

MP 30.9—33.7

MP 41.2—44.1

MP 61.5—Harvard

Rule 99: Minimum flagging
distance 1 mile except
1000 feet against follow-
ing trains on the same
track when rear of train is
protected by at least two
ABS block signals.

Crystal Lake—Eastward
trains waiting for trains from
Lake Geneva Subdivn. stay
west of Signal 776.

Maximum Wt:

CY—Mayfair

..... 232,000 lbs.

Mayfair—Harvard

..... 263,000 lbs.

Rule 15 (Addition)—The whistle must be sounded regardless of any whistling ordinance when there is doubt or uncertainty whether or not the whistle should be used. (See Rules section for complete rule.)

Ordinances prohibits sounding engine whistle within city limits of: Chicago, Park Ridge, Des Plaines, Arlington Heights, Palatine, Barrington and Fox River Grove.

Rule D-83 does not apply at CY, 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.

Rule 83(A)—CHICAGO is register station for eastward passenger trains only.

DES PLAINES—trains terminating at coach yard leave register ticket and delay report at Deval.

BARRINGTON—trains terminating at coach yard leave register ticket and delay report in bill box on westward platform.

HARVARD—through trains may register by register ticket.

Rule 83(B) does not apply at CY.

CRYSTAL LAKE JCT.—Regular trains to or from Lake Geneva Subdivision obtain clearance.

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:
Harvard and Barrington
THREE MAIN TRACKS between:
Barrington and CY

Use of Main Tracks
CY—BARRINGTON
Track 1—Westward
Track 2—movement in either direction on signal indication per Rule 261.
Track 3—Eastward

Crossover Movements—trains must not enter track 2 at or use hand throw crossovers 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 Seeger and Barrington through the control operator at Deval or Barrington. 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.

Movements Against The Current of Traffic:

BETWEEN CLINTON ST. AND CY on track 1, will be made on signal indication. Control operator at CY must obtain positive block

from Clinton Street before clearing signals and make proper record.

BETWEEN CY AND MAYFAIR movements against the current of traffic may be arranged by and between the control operators at CY and Mayfair 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 within this district 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, 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 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

TELEPHONE for communication with control 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

Spring Switches:
BARRINGTON—East end of coach yard eastward track.

HARVARD—junction of Madison and Beloit Subdivisions—for Madison Subdivision. Exception: between Psgr. trains Nos. 637 and 645 daily except Sat & Sun., normal position is for Beloit Subdivision.

Automatic Train Stop
MAIN TRACKS EQUIPPED between CY and Harvard

(a) Non-equipped engines without cars and non-equipped engines with or without cars in transfer and switching service between CY and MP 25.0 west of Arlington Park, may be operated at not exceeding 40 MPH, being governed by automatic block signal indications and a positive block established in advance of the movement.

(b) Non-equipped engines may be operated to engine terminals and return for inspection and repairs Harvard to CY 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.

(c) In connection with operation under paragraphs (a) and (b), 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.

Engine Restrictions
Class AAA Diesel units are not allowed beyond clearance point on yard tracks at Barrington and Harvard, except as follows:
BARRINGTON—Track No. 1 and No. 2 in North Yard may be used for their entire length.

HARVARD—Track No. 1 and No. 6 and the Chemung lead may be used for their entire length. Track Nos. 2, 3, 4 and 5 may be used by all classes of power between West switch and Ayer Street only.

MADISON SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
62.8	0.0	HARVARD Y... (A) (B) (C) (D) (E) (F)	0641	...
70.9	8.1	SHARON.....	0643	70
78.5	15.7	CLINTON JCT. (X) CMSTP&P Y... (A)	0645	50
82.5	19.7	TIFFANY.....	0646	...
88.2	25.4	JANESVILLE Y... (B) (C) (D) (E) (F)	0648	...
91.4	28.6	(X) CMSTP&P..... (A) (J)	...	...
97.5	35.3	LEYDEN.....	0649	35
106.7	44.5	EVANSVILLE Y.....	0908	125
122.5	51.1	BROOKLYN.....	0910	...
128.1	56.7	OREGON.....	0911	12B
137.3	65.8	MX (X) CMSTP&P..... (I) (J)	...	...
138.6	67.1	(X) CMSTP&P..... (S)	...	...
140.3	68.8	MADISON..... (B) (C) (D) (E) (F)	0913	...
143.5	72.0	MENDOTA..... (C) (D) (E)	0914	...
148.4	76.9	WAUNAKEE Y.....	0915	56
153.2	81.7	DANE.....	0916	...
158.0	86.5	LODI.....	0917	...
168.4	97.0	BADGER..... (X)	0922	45
175.5	104.0	BARABOO Y..... (D) (E)	0923	137
181.8	110.2	NORTH FREEDOM.....	0925	...
184.8	113.3	ROCK SPRINGS Y.....	0926	...
191.2	119.6	REEDSBURG Y.....	0927	142
199.0	127.4	LA VALLE.....	0930	...
206.1	134.5	WONEWOC.....	0932	...
208.9	137.4	UNION CENTER.....	0933	...
212.8	141.3	ELROY Y..... (C) (D) (E) (F)	0934	...

MADISON SUBDIVN—WISCONSIN DIVISION

SPEED RESTRICTIONS (In MPH)

HARVARD-JANESVILLE	
Maximum	50
MP 63.0 Int. Limits, Harvard	10
MP 88.0—88.2	30
JANESVILLE-ELROY	
Maximum	40
MP 88.2—91.2	30
MP 91.2—91.6	10
MP 91.7	30
MP 106.1—106.7	30
MP 138.6 CMSTP&P Madison	Stop
MP 138.7	10
	See Note*
MP 163.8—164.4	30
MP 171.0—177.0	30
MP 184.5—186.3	30
MP 198.5—199.8	35
Franklin St., Elroy	10

Rock and Roll Restrictions do not apply between MP 78.5 and MP 82.5.

Yard Limits

Harvard—MP 64.6	
MP 77.0—79.0	
MP 85.9—91.6	
MP 105.7—118.0	
MP 134.5—143.5	
MP 147.0—149.0	
MP 173.9—176.6	
MP 183.5—186.7	
MP 188.5—192.6	
MP 211.6—Elroy	

ABS: Harvard—Elroy

Note*

Madison—MP 138.7. Street Traffic Light 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 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).

Slide Detectors—When signals 151 or 158 between Baraboo and Merrimac, or signals 185, 187, 188 or 188 located east and west of Rock Springs display "Stop and Proceed", movements must not exceed 10 MPH passing associated slide detectors located east of MP 172 and east of MP 186.

Rule 63(A)

HARVARD—register ticket authorized for trains operating thru Harvard without crew change.

JANESVILLE—only trains originating or terminating will register.

ELROY—when office is open, register ticket authorized for trains operating thru Elroy without crew change.

Rule 83(B)

All trains obtain clearance at Madison when office is open.

Rule 97 does not apply between MX and Madison.

Rule 99—Minimum flagging distance 1 mile.

Janesville—Trains meeting at Janesville must communicate with yardmaster or operator to determine where the required train will clear the main track.

Janesville Spur Track extends 3.5 miles between Janesville and MP 94.9. Maximum speed 10 MPH, Maximum Wt: 263,000 lbs. (X) CMSTP&P (A) located at MP 94.3.

Spring Switches:

HARVARD—Jct. of Madison and Beloit Subdivisions normal position is for Madison Subdivision, except between Train Nos. 637 and 645 daily except Sat. & Sun., normal position is for Beloit Subdivision.

†Evansville—West end of siding.

†Oregon—East end of siding.

†Baraboo—East end of siding.

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

Hot Box Detectors:

Location	Telephones
MP 73.7	MP 67.1 (Eastward trains)
(Sharon)	MP 78.4 (Westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Maximum Wt: 263,000 lbs.

LAKE GENEVA SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		CHICAGO			
58.0	0.0	CRYSTAL LAKE JCT. 0.4	ⓐⓑⒸⒹ	0000	
58.4	0.4	WEST WYE SWITCH 2.9	ⓐ		
61.3	3.3	TERRA COTTA 4.5		0090	20
65.8	7.8	McHENRY 3.7	ⓓⓔ	0091	
69.5	11.5	RINGWOOD 6.1		0092	
75.6	17.6	RICHMOND 1.7		0093	
77.3	19.3	GENOA CITY 3.1		0094	13
80.4	22.4	PELL LAKE 5.5		0095	
85.9	27.9	LAKE GENEVA		0096	13

SPEED RESTRICTIONS (In MPH)

Maximum	Pgsr. Frt.
MP 58.0—58.4	20 10
MP 58.4—65.0	40 25
MP 65.0—65.8	15 10
MP 65.8—85.8	10
MP 85.8—85.9*	5
MP 88.1**	— Stop

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

Yard Limits:

Crystal Lake Jct.—MP 59.1
MP 65.4—Lake Geneva

Rule 83(A)

CRYSTAL LAKE JCT.—Register ticket authorized for passenger trains.

McHENRY—Register station for passenger trains only.

Rule 83(B)

CRYSTAL LAKE JCT.—Regular trains entering or leaving Lake Geneva Subdivn. obtain Clearance.

Rule 99—Extra trains are prohibited from operating between Crystal Lake Jct. and McHenry between the hours of:

Weekdays

601am—801am
501pm—801pm

Saturdays

601am—801am
201pm—801pm
Sundays and Holidays
901am—1159am
701pm—901pm

During these hours, First Class trains will provide protection when necessary only against other First Class trains.

If an emergency arises requiring the operation of an extra train during these hours, or in the event that an extra train fails to clear the main track before these times, such trains must be operated under "Positive Block Protection".

Rule 99—Minimum flagging distance 4500 feet.

Normal Position of Junction Switches:

Crystal Lake Jct.—for Harvard Subdivn.
West Wye Switch—tor Lake Geneva Subdivn.

McHenry—Main track occupied by passenger units and empty equipment as follows:

Weekdays—until after departure of No. 624 and after arrival of No. 639.

Saturdays—until after departure of No. 624 and after arrival of No. 711.

Sundays and Holidays—1201am to 1159pm.

Units and equipment are on standby power and must not be coupled to nor moved except by authorized personnel.

Train Movements to or from Points West of McHenry are prohibited while main track is so occupied.

Maximum Wt: 251,000 lbs.

NEW LINE SUBDIVISION—CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		CHICAGO			
	0.0	PROVISO 2.7	ⓐⓑⒸⒹ	0023	
2.6	2.7	GRAND AVENUE 4.8			
7.4	7.5	BRYN MAWR 3.5	ⓐⓑ	8001	
10.9	11.0	NORMA 1.3	ⓐⓑⒸ	8002	
12.2	12.3	SEEGER 1.1	ⓐⓑⒸ	0620	
12.0	12.1	DEVAL SOO LINE-C&NW 5.5	ⓐⓑⒸⒹ	8003	
17.5	17.6	SHERMER 3.6	ⓐⓑ		
21.2	21.2	VALLEY 2.2	ⓐⓑ	8015	
23.8	23.4	BLODGETT 5.9		8017	W22 E61
29.7	29.3	KO 2.2	ⓐⓑⒸⒹ	8020	
31.9	31.5	UPTON EJ&E 6.3	ⓐ	8023	W90
38.2	37.8	GURNEE 13.5	ⓐ	8027	
51.7	51.3	BAIN 9.1	ⓐⓑⒸⒹ	8035	196
60.8	60.4	WAXDALE CMSTP&P 4.7	ⓐ	8043	
65.5	65.1	KAY 11.1		8045	180
76.6	76.2	AIRPORT 1.8	ⓐ	8050	
78.4	78.0	LAYTON AVE. 1.6		8055	
80.1	79.6	ST. FRANCIS 2.4	ⓐⓑⒸⒹⓐⓑ	0545	
2.3M					
3.6M	82.0	CHASE 1.9	ⓐ	0553	
5.5M	83.9	MITCHELL 3.0	ⓐⓑⒸⒹ	1301	
6.5M	86.9	WEST ALLIS 1.6		1302	
10.1M	88.5	BELTON 6.4	ⓐⓑ		
16.5M	94.9	BUTLER 3.0	ⓐⓑⒸⒹⓐⓑ	5716	

MP 60.4—61.6
MP 76.6—Butler

Between Bryn Mawr and Shermer:

(a) CMSTP&P operates over C&NW.

(b) Before passing Bryn Mawr, westward C&NW trains will call control operator at Deval to ascertain when route will be lined.

(c) Control 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 wye track will be used as a running track.

Rule 83(B)—Westward trains originating at any point within the Proviso yards including Grand Ave., except Elk Grove Switch Runs obtain clearance at Proviso.

DEVAL—Except for psgr. trains originating at Des Plaines or Deval, trains are not required to obtain clearance unless directed to do so by control operator.

ST. FRANCIS—Westward trains from Kenosha Subdivn. not required to obtain clearance when train order signal is clear.

Movements from National Ave. Spur track enroute Mitchell or Butler obtain clearance unless otherwise directed by control operator.

BUTLER—Road Special Deliveries, switch runs and way freights obtain clearance on initial trip only and need not obtain clearance on subsequent trips unless directed to do so.

Rule 99—Minimum flagging distance—1 mile.

Between Bryn Mawr and Valley and Between Norma and Seeger:

1. When required to move at Reduced or Restricted Speed, trains and engines must proceed prepared to stop short of men and equipment occupying the main track.

2. A train or engine must not make a crossover movement, through a hand operated switch, to an adjacent main track until a member of crew has obtained permission from the train dispatcher through the control operator at Deval. A member of the crew must notify the train dispatcher through the control operator at Deval when movement has been completed and adjacent main track is clear.

Special Instructions continued page 50.

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 0.0—2.6	10
MP 2.6—7.2	50
MP 7.2—Bryn Mawr:	
Straight	45
Diverging	35
MP 7.2—10.8	50
MP 10.8—12.3	30
MP 12.3—Shermer:	
Straight	35
Diverging	30
MP 21.2 Valley	
Diverging	25
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

Int. limits	30
Diverging	25
MP 0.0M—15.0M	40
MP 2.3M—2.6M curve	25
MP 10.0M curve	30
MP 15.0M—16.5M	30

Rock and Roll Restrictions

do not apply on Westward track between MP 21.2 and MP 30.0 and between MP 0.0M and MP 9.9M. On Eastward track between MP 5.4M and MP 0.0M.

ABS: Grand Ave.—Butler

Yard Limits:

Proviso to Deval & Seeger:
MP 31.9—40.0
MP 47.5—55.0

DUNDEE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		CHICAGO			
41.0	0.0	ELGIN JCT. 1.8	ⓐⓑ		
42.8	1.8	EAST ELGIN 4.8		0086	53
47.8	8.8	DUNDEE 0.8		0087	
48.4	7.1	CARPENTERSVILLE 4.5		0088	
62.0	11.0	ALGONQUIN 5.4		0089	
58.3	17.3	CS JCT. 0.2	ⓐⓑ		
58.4	17.5	WEST WYE SWITCH	ⓐ		

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 52.7 Main St.	
Algonquin	5
MP 56.8 Over track scales	5

Rule 97 does not apply.

Normal Position of Junction Switches:

WEST WYE SWITCH—for Lake Geneva Subdivn.

Train Location Reports (line-ups) not issued.

Only GP-7 and Class A or Smaller engines may be operated.

Between Elgin Jct. and E. Elgin—Stop and flag over all crossings at grade that are not protected by operating automatic crossing protection.

Maximum Wt: 251,000 lbs.

1/20/13 Revised by General Order 18 I.L.R.

NEW LINE SUBDIVISION—CHICAGO AND WISCONSIN DIVISIONS

3. Switch runs and way freights must not enter the main track at any point or enter the running track between Norma and Seeger at any hand operated switch until a member of the crew has obtained permission from the train dispatcher through the control operator at Deval. A member of the crew must notify the control operator at Deval each time their movement clears the main track at a hand operated switch.

Bain—Trains meeting at Bain must communicate with train dispatcher through the operator to determine where the required train will clear the main track.

Pleasant Prairie Power Plant—Trains setting out or picking up be governed by light on pole located at the switch at MP 49.2 on the east end, or at the switch at MP 50.3 on the west end. Movements must not be made into this yard unless the green light is illuminated, a crew member must contact the dumper office for instructions. Highway "T" crossing must not be blocked.

KO—Eastward trains being held must not block Highway 176 located 1.3 miles west of KO.

Belton—Eastward trains enroute Waukesha Subdivision notify control operator at Butler when clear of New Line Subdivision.

Rule 15 (Addition)

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

Air Brake Rule 401—Proviso is a designated terminal in the application of this rule.

Spring switches:

GURNEE—At end of double track, normal position is for eastward track.

KAY—Both ends of siding—equipped with facing point lock.

AIRPORT JCT.—At end of double track, normal position is for westward track.

Belton—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. When signal No. 624 indicates "Stop and proceed", after stopping call yardmaster for permission to proceed.

Double Track in operation between:

Grand Ave. and Gurnee
Airport Jct. and St. Francis
St. Francis and Butler

Movements Against the Current of Traffic:

Between DEVAL and NORMA, 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 KO and VALLEY, on either track, may be made on signal indication and authority of train dispatcher through the control operator at KO.

Between ST. FRANCIS and AIRPORT JCT. eastward movements on westward track may be made on signal indication and authority of train dispatcher through the control operator at St. Francis.

Between BELTON and BUTLER westward movements on eastward track may be made on verbal instruction and authority of train dispatcher through the control operator at Butler.

Hot Box Detectors:

Location Telephone
MP 21.8 MP 28.0 (Westward trains)
(Valley) MP 17.5 (Eastward trains—phone on EB absolute signal at Shermer)
MP 18.0 Skokie Subdivn. - see footnote page 12

MP 41.7 MP 48.3* (Westward trains)
(Gurnee) MP 36.6 (Eastward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

* East of grade crossing.

Maximum Wt: 315,000 lbs.

FARM SUBDIV—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers
0.0	0.0	KENOSHA ⓄⓂⓄⓂⓄⓂⓄⓂ	0538
1.2	1.2	FARM YARD } Y	
4.2	4.2	BAIN ⓄⓂⓄⓂⓄⓂ	

SPEED RESTRICTIONS (In MPH) 10

Rule 83(B) does not apply at Bain.

Rule 97 does not apply.

Rule 103—Flag over all grade crossings except those where automatic protection is operative.

Train Location Reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

LAKE SUBDIV—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers
29.8	0.0	KO ⓄⓂⓄⓂⓄⓂ	8020
31.7	1.9	LAKE BLUFF } Y ⓄⓂ	0532

SPEED RESTRICTIONS (In MPH) Maximum 30

ABS: KO—Lake Bluff

Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within Lake Forest city limits.

Rule 83(B)—At KO clearance not required when train order signal is clear.

Double Track: KO to LAKE BLUFF. Movements against the current of traffic may be made on signal indication.

Maximum Wt: 315,000 lbs.

AIR LINE SUBDIV—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
16.5M	0.0	BUTLER ⓐⓑⓒⓓⓔⓕⓖⓗ	5716	...
17.3M	0.8	BJ ⓐⓑⓓⓔⓕⓖⓗ	5715	...
11.8	3.0	FONDA Y	5713	...
7.9	6.2	WISCONSINA ⓐⓑ	5709	...
92.4	11.6	GRANVILLE ⓐⓑⓓⓔⓕⓖⓗ	0557	65
97.8	19.1	ROCKFIELD ⓐⓑⓓⓔⓕⓖⓗ	0558	51
110.4	24.2	JACKSON ⓐⓑⓓⓔⓕⓖⓗ	0559	...
117.6	31.4	WEST BEND Y ⓐⓑ	0560	27
122.0	35.8	BR ⓐⓑⓓⓔⓕⓖⓗ	0563	150
125.1	38.9	KEWASKUM Y ⓐⓑⓓⓔⓕⓖⓗ	0562	33
131.4	45.2	CAMPBELLSPORT Y ⓐⓑⓓⓔⓕⓖⓗ	0564	...
139.2	53.0	EDEN ⓐⓑⓓⓔⓕⓖⓗ	0565	46
140.3	54.1	QUARRY ⓐⓑⓓⓔⓕⓖⓗ	0565	...
146.4	60.2	NW ⓐⓑⓓⓔⓕⓖⓗ	0668	...
176.8	61.9	MARSHLINE Y ⓐⓑⓓⓔⓕⓖⓗ	0668	...
180.5	63.9	FOND DU LAC ⓐⓑⓓⓔⓕⓖⓗ	0668	...

SPEED RESTRICTIONS (In MPH)

Maximum.....	40
Butler—MP 17.3M.....	30
BJ Int. limits.....	30
Wiscona Int. limits.....	30
MP 117.0—120.5.....	35
MP 146.2—146.4.....	30
MP 176.8—180.5.....	30

Rock and Roll Restrictions
do not apply on eastward track between MP 9.0 and MP 11.9.

ABS: BJ—Fond du Lac

Yard Limits:

Butler—MP 96.5
MP 116.0—119.3
MP 124.3—126.0
MP 130.5—132.0
MP 137.9—140.8
MP 145.1—Fond du Lac

Bradley Road Industrial Area at MP 95.2—Trains must obtain permission from control operator at Butler before entering main track.

Granville—Eastward movements obtain permission from control operator at Butler before entering main track.

Rule 83(A)—BUTLER—Register ticket authorized for through trains not changing crews.

Movements Between NW and Fond du Lac

Westward movements, before passing NW, call operator at Fond du Lac for instructions.

Eastward movements obtain permission from operator at Fond du Lac before entering this territory and report when clear.

Rule 83(B)—BUTLER—Road special deliveries, switch runs and way freights obtain clearance on initial trip only and need not obtain clearance on subsequent trips unless directed to do so.

Rule 97 does not apply between Wiscona and Granville and between NW and Fond du Lac.

Rule 99—Minimum flagging distance 1 mile.

Double Track between BJ and Wiscona—Movements against the current of traffic may be made on signal indication and authority of train dispatcher thru the control operator at Butler.

Rule 15 (Addition)
Ordinance prohibits sounding engine whistle within city limits of Milwaukee, and Fond du Lac.

Spring Switches:

†BR—Both ends of siding.
NW—Jct. Normal position is for Air Line Subdiv.

† Indicates spring switches equipped with facing point locks.

Hot Box Detector:

Location Telephones
MP 131.8 MP 125.3 (Eastward trains)
(Campbellsport)
MP 138.5 (Westward trains)

All trains must stop and call train dispatcher from telephones shown above unless radio communication has been received authorizing train to proceed.

Maximum Wt: 263,000 lbs.

WAUKESHA SUBDIV—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
16.5M	0.0	BUTLER ⓐⓑⓒⓓⓔⓕⓖⓗ	5716	...
10.1	6.4	BELTON ⓐⓑⓓⓔⓕⓖⓗ	1303	...
14.2	10.8	NEW BERLIN TY ⓐⓑⓓⓔⓕⓖⓗ	1305	...
17.7	14.3	HALLS SIDING ⓐⓑⓓⓔⓕⓖⓗ	1308	34
19.5	16.1	WAUKESHAⓐ SOO LINETY ⓐⓑⓓⓔⓕⓖⓗ	1308	...
20.4	17.0	ⓐ CMSTP&P ..... ⓐ	...	...
27.6	24.2	WALEY ⓐⓑⓓⓔⓕⓖⓗ	1311	...
32.6	29.2	DOUSMAN ⓐⓑⓓⓔⓕⓖⓗ	1313	...
38.5	35.1	SULLIVAN ⓐⓑⓓⓔⓕⓖⓗ	1315	...
43.9	40.5	HELENVILLE ⓐⓑⓓⓔⓕⓖⓗ	1317	...
49.1	45.7	JEFFERSON JCT ⓐ C&NW ⓐⓑⓓⓔⓕⓖⓗ	1318	...
56.0	52.6	LAKE MILLS ⓐⓑⓓⓔⓕⓖⓗ	1321	34
61.4	58.0	LONDON ⓐⓑⓓⓔⓕⓖⓗ	1323	...
64.8	61.4	DEERFIELD ⓐⓑⓓⓔⓕⓖⓗ	1327	30
71.5	68.1	COTTAGE GROVE ⓐⓑⓓⓔⓕⓖⓗ	1330	...
79.7	76.3	ⓐ CMSTP&P ..... ⓐ	...	...
...	78.0	MADISON ⓐⓑⓒⓓⓔⓕⓖⓗ	0913	...

SPEED RESTRICTIONS (In MPH)

Maximum.....	30
MP 49.1 C&NW crossing.....	Stop
MP 49.1—56.0.....	10
MP 81.1 CMSTP&P crossing.....	Stop

CMSTP&P crossing between East Washington St. and Johnson St. on east leg of wye..... Stop

Yard Limits:

Belton—MP 10.9
MP 47.4—56.6
MP 76.8—Madison

Temporary Yard Limits:

New Berlin
Waukesha
Effective as authorized by form "TY" train order.

Engine Restriction—LAKE MILLS not more than one diesel unit, no larger than GP-9 type, may be operated on the industrial track at Fargo MP 55.6.

Rule 97 does not apply between Jefferson Jct. and Lake Mills.

Rule 99—Minimum flagging distance 3000 feet.

Belton—Trains enroute Butler obtain permission from train dispatcher to enter New Line Subdiv. then be governed by signal indication.

Lake Mills—Eastward movements contact operator at Jefferson Jct., or if no operator on duty contact dispatcher for instructions before leaving Lake Mills.

Spring Switches: BELTON—Normal position for New Line Subdivision.

Maximum Wt: 263,000 lbs.

BELOIT SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
62.8	0.0	HARVARD Y... 2.6	0641	61
65.4	2.6	CHEMUNG 4.1	0810	...
69.5	6.7	CAPRON 5.1	0811	...
74.6	11.8	POPLAR GROVE 3.7	0812	...
78.3	15.5	CALEDONIA 12.4	0813	...
90.7	27.9	BELOIT CMSTP&P Y... ...	0902	...

SPEED RESTRICTIONS

(In MPH)

Maximum	30
MP 63.0 Int. limits	10
MP 90.6—End of Track	10
MP 92.5	10

Yard Limits:

Harvard—MP 65.0
MP 87.0—End of Track—
MP 92.5

Rule 83(A)

Harvard—register ticket authorized for trains operating thru Harvard without crew change.

Harvard—Switching movements flag over Ratzlaff St. at MP 63.4.

Beloit—Eastward movements stop and flag over Maple Avenue crossing, MP 92.2.

Rule 99—Minimum flagging distance 3000 feet.

Spring Switches:

HARVARD: Jct. of Madison and Beloit Subdivisions normal position is for Madison Subdivision, except between Train Nos. 637 and 645, Normal position is for Beloit Subdivision.

Maximum Wt: 263,000 lbs.

MT. HOREB SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
83.3	0.0	MX CMSTP&P 9.8	...	...
93.1	9.8	VERONA 6.3	1336	...
101.4	18.1	KLEVENVILLE 4.2	1340	...
105.6	22.3	MT. HOREB	1341	...

SPEED RESTRICTIONS

(In MPH)

Maximum	10
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Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Maximum Wt: 251,000 lbs.

ADAMS SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
16.5M	0.0	BUTLER 0.8	5716	...
17.3M	0.8	BJ 11.0	5715	367
24.5	11.8	BARK PIT 5.1	5725	195
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	...
40.5	27.8	ROCK 4.2	...	199
44.7	32.0	LEBANON 6.8	5746	...
51.5	38.8	CLYMAN JCT. Y... 5.1	5752	270
56.6	43.9	NORTH LOWELL 6.4	5758	...
63.0	50.3	SO. BEAVER DAM 7.6	5764	88
70.6	57.9	SO. RANDOLPH 6.4	5772	110
77.0	64.3	FRIESLAND 8.8	5778	70
85.8	73.1	DALTON 10.1	5787	193
95.9	83.2	GLENOAK 10.6	5797	84
106.5	93.8	OXFORD 10.9	5807	110
117.4	104.7	GRAND MARSH 8.1	5818	86
125.5	112.8	ADAMS Y... ...	5826	...

SPEED RESTRICTIONS

(In MPH)

BUTLER-CLYMAN JCT	50
Maximum	50
Butler-MP 17.3 M	30
BJ Int. limits	30
MP 51.5 Clyman Jct	10
Diverging	10
CLYMAN JCT-ADAMS	40
Maximum	40
MP 124.6 highway	30*
crossing	30*

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

Rock and Roll Restrictions do not apply between MP 69.0 and MP 72.0.

Yard Limits:

Butler—MP 18.5
MP 48.5—53.0
MP 123.3—Adams

Rule 99—Minimum flagging distance 1 mile.

ABS: Butler to Adams.

Double Track BETWEEN BUTLER AND BJ—Movements against the current of traffic may be made on signal indication and authority of train dispatcher thru the control operator at Butler.

BJ—Permission to Enter MAIN TRACK from east end of siding must be obtained from control operator at Butler.

BJ—Absolute Signals—Westward absolute signal at end of double track also governs block to Signal 717. Eastward absolute signal located at MP 16.0 also governs block to eastward absolute signal at beginning of double track.

Clyman Jct.—A form S-C train order, giving a westward train right over an opposing train to Clyman Jct. governs to the Westward interlocking absolute signal.

Spring Switches:

BJ—West end of siding.
Bark Pit—Both ends of siding.
Rock—Both ends of siding—equipment with facing point locks.
Clyman Jct—At east end of siding.
Dalton—At east end of siding.
Adams—Both ends of South track.

Hot Box Detectors:

Location	Telephones
MP 91.2	MP 85.5
(Dalton)	(Eastward trains)
	MP 95.9 (Westward trains)
MP 32.3	MP 23.6 (Eastward trains)
(Mapleton)	MP 38.2 (Westward trains)

All trains must stop and call train dispatcher from telephones shown above unless radio communication has been received authorizing train to proceed.

Maximum Wt: 315,000 lbs.

CLYMAN SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
111.5	0.0	FT. ATKINSON	0652	
117.2	5.7	JEFFERSON	0653	
119.6	8.1	JEFFERSON JCT. C&NW	1318	
122.5	11.0	JOHNSON CREEK	0654	
130.6	19.1	CMSTP&P		
130.9	19.4	WATERTOWN	0656	
138.9	27.4	CLYMAN	0658	
140.0	28.5	CLYMAN JCT.	5752	
145.7	34.2	JUNEAU	0660	
148.9	37.4	MINNESOTA JCT. WSOR	0661	
152.6	41.1	BURNETT WSOR	0662	
169.1	57.6	OAKFIELD	0666	107
174.1	62.6	JCT. A		
175.4	63.9	JCT. B		
176.0	64.5	SOO LINE		
176.8	65.3	NW		
180.5	69.0	FOND DU LAC	0668	

SPEED RESTRICTIONS (In MPH)

Between Ft. Atkinson and Clyman Jct.

Maximum	10
MP 117.4 Candice St.	
Jefferson	Stop
MP 119.6 C&NW crossing	Stop
MP 130.6 CMSTP&P crossing	Stop

Between Clyman Jct. and NW.

Maximum	30
MP 149.0—WSOR crossing	20*
MP 152.6—WSOR crossing	20*

MP 174.1—176.8..... 10

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

Yard Limits:

Ft. Atkinson—MP 142.0
MP 174.0—Fond du Lac

Ft. Atkinson—Flag all movements over Sherman Ave. and Milwaukee Ave.

Rule 15 (Addition)

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

Rule 83(A)

JEFFERSON JCT.—only trains originating or terminating register.

Rule 83(B)

FOND DU LAC—Eastward trains obtain clearance.

Rule 97 does not apply between: Ft. Atkinson and Clyman Jct., Jct. A and NW.

Rule 99—Minimum flagging distance 3000 feet.

Between Jct. A and NW
WSOR operates over C&NW.

Eastward C&NW movements obtain permission from operator Fond du Lac to enter this territory and report to operator Fond du Lac when clear at Jct. A.

Westward C&NW movements obtain permission to enter territory at Jct. A from operator Fond du Lac.

WSOR movements obtain permission from operator at Fond du Lac before fouling C&NW main track at any location in this territory and when movement is completed and is clear of C&NW main track and switches lined and locked in normal position, inform operator Fond du Lac.

Normal Position of Junction Switches—Jct. A and Jct. B for C&NW.

Watertown—CMSTP&P Crossing

C&NW movements must stop at governing signal and may then proceed upon proper signal indication when gate east of crossing is not across track, or upon verbal instructions from CMSTP&P control operator.

Spring Switches:

NW—Normal position for Air Line Subdivn.

Maximum Wt: 263,000 lbs.

WISCONSIN RAPIDS SUBDIVN—WISCONSIN DIVISION

WEST	THIRD CLASS	SOO 27	Daily except Sun	Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings	EAST
				138.3	12.8	NECEDAH	5839	86	SOO 26
						39.8			Daily except Sun
Between Necedah and Wisconsin Rapids, C&NW operates over CMSTP&P governed by CMSTP&P rules and timetable.									
				141.6	52.6	WISCONSIN RAPIDS	5025		
						0.8			
				1.05	53.4	WESTRAP			AM A7:35
						8.9			
				2:00	150.3	VESPER	5027		6:40
						5.2			
				2:35	11.0	ARPIN	5029		6:05
						9.9			
				A3:35	1.1	EASTMAR			5:05
						1.3			AM
				PM	166.6	MARSHFIELD	3564		
					6.8	0.0			
					4.1	2.7			
					141.6	7.9			

SPEED RESTRICTIONS (In MPH)

Maximum 10

Between Eastmar and Westrap, the main track is used jointly by the C&NW and Soo Line, C&NW Rules and Timetable govern.

Between Wisconsin Rapids and Nekoosa, C&NW trains and engines operate over the Soo Line and are governed by Soo Line Rules and Timetable.

Necedah—Normal position of East connection switch is lined and locked for connection. West end is connected with the CMSTP&P and is locked with CMSTP&P switch locks.

Rule 83(A)

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

Rule 83(B)

Soo No. 28 obtain clearance at Soo Line station Marshfield. Soo No. 27 obtain clearance at C&NW station Wisconsin Rapids.

Eastward trains enroute Necedah obtain both Twin Cities Divn. and CMSTP&P clearances at Wisconsin Rapids.

Soo Line General Orders are posted in C&NW station Wisconsin Rapids.

Normal Position of Junction Switches:

Eastmar—for Soo Line
Westrap—for C&NW

Maximum Wt: 263,000 lbs.

VALLEY SUBDIV—WISCONSIN DIVISION

WEST						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		Mile Posts	Miles	STATIONS			
295	297						
Daily except Sun	Daily						
AM	AM	180.5	0.0	FOND DU LAC	} Y	ⓐⓑⓒⓓⓔⓕ	
10:00	12:01		1.8	1.8			
		182.3	1.8	DEXTER	}		
10:05	12:05		3.3	3.3			
		185.6	5.1	VAN DYNE	}		
			2.9	2.9			
10:15	12:15	188.5	8.0	BLACK WOLF	}		
			6.2	6.2			
		194.7	14.2	OSHKOSH	} Y	ⓐⓑⓒⓓⓔⓕⓖ	
			1.6	1.6			
10:34	12:35	196.3	15.8	CF	}		
			7.1	7.1			
10:46	12:50	203.4	22.9	SNELLS	}		
			4.2	4.2			
10:55	1:00	207.6	27.1	NEENAH	}	ⓐⓑⓒ	
			0.4	0.4			
		208.0	27.5	ⓧ SOO LINE	} Y	ⓐ	
			5.0	5.0			
11:25	1:30	213.0	32.5	APPLETON	}	ⓐⓑⓒⓓⓔ	
			6.4	6.4			ⓑⓓⓔⓕ
11:45	1:50	219.4	38.9	LITTLE CHUTE	}		
			2.0	2.0			
11:59	2:10	221.4	40.9	KAUKAUNA	}		
			6.0	6.0			
12:10	2:20	227.4	46.9	WRIGHTSTOWN	}		
			4.3	4.3			
12:20	2:30	231.7	51.2	LITTLE RAPIDS	}		
			5.2	5.2			
12:30	2:40	236.9	56.4	DE PERE	}		
			5.0	5.0			
A1:00	A3:00	241.9	61.4	TAVIL ⓧ CMSTP&P	} Y	ⓐⓑⓒⓓ	
PM	AM		2.5	2.5			ⓑⓓⓔⓕ
		1.4	63.9	NORTH GREEN BAY		ⓐⓑⓒⓓⓔⓕ	

SPEED RESTRICTIONS (In MPH)

Maximum	50
MP 187.1—194.1	35
MP 194.1 Drawbridge	20
MP 194.1—197.0	35
MP 203.0—208.7	30
MP 213.0—216.3	30
MP 220.0—222.0	35

MP 227.0—228.0	35
MP 236.2—241.9	35

Rock and Roll Restrictions do not apply between MP 229.2 and MP 231.3.

Pulpwood Loads must not be moved over drawbridge MP 194.1 at greater than 5 mph unless it is known such loads are not shifted.

VALLEY SUBDIV—WISCONSIN DIVISION

				EAST	
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	
				290	296
STATIONS				Station Numbers	Capacity of Sidings
				Daily	Daily except Sun
FOND DU LAC	} Y	ⓐⓑⓒ	0668	AM	PM
1.8		1.8		A6:50	A5:10
DEXTER	}	ⓐⓑ			
3.3		3.3			
VAN DYNE	}		0671		
2.9		2.9			
BLACK WOLF	}		0670	94	6:35 4:55
6.2		6.2			
OSHKOSH	} Y	ⓐⓑⓒⓓⓔⓕⓖ	0673		
1.6		1.6			
CF	}			124	6:10 4:30
7.1		7.1			
SNELLS	}		0675	85	5:55 4:15
4.2		4.2			
NEENAH	}	ⓐⓑⓒ	0676	38	5:35 4:05
0.4		0.4			
ⓧ SOO LINE	} Y	ⓐ			
5.0		5.0			
APPLETON	}	ⓐⓑⓒⓓⓔ	0678	96	5:10 3:35
6.4		6.4	ⓑⓓⓔⓕ		
LITTLE CHUTE	}		0680	96	4:45 3:10
2.0		2.0			
KAUKAUNA	}		0681	34	4:40 3:00
6.0		6.0			
WRIGHTSTOWN	}		0682	76	4:10 2:00
4.3		4.3			
LITTLE RAPIDS	}		0683	66	4:00 1:50
5.2		5.2			
DE PERE	}		0684	65	3:50 1:40
5.0		5.0			
TAVIL ⓧ CMSTP&P	} Y	ⓐⓑⓒⓓ			3:40 1:30
2.5		2.5	ⓑⓓⓔⓕ		AM	PM
NORTH GREEN BAY		ⓐⓑⓒⓓⓔⓕ	0686		

Valley Subdivn. Footnotes Continued

Yard Limits:

Fond du Lac—MP 182.4
MP 192.7—198.9
MP 202.7—222.9
MP 233.5—North Green Bay

ABS: Fond du Lac—Tavil

Rule 83(B) does not apply to yard transfer movements between:
Oshkosh and CF
Snells and Neenah

Rule 97 does not apply between:
Oshkosh and CF
Snells and Neenah
De Pere and Tavil

Rule 99—Minimum flagging distance—1 mile.

Rule 201(A) does not apply to Eastward trains at Tavil.

Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within city limits of Oshkosh and Green Bay.

Tavil—When signal 443 (MP 239.8) displays other than a Proceed Indication communicate with control operator at Tavil.

Maximum Wt: 263,000 lbs.

OCONTO FALLS SUBDIV—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS		EAST		Station Numbers	Capacity of Sidings
54.4	0.0	OCONTO		ⓧⓐⓑ		0708	
	8.3						
46.1	8.3	STILES JCT. ⓧ E&LS		} Y	ⓐ	3485	16
	4.7						
41.4	13.0	OCONTO FALLS			ⓐ	3480	9

SPEED RESTRICTIONS (In MPH)

Maximum	10
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Rule 97 does not apply.

Oconto Falls flag over Highway 22 (Chestnut Street) crossing.

Train Location Reports (line-ups) not issued.

Maximum Wt: 220,000 lbs.

SHORELINE SUBDIV—WISCONSIN DIVISION

WEST		Mile Posts	Miles	STATIONS	
THIRD CLASS					
183	181				
Daily	Daily				
			0.0	BUTLER	ⓐⓑⓒⓓⓔ
AM	AM			6.8	Y
11:30	12:25	4.8	6.8	WISCONSINA	ⓑⓓⓔ
				8.8	
11:45	12:40	13.6	15.6	MEQUON	
				11.6	
12:01	12:55	25.2	27.2	PORT WASHINGTON	
				8.7	
12:15	1:10	33.9	35.9	BELGIUM	
				4.5	
12:25	1:20	38.4	40.4	CEDAR GROVE	
				1.1	
12:30	1:25	39.5	41.5	HILTON	
				2.9	
12:35	1:30	42.4	44.4	OOSTBURG	
				8.1	
1:00	1:55	34	52.5	SHEBOYGAN Y.	ⓐⓑⓒⓓⓔⓕⓖⓗ
		50.5		8.6	
1:35	2:30	59.3	61.1	HAVEN	
				4.9	
1:45	2:40	64.2	66.0	CLEVELAND	
				5.2	
1:55	2:50	69.4	71.2	NEWTON	
				5.9	
2:25	3:20	75.3	77.1	MANITOWOC Y.	ⓐⓑⓒⓓⓔⓕⓖ
				9.0	
2:40	3:35	85.5	86.1	FRANCIS CREEK	
				7.5	
2:50	3:45	93.0	93.6	MARIBEL	
				5.0	
3:00	3:55	98.0	98.6	DENMARK	
				7.6	
3:10	4:05	105.6	106.2	BELLEVUE	
				8.0	
A3:30	A4:25	113.6	114.2	TAVIL ⊗ CMSTP&P	ⓐⓑⓒⓓⓔⓕⓖⓗ
PM	AM			2.5	Y
		1.4	116.9	NORTH GREEN BAY	ⓐⓑⓒⓓⓔ

SPEED RESTRICTIONS (IN MPH)

Maximum	60
MP 4.8—8.2	30
MP 24.8—26.2	40
MP 26.2—35.3	45
MP 35.3—42.8	40
MP 47.6—50.5	40
MP 3.4—0.0	10
MP 54.1	20
MP 54.1—65.9	40
MP 75.0—79.6	35
MP 84.5—86.0	45
MP 92.6—94.5	45
MP 97.0—98.5	40
MP 109.0—112.1	35
MP 112.1—113.6	30

Rock and Roll Restrictions—do not apply between MP 42.7 and MP 47.6 located between Oostburg and Sheboygan.

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

ABS: Wisconsin—MP 49.6
MP 54.1—Tavil

Yard Limits:

Butler—MP 7.0
MP 48.1—50.5
MP 3.4—0.0
MP 54.1—57.0
MP 74.0—80.1
MP 108.5—N. Green Bay

Fox River Drawbridge MP 112.2—Reduce speed of train before engine occupies the bridge so movements over the bridge can be made with all brakes released.

Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within city limits of Green Bay. Within village limits of Fox Point (MP 7.7 to MP 9.6) between 8:00 PM and 8:00 AM except Eastward trains sound whistle for East Dean Road MP 9.6 at all times.

SHORELINE SUBDIV—WISCONSIN DIVISION

STATIONS	Station Numbers	Capacity of Sidings	EAST	
			SECOND CLASS	
			180	182
			Daily except Sun	Daily
BUTLER	5716			
6.8			PM	AM
WISCONSINA	5709		A9:20	A12:20
8.8				
MEQUON	3209	95	9:06	12:06
11.6				
PORT WASHINGTON	3220	83	8:52	11:52
8.7				
BELGIUM	3231	95	8:40	11:40
4.5				
CEDAR GROVE	3238		8:32	11:32
1.1				
HILTON	3239		8:30	11:30
2.9				
OOSTBURG	3242		8:25	11:25
8.1				
SHEBOYGAN Y.	3252	340	8:11	11:11
8.6				
HAVEN	3260		7:52	10:52
4.9				
CLEVELAND	3264	35	7:43	10:43
5.2				
NEWTON	3269		7:35	10:35
5.9				
MANITOWOC Y.	3277		7:25	10:25
9.0				
FRANCIS CREEK	5504	71	6:55	9:55
7.5				
MARIBEL	5507		6:46	9:46
5.0				
DENMARK	5510	71	6:40	9:40
7.6				
BELLEVUE	5514	71	6:30	9:30
8.0				
TAVIL ⊗ CMSTP&P			6:15	9:15
2.5			PM	PM
NORTH GREEN BAY	0686			

Rule 83(A)

SHEBOYGAN only trains originating or terminating register.

Rule 83(B)

BUTLER Westward trains obtain clearance at Butler.

Rule 99—Minimum flagging distance—1½ miles.

Trains Meeting at Manitowoc and at Sheboygan will be governed by track instructions from operator or train dispatcher.

Spring Switches:

Sheboygan—West end of siding MP 54.1.

Two Rivers Spur Track extends 9.0 miles between Manitowoc and Two Rivers (Sta. No. 3279). Max. Speed 10 mph. Maximum Wt: 210,000 lbs.

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 and Mirro Drive, in Manitowoc and over Roosevelt Ave. in Two Rivers.

Hot Box Detectors:

Location	Telephones
MP 31.4 (Belgium)	MP 27.1 (Eastward Trains) MP 33.9 (Westward Trains)
MP 89.7 (Maribel)	MP 85.9 (Eastward Trains) MP 92.5 (Westward Trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Maximum Wt: 263,000 lbs.

MARSHLINE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
180.5	0.0	FOND DU LAC ⓐⓑⓒⓓⓔⓕ		0668	
0.7	2.0	MARSHLINE 8.6	ⓐⓑⓒⓓⓔⓕ		
9.3	10.6	ELDORADO 2.6		0582	
11.9	13.2	ROSENDALE 8.6		0583	
20.5	21.8	RIPON ⓐⓑⓒⓓⓔⓕ		0586	30

SPEED RESTRICTIONS (In MPH)
 Maximum 20
 MP 1.0 Soo Line crossing Stop
 MP 20.1 WSOR crossing Stop

Rock and Roll Restrictions
 do not apply.

Yard Limits:
 Fond du Lac—MP 2.3

Rule 99: Minimum flagging distance 2000 feet.

Rule 99(D) applies.

Maximum Wt: 220,000 lbs.

GREEN BAY SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
241.9	0.0	TAVIL 0.4	ⓐⓑⓒⓓⓔⓕ		
242.3	0.4	GB&W 0.7			
0.0	1.1	GREEN BAY 0.7			
0.7	1.8	BROADWAY 0.7	ⓐⓑⓒⓓⓔⓕ		
1.4	2.5	NORTH GREEN BAY 2.8	ⓐⓑⓒⓓⓔⓕ	0686	
4.2	5.3	DUCK CREEK	ⓐⓑⓒⓓⓔⓕ	0700	

SPEED RESTRICTIONS (In MPH)
 Maximum 20
 MP 0.0 Eastward track 10"

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

Rock and Roll Restrictions
 do not apply.

Yard Limits:

Tavil—MP 3.2

CTC: MP 3.2—Duck Creek

Double Track:

Tavil—Broadway

Between Tavil and Broadway—Movements against the current of traffic may be authorized by train dispatcher thru control operators at Tavil and Broadway. Control operators must get instructions from train dispatcher, secure block from station in advance and make proper record. Through movements permitted after control operators know that street crossings will not be blocked.

YARD MOVEMENTS must obtain permission from control operators to occupy main tracks between these points and secure train location information.

ALL MOVEMENTS make radio check with control operator before entering Green Bay Subdivision.

Between Tavil and Duck Creek—CMSTP&P operates over C&NW.

Rule 83(A)—NORTH GREEN BAY Only trains originating or terminating register.

Rule 83(B)—TAVIL—Does not apply when train order signal is clear.

NORTH GREEN BAY—Eastward trains may proceed from Broadway to Tavil without clearance on verbal authority of control operator at Broadway.

Westward trains originating obtain clearance at Broadway.

Trains enroute Powers Subdivision obtain both Ore and Wisconsin Divn. clearances at Broadway.

Rule 97 does not apply between Tavil and Duck Creek.

Rule 99—Minimum flagging distance 2000 feet.

Rule 15 (Addition)
 Ordinance prohibits sounding engine whistle within city limits of Green Bay.

Spring Switches:
 BROADWAY Eastward track to eastward yard lead. Normal position for eastward track.

Green Bay—Do not occupy Broadway, Dousman or Walnut Street crossings until automatic protection is operating. Stop sign located just West of Dousman St. on westward track.

Westward movements exceeding 1 min. 30 sec. from Walnut St. to a point 40 ft. east of Dousman St. and Eastward movements exceeding 1 min. 10 sec. from Dousman St. to a point 275 ft. west of Walnut St. will cancel crossing protection.

Tavil—Eastward Valley or Shoreline Subdivision movements stopped west of 9th St. crossing operate applicable push button located in yellow box at the crossing to stop crossing protection. Before movement then occupies crossing protection must be reactivated by pushing button marked "Start".

Train Location Reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

PLYMOUTH SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
50.5		SHEBOYGAN ⓐⓑⓒⓓⓔⓕ			
1.1	0.0	KOHLER JCT. 2.4	ⓐⓑⓒⓓⓔⓕ		
3.5	2.4	KOHLER 1.7		0566	23
5.2	4.1	SHEBOYGAN FALLS 9.1		0570	11
14.3	13.2	PLYMOUTH ⓐⓑⓒⓓⓔⓕ		0572	

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 14.3—CMSTP&P Stop

Rule 97 does not apply.

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

Rule 83(B)—Westward trains obtain clearance at Sheboygan.

Train Location Reports (line-ups) not issued.

Maximum Wt:
 Sheboygan—MP 6.2 251,000 lbs.
 MP 6.2—Plymouth 210,000 lbs.

GILLETT SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
17.0	0.0	PULASKI 5.8	ⓐⓑⓒⓓⓔⓕ	5606	42
22.8	5.8	KRAKOW 2.7		5608	
25.5	8.5	GREEN VALLEY 7.3		5610	
32.8	16.8	GILLETT	ⓐⓑⓒⓓⓔⓕ	3472	18

SPEED RESTRICTIONS (In MPH)
 Maximum 20
 MP 17.0—19.0 10
 MP 32.0—33.3 10

Rock and Roll Restrictions
 do not apply between MP 19.0 and MP 32.0 located between Pulaski and Gillett.

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

SHAWANO SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
1.4	0.0	NORTH GREEN BAY Y		0686	...
		2.8			
4.2	2.8	DUCK CREEK Y		0700	...
		6.8			
11.0	9.6	ANSTON		5603	...
		5.6			
16.6	15.2	PULASKI		5606	42
		7.5			
24.1	22.7	ZACHOW		5625	...
		5.3			
29.4	28.0	BONDUEL		5629	42
		7.6			
37.0	35.6	SOO . . . . .		...	...
		0.7			
37.7	36.3	SHAWANO TY		3456	42
		5.0			
42.7	41.3	THORNTON		5635	150
		15.1			
57.8	56.4	BOWLER		5644	...
		11.9			
69.7	68.3	ELAND Y		3387	...

SPEED RESTRICTIONS (In MPH)
 Maximum 40
 MP 4.2 Jct 20
 MP 17.0 Jct 30
 MP 37.0 Soo Line 20
 MP 44.0—MP 68.3 35

Yard Limits:
 N. Green Bay—MP 3.2
 MP 4.2—5.3
 MP 68.5—Eland

Temporary Yard Limits
 Effective as authorized by Form "TY" train order.

Rule 99—Minimum flagging distance 4000 feet.

Pulaski—Gillett subdivision main track may be used as a siding.

Maximum Wt: 263,000 lbs.

MARINETTE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
1.4	0.0	NORTH GREEN BAY Y		0686	...
		2.8			
4.2	2.8	DUCK CREEK Y		0700	...
		4.7			
8.9	7.5	BIG SUAMICO		0702	...
		6.4			
15.3	13.9	LITTLE SUAMICO		0704	111
		14.2			
29.5	28.1	OCONTO TY		0708	81
		7.2			
36.7	35.3	WILCOX		0710	...
		5.7			
42.4	41.0	PESHTIGO TY		0711	52
		6.6			
49.0	47.6	MARINETTE		0712	104
		5.1			
54.1	52.7	KEW		0714	79
		12.0			
66.1	64.7	WALLACE		0717	...
		6.3			
72.4	71.0	STEPHENSON		0719	60
		3.0			
75.4	74.0	DAGGETT		0720	...
		9.2			
84.6	83.2	CARNEY		0723	17
		7.6			
92.2	90.8	POWERS Y		0726	35

SPEED RESTRICTIONS (In MPH)

Maximum 40
 MP 4.2 Jct 20
 MP 4.2—27.8 35
 MP 27.8—29.3 30
 MP 41.5—45.6 35
 MP 45.6—50.4 30
 MP 50.4—50.8 10
 MP 50.8—53.7 30
 MP 53.7—61.3 35
 MP 71.9—92.2 35
 MP 92.2—Jct Stop

Rock and Rail Restrictions do not apply between MP 86.4 and MP 88.3.

Yard Limits:

N. Green Bay—MP 3.2
 MP 4.2—5.3
 MP 47.3—54.1
 MP 90.7—Powers

Temporary Yard Limits:

Oconto
 Peshtigo
 Effective as authorized by Form "TY" train order.

Rule 83(A) POWERS—Register ticket authorized when office is open. Extra trains will not register unless directed by train order to do so.

Rule 97 does not apply between Marinette and Kew.

Rule 99—Minimum flagging distance 1 mile.

CMSTP&P operates over C&NW between Duck Creek and MP 52.5.

Normal Position of Junction Switch:
 POWERS—for Antoine Subdivision.

Maximum Wt: 263,000 lbs.

NEW LONDON SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
121.5	0.0	APPLETON Y		0678	96
		6.6			
128.1	6.6	GREENVILLE		3328	...
		5.7			
133.8	12.3	HORTONVILLE		3334	...
		6.3			
140.1	18.6	NEW LONDON Y		3340	28
		6.7			
146.8	25.3	SUGAR BUSH		3347	...
		3.3			
150.1	28.6	BEAR CREEK		3350	...
		6.3			
156.4	34.9	CLINTONVILLE		3356	18
		7.4			
163.8	42.3	MARION		3364	...
		11.2			
175.0	53.5	TIGERTON		3375	...
		8.4			
183.4	61.9	WITTENBERG		3383	...
		4.2			
187.6	66.1	ELAND Y		3387	...

SPEED RESTRICTIONS (In MPH)

Maximum 30
 MP 121.5—122.5 10
 MP 131.5 Hwy 45 10*
 MP 140.9 GB&W Crossing Stop
 *Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Appleton—MP 125.5
 MP 138.6—14.9
 MP 186.4—Eland

New London—GB&W Crossing Stop at
 Stop board and proceed on signal indication. Signal on wye is actuated by opening maintrack switch.

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt: 263,000 lbs.

WAUSAU SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	ELAND Y	ⓐⓑⓓⓔⓖⓗⓙ	3387	...
6.4	6.4	HATLEY		3506	...
10.9	10.9	RINGLE		3511	...
18.0	18.0	KELLY	ⓓ	3518	20
20.8	20.8	ⓧ CMSTP&P	ⓔ		
21.2	21.2	WAUSAU	ⓐⓑⓓⓔ	3522	
33.8	33.8	MARATHON CITY		3534	16
40.1	40.1	EDGAR		3540	
45.1	45.1	FENWOOD		3545	
50.9	50.9	STRATFORD		3551	19
58.2	58.2	OPAL		3560	
63.0	63.0	ⓧ SOO	ⓓ		
63.6	63.6	MARSHFIELD	ⓓⓔ	3564	

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 0.9
MP 17.3—27.5
MP 60.9—Marshfield

Rothschild Spur Track extends 1.8 miles between Kelly and Schofield (Sta. No. 3521) Max. speed 10 mph. C&NW operates over CMSTP&P between MP 1.8 and Rothschild subject to CMSTP&P timetable, Rules and special instructions. CMSTP&P bulletin boards at Wausau and Eland.

Rule 97 does not apply between Kelly and Wausau.

Rule 99—Minimum flagging distance 4000 feet.

Soo Line Operates on C&NW at Marshfield. Maximum Wt: 263,000 lbs.

KIMBERLY SUBDIVN—WISCONSIN 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		3314	...
115.0	2.3	L. C. SIDING		3315	27
116.6	3.9	KIMBERLY	ⓓ	3317	...
120.1	7.4	APPLETON FLATS	ⓓ	0678	...
121.5	8.8	APPLETON	ⓐⓑⓓⓔⓖⓗⓙ	0678	...

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 112.4 Dodge St.	Stop & flag
MP 112.6 Main St.	Stop & flag
MP 114.3 Hwy. Z	Stop
MP 119.5 Drawbridge—	During navigation
season	Stop
MP 119.6 South	Lawe St. Stop
Water Power Track:	Lawe St. Stop & flag

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Normal Position for Main Track Switch located at MP 112.3 east of Dodge St. Kaukauna South is for the Water Power track.

Maximum Wt: 251,000 lbs.

RHINELANDER SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
187.6	0.0	ELAND Y	ⓐⓑⓓⓔⓖⓗⓙ	3387	...
191.8	4.2	BIRNAMWOOD		3391	...
197.6	10.0	ANIWA		3397	...
207.4	19.8	ANTIGO Y	ⓐⓑⓓⓔⓖⓗⓙ	3407	...
213.6	26.0	DEER BROOK		3613	...
224.4	36.8	SUMMIT LAKE		3624	...
228.5	40.9	ELCHO		3629	...
234.3	46.7	PELICAN LAKE		3634	...
239.9	52.3	MONICO Y	ⓓⓔ	3640	...
254.2	66.6	RHINELANDER Y	ⓐⓑⓓⓔ	3650	...
254.7	67.1	ⓧ SOO	ⓐ		
271.3	83.7	LAKE TOMAHAWK		3657	...
279.1	91.5	WOODRUFF		3660	22
289.6	102.0	LAC DU FLAMBEAU		3665	...
302.1	114.5	MANITOWISH		3670	...
305.2	117.6	MERCER	ⓔ	3673	26
322.7	135.1	VAN BUSKIRK		3680	...
328.2	140.6	HURLEY Y	ⓓ	3684	...
341.2	153.4	SAXON		3689	40
342.8	155.2	ⓧ SOO	ⓐ		
345.6	158.0	CEDAR		3691	84
357.3	169.7	ODANAH		3695	40
366.0	178.4	ASHLAND Y	ⓧ SOO-BN ⓐⓑⓓⓔⓖⓗⓙ	3699	...

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	20*
MP 367.7 Soo Line and BN crossings	Stop

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

Yard Limits:

Eland—MP 188.4	MP253.0—255.6
MP 206.0—209.5	MP327.5—329.0
MP 239.4—240.4	MP 364.9—Ashland

Rule 99—Minimum flagging distance 4000 feet.

Rule 15 (Addition)

Ordinance prohibits sounding engine whistle within city limits of Ashland.

Ashland Spur Track extends 12.9 miles between Ashland and Washburn (Sta. No. 1650) Max. speed 10 mph.

Ironwood Spur Track extends 2.6 miles between Hurley and Ironwood (Sta. No. 3751) Max. speed 10 mph. Stop and flag over Aurora St. in Ironwood. Stop for Suffolk and Lowell St. crossings in Ironwood. Westward movements stop for Hwy. 51 crossing in Hurley and ascertain that protection is operating before proceeding.

Ashland—Flag over 7th Ave. West; 9th Ave. West; Beaser Ave. and on siding over Ellis Ave.

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

Maximum Wt: 263,000 lbs.

EAGLE RIVER SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
239.9	0.0	MONICO Y (A) (R) (W)	3640	...
	7.1	7.1		
247.0	7.1	GAGEN (X) SOO (S)	3702	...
	9.2	9.2		
256.2	16.3	THREE LAKES (S)	3708	15
	4.0	4.0		
260.2	20.3	CLEARWATER LAKE (S)	3709	...
	5.4	5.4		
265.6	25.7	EAGLE RIVER (W)	3711	10
	10.2	10.2		
275.8	35.9	CONOVER . . Y (W)	3717	22
	7.8	7.8		
283.6	43.7	LAND O' LAKES (S)	3722	21
	8.6	8.6		
292.2	52.3	WATERSMEET Y (B) (D) (J) (K) (Q) (R) (W)	0860	...

SPEED RESTRICTIONS

(In MPH)

Maximum 30
 MP 240.0—240.2 10
 MP 247.0 Soo Line
 Crossing Stop
 MP 268.5—292.2 10

Yard Limits:

MP 275.5—276.6
 MP 292.0—Watersmeet

Rule 99—Minimum flagging distance 3000 feet.

Rule 99(D) applies.

Watersmeet—Stop for three U.S. highway 45 crossings and ascertain that protection is operating before proceeding.

Maximum Wt: 220,000 lbs.

MARENISCO

WATERSMEET

SCOTT LAKE

IRON MOUNTAIN

QUINNESEC

NIAGARA

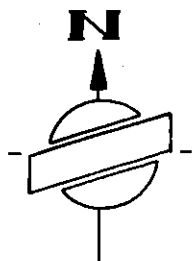
POWERS

ISHPEMING

PALMER

CASCADE

ESCANABA



ORE DIVISION

POWERS SUBDIVN—ORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
1.4	0.0	NORTH GREEN BAY Y . . .	ⓀⓃⓄⓅ	0686	...
		90.8			
92.2	90.8	POWERS Y	ⓀⓃⓄⓅⓆ	0726	35
		10.9			
103.1	101.7	BARK RIVER		0730	14
		2.9			
106.0	104.6	NARENTA		0731	65
		8.5			
114.5	113.1	ESCANABA } ⊗ ELS	Ⓚ	0734	...
		1.4			
115.9	114.5	ORE DOCK } Y	ⓀⓃⓄⓅⓆ	0735	...

SPEED RESTRICTIONS (In MPH)

Maximum 40
 MP 92.2—Jct. Stop
 MP 114.5—ELS crossing 10*

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

Yard Limits:

Powers—93.0
 MP 113.2—Ore Dock

Rule 83(A)

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

Rule 83(B)

Westward trains originating at N. Green Bay enroute Powers Subdivn. obtain both Wisconsin and Ore Divn. Clearances at Broadway.

Eastward trains originating at Escanaba obtain Clearance at Ore Dock.

Eastward trains originating at Escanaba enroute Marinette Subdivn. obtain both Wisconsin and Ore Divn. Clearances at Ore Dock.

Rule 97 does not apply between Escanaba and Ore Dock.

Rule 99—Minimum flagging distance—one mile.

Normal Position of Junction Switches

MP 92.2—Powers is for the Antoine Subdivn.
 MP 115.9—Ore Dock is for movement from Partridge Subdivn. to Middle Yard.

Alco Units—Alco locomotives 6701-6730 inc. may be operated between Powers and Ore Dock except they are not to be operated on industry or back tracks.

Maximum Wt: 263,000 lbs.

MARENISCO SUBDIVN—ORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
292.2	0.0	WATERSMEET Y	ⓀⓃⓄⓅⓆ	0860	...
		10.9			
303.1	10.9	STICKLEY	ⓀⓃⓄⓅ	3729	...
		4.9			
308.0	15.8	EVEREST		3726	...
		1.8			
309.8	17.6	GOGEBIC		3731	13
		12.4			
322.2	30.0	MARENISCO		3737	32

SPEED RESTRICTIONS (In MPH)

Maximum 30
 Watersmeet—
 MP 292.7 10

Yard Limits:

Watersmeet—MP 293.2

Rule 97 does not apply between Watersmeet and Marenisco.

Rule 99—Minimum flagging distance 3000 feet.

Rule 99(D) applies.

Watersmeet—Stop for three U.S. highway 45 crossings and ascertain that protection is operating before proceeding. When necessary a member of crew flag crossings.

Maximum Wt: 251,000 lbs.

PARTRIDGE SUBDIVN—ORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
115.9	0.0	ORE DOCK }	ⓀⓃⓄⓅⓆ	0735	...
		2.1			
118.0	2.1	LARCH } Y		0760	...
		8.9			
126.9	11.0	BRAMPTON		0739	73
		4.6			
131.5	15.6	BEAVER		0741	...
		7.5			
139.0	23.1	MAPLE RIDGE		0745	41
		7.5			
146.5	30.6	McFARLAND		0821	...
		8.9			
155.4	39.5	LITTLE LAKE		0746	63
		3.6			
159.0	43.1	PLAINS		0748	...
		4.8			
163.8	47.9	SANDS		0749	34
		5.3			
169.1	53.2	CASCADE	Ⓚ	0751	...
		4.5			
173.6	57.7	PARTRIDGE		0753	70
		.8			
174.4	58.5	PALMER JCT. } Y	Ⓚ	0822	...
		.5			
174.9	59.0	EMPIRE JCT. } . . . . .	ⓀⓃⓄⓅ	...	...
		.5			
175.4	59.5	EAGLE MILLS JCT. } . . . . .	ⓀⓃ	...	...
		.5			
175.9	60.0	SOUTH WYE . . . . .	ⓀⓃ	...	...
		1.0			
176.4	61.0	WEST WYE . . . . .	ⓀⓃ	...	...
		1.4			
176.9	62.4	NEGAUNEE		0755	78
		.7			
176.8	63.1	LSI JCT. . . . .	ⓀⓃ	...	...
		3.6			
178.6	66.7	ISHPEMING	ⓀⓃⓄⓅⓆ	0757	...

Between Empire Jct. and Ishpeming C&NW operates over Joint tracks of C&NW, LS&I and Soo Line. Soo Line timetable and rules govern. CTC in service between Empire Jct. and Ishpeming, CTC control operator located at Eagle Mills on LS&I Ry. and works on Eastern Standard Time.

SPUR TRACKS:

Palmer Spur track extends 5.4 miles Cascade to Palmer (Sta. No. 0751).

Partridge—when westward signal 3-RAD at west end of yard displays a "Stop and Proceed" indication (Rule 240B) crews must ascertain through LS&I Control operator that there are no opposing movements between Partridge and Eagle Mills Jct.

Normal Position of Junction Switch:

MP 115.9—Ore Dock is for movement Partridge Subdivn. to "Middle Yard".

Alco Units—Alco Locomotives 6701-6730 inclusive may be operated between Ore Dock and Ishpeming except they are not to be operated on industry or back tracks except at Little Lake may operate on Northern Gas Company track and at Plains may operate on Air Base tracks.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum 40

Yard Limits:

Ore Dock—MP 120.0
 MP 172.2—Empire Jct.

Rule 97 does not apply between:

Ore Dock and Larch
 Partridge and Empire Jct.

Rule 99—Minimum flagging distance 1 mile.

ANTOINE SUBDIV—ORE DIVISION

Mile Posts and distance from Powers	STATIONS		Station Numbers	Capacity of Sidings
	WEST	EAST		
0.0	POWERS Y	ⓐ ⓑ ⓓ ⓔ ⓕ ⓖ ⓗ	0726	...
4.2	HERMANSVILLE Y ⊗ SOO	Ⓢ	0770	33
8.6	WAUCEDAH		0772	89
7.4	NORWAY		0775	10
2.9	FUMEE		0824	...
1.5	QUINNESEC	ⓐ	0776	94
5.5	ANTOINE } Y	ⓐ ⓑ ⓓ ⓔ ⓕ ⓖ ⓗ	0778	...
11.6	FLORENCE		0784	17
7.1	STAGER		0763	...
7.3	PENTOGA		0768	5
8.4	PALATKA		0786	63
1.1	CASPIAN		0781	...
0.9	STAMBAUGH } Y	ⓐ ⓑ ⓓ ⓔ ⓕ	0767	...
1.2	IRON RIVER		0788	...
7.4	HAZEL		0853	...
0.8	BEECHWOOD		0852	28
10.8	ELMWOOD		0856	30
16.2	WATERSMEET Y	ⓐ ⓑ ⓓ ⓔ ⓕ ⓖ ⓗ	0860	...

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 4.1—Soo Line crossing	Stop
MP 12.0—28.2	30
MP 28.7—29.4	10
MP 29.4—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 24.0—30.6
MP 63.9—69.2
MP 101.5—Watersmeet

Rule 15 (Addition)

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

Rule 83(A)

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

Antoine—Register station only for trains originating or terminating.

Rule 83(B)

All trains obtain Clearance at Antoine when office is open.

Rule 97 does not apply between:

Quinnesec and Antoine
Palatka and Iron River

Rule 99—Minimum flagging distance 3/4 mile.

Rule 221—Train order signal at Powers applies only to Powers Subdiv.

At Antoine—C&NW and E&LS operate over joint track between "H" Street at MP 28.7 and Miner's Hall crossing at MP 29.4. C&NW Timetable and rules govern. C&NW and E&LS movements obtain permission from C&NW Train Dispatcher directly or thru operator at Antoine via radio before entering joint track.

Norway, flag all movements over 11th St.

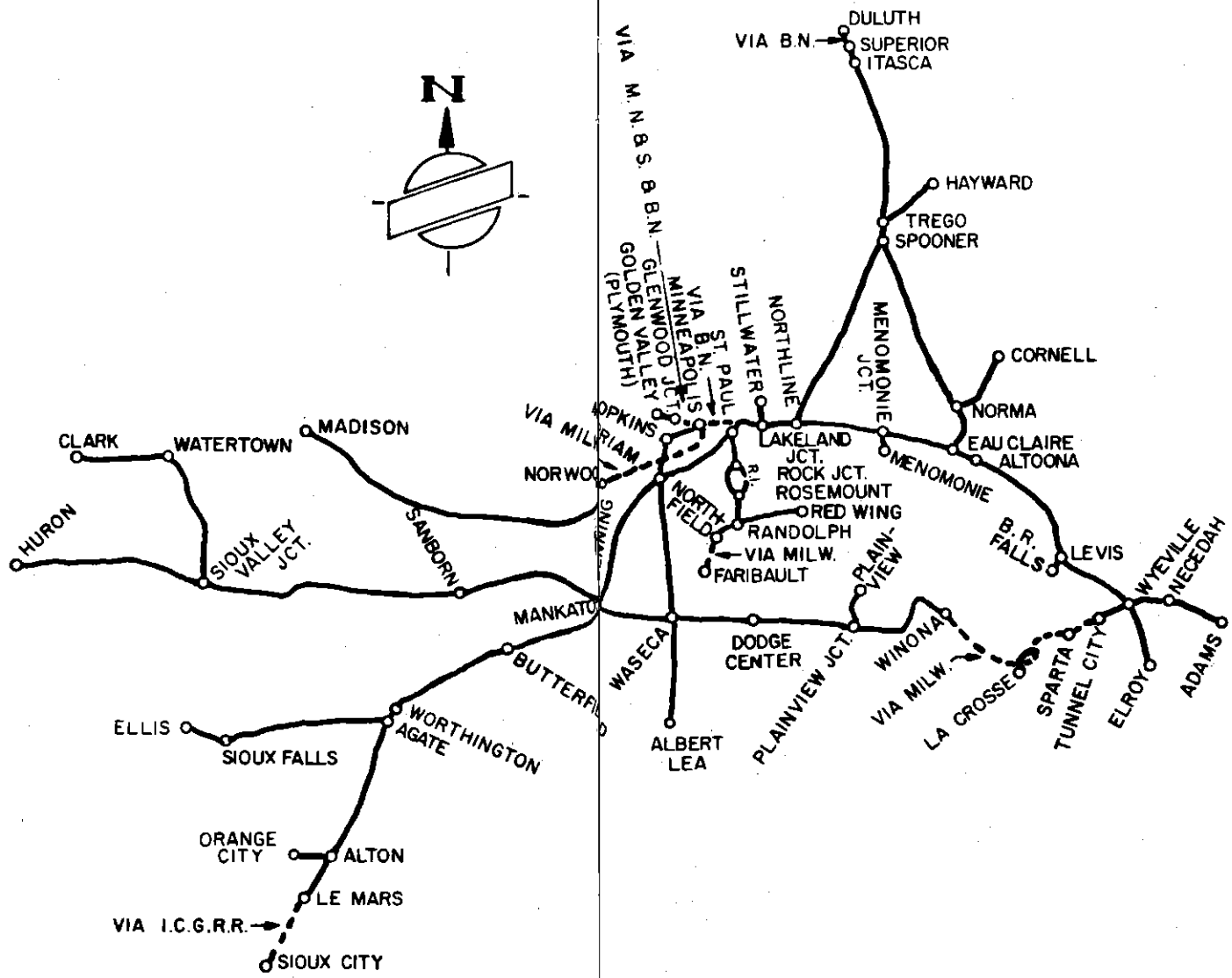
Watersmeet, all movements stop for three U.S. highway 45 crossings and allow sufficient time for crossing protection to operate before proceeding. When necessary, a member of crew will flag crossings.

Niagara Spur Track extends 4.0 miles from Quinnesec to Niagara (Sta. No. 0799). Max. speed 10 MPH.

Alco Units—Alco locomotives 6701-6730 inclusive may be operated between Powers and Stambaugh except they are not to be operated on industry or back tracks except at Stager may operate on Stub track and at Stambaugh may operate up to four car lengths east of the first crossing on the west end of the Caspian Cut-off.

Maximum Wt:

Powers—Iron River	263,000 lbs.
Iron River—Watersmeet	251,000 lbs.
Niagara spur	263,000 lbs.



TWIN CITIES DIVISION

WYEVILLE SUBDIV—TWIN CITIES DIVISION

WEST			Mile Posts	Miles	STATIONS
THIRD CLASS					
471	483	415			
Daily	Daily	Daily			
PM 8:40	PM 12:20	AM 11:20	125.5	0.0	ADAMS Y @C@C@C@
					12.8
8:57	12:37 (472)	11:37	138.3	12.8	NECEDAH @
					8.4
9:10	12:50 (406)	11:50 (472)	146.7	21.2	CUTLER @
					7.2
9:20	1:00	12:00	153.9	28.4	WYEVILLE X C&NW Y @C@C@C@
					9.4
9:33	1:13 (406)	12:13	164.1	37.8	WARREN @
					8.3
9:43	1:33	12:23	155.7	46.1	MILLSTON @
					12.1
9:57	1:46	12:37	142.1	58.2	LEWIS Y @
					10.5
10:10	1:57	12:50	131.5	68.7	MERRILLAN X GBW Y @C@C@C@
					5.8
10:17	2:03	12:57	125.7	74.5	HUMBIRD @
					6.8
10:25	2:10	1:05	118.8	81.3	FAIRCHILD @
					3.6
10:30	2:14	1:15	116.2	84.9	TIMBERS @
					5.7
10:37	2:20	1:22	109.5	90.6	AUGUSTA @
					5.6
10:44	2:34	1:29	103.9	96.2	RODELL @
					4.3
10:50	2:39	1:35	99.5	100.5	FALL CREEK @
					6.2
11:00	2:46	1:43	93.3	106.7	ALTOONA JCT. } @
					2.6
A 11:07 PM	A 2:50 PM	A 1:50 PM	90.7	109.3	ALTOONA } @C@C@C@

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 93.3 through turnout	30
MP 131.5 GBW crossing	40
MP 173.5 Straight—to	
Elroy Subdivision	30
Diverging and curve	25
MP 132.3 Bridge 2720	50
MP 153.9 Wyeville	
Straight—to Sparta Subdivision	40

Yard Limits:

Altoona—MP 93.4
MP 129.2—133.0
MP 141.5—147.4
MP 171.2—151.2
MP 128.5—Adams

Double Track:

Altoona-Altoona Jct. (trains keep to the right)
Movements against the current of traffic between Altoona and Altoona Jct. may be made on instructions of Yardmaster or Yard Foreman through operators or train dispatcher.

Train location reports (line-ups) not issued between Altoona Jct. and Altoona.

Adams—Westward trains enroute Wisconsin Rapids obtain both C&NW and CMSTP&P clearances.

Necedah—Trains enroute Wisconsin Rapids notify train dispatcher when clear of Wyeville Subdivision main track.

Eastward trains obtain permission from train dispatcher before entering Wyeville Subdivision main track.

Normal position of connection track switch on siding is lined and locked for connection.

Hot Box Detectors:

Location	Telephones
MP 123.3 (Humbird)	MP 129.1 (eastward trains)
MP 119.5 (Warren)	MP 119.5 (westward trains)
MP 168.2	MP 173.2 (eastward trains)
MP 164.2	MP 164.2 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Wyeville Station Limits:

MP 152.2—173.5

Wyeville: West Siding—Unless otherwise provided, the west siding will be used for the meeting and passing of trains.

Rule 5—Unless otherwise specified, scheduled times apply at interlocking station.

WYEVILLE SUBDIV—TWIN CITIES DIVISION

STATIONS	Station Numbers	Capacity of Sidings	EAST		
			SECOND CLASS		
			472	406	490
			Daily	Daily	Daily
ADAMS Y @C@C@C@	5826	...	PM A 1:20	PM A 1:40	PM A 5:40
12.8					
NECEDAH @	5839	86	1:05 (483)	1:23	5:23
8.4					
CUTLER @	5848	106	12:50 (415)	1:10	5:10
7.2					
WYEVILLE X C&NW Y @C@C@C@	5855	E-85 W-204	12:00	1:00	5:00
9.4					
WARREN @	1510	...	11:46 (415)	12:41	4:41
8.3					
MILLSTON @	1512	200	11:33	12:23	4:28
12.1					
LEWIS Y @	1517	230	11:15	12:10	4:10
10.5					
MERRILLAN X GBW Y @C@C@C@	1518	230	11:00	11:55	3:57
5.8					
HUMBIRD @	1521	...	10:35	11:45	3:45
6.8					
FAIRCHILD @	1522	...	10:25	11:35	3:35
3.6					
TIMBERS @	1523	200	10:19	11:29	3:29
5.7					
AUGUSTA @	1524	...	10:11	11:21	3:21
5.6					
RODELL @	1525	200	10:02	11:12	3:12
4.3					
FALL CREEK @	1526	...	9:55	11:05	3:05
6.2					
ALTOONA JCT. } @			9:45	10:55	2:55
2.6					
ALTOONA } @C@C@C@	1528	E95	9:40 AM	10:50 AM	2:50 PM

Rule 99—Minimum flagging distance—1 mile

ABS: Altoona—Adams

Spring Switches:

Altoona Jct.: End of double track; normal position for westward track.
Rodell: Both ends of siding.*
Timbers: Both ends of siding.*

Merrillan: Both ends of siding.*

Lewis: Both ends of siding.*

Millston: Both ends of siding.*

Wyeville: West end of siding.*

Necedah: East end of siding.*

Adams: Both ends of South track.

*Indicates equipped with facing point lock.

Maximum Wt: 315,000 lbs.

ELROY SUBDIV—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		↓	↑		
196.2	0.0	ELROY Y @C@C@		0934	...
		10.3			
185.7	10.3	HUSTLER @		1502	...
		2.9			
182.8	13.2	CAMP DOUGLAS X CMSTP&P @		1504	...
		9.3			
173.5	22.5	WYEVILLE X CMSTP&P Y @C@C@		5855	...

SPEED RESTRICTIONS (In MPH)

Maximum 10
Camp Douglas, Milw Connection Track—5.

Yard Limits:

Wyeville—MP 174.9
MP 194.8—Elroy

ABS: Wyeville—Elroy

Rule 99—Minimum flagging distance—1000 feet.
Train Location Reports not issued.

Maximum Wt: 263,000 lbs.

ALTOONA SUBDIVN—TWIN CITIES DIVISION

WEST		Mile Posts	Miles	STATIONS	
THIRD CLASS					
483	471				
Daily	Daily				
PM 2:55	AM 2:20	90.7	0.0	ALTOONA	ⓅⓄⓄⓄⓄ
3:05	2:30	87.8	2.9	EAU CLAIRE	ⓄⓄⓄⓄⓄ
3:07	2:32	87.0	3.7	YUKON JCT.	ⓄⓄⓄ
3:12	2:37	84.8	5.9	EAU CLAIRE JCT.	
3:17	2:42	82.6	7.7	TRUAX	
3:24	2:49	76.5	14.2	ELK MOUND	
3:33	2:53	73.3	17.4	AJAX	
3:38	2:58	68.7	21.7	RUSK	
3:43	3:03	64.0	26.3	MENOMONIE	ⓄⓄⓄ
3:47	3:07	60.4	29.9	TRAMWAY	
3:53	3:13	55.4	34.9	KNAPP	
4:00	3:20	50.6	39.6	WILSON	
4:04	3:24	47.1	42.8	HERSEY	
4:08	3:29	44.1	45.8	WOODVILLE	
4:13	3:33	39.1	49.5	BALDWIN	
4:19	3:39	34.2	54.3	HAMMOND	
4:25	3:45	29.9	58.7	ROBERTS	
4:34	3:52	23.6	65.4	SONO JCT.	
4:36	3:56	23.0	66.0	SONO	
4:37	3:57	21.9	66.5	NORTHLINE	ⓄⓄⓄ
4:47	4:07	19.0	69.5	HUDSON	ⓄⓄⓄⓄⓄⓄ
4:59	4:19	11.6	76.9	LAKE ELMO	
5:09	4:27	6.6	81.9	HAZEL PARK JCT.	
A5.20	A4:40	1.8	86.7	EAST ST. PAUL	ⓄⓄⓄⓄⓄ
PM	AM	1.0	87.5	WESTMINISTER STREET	Ⓞ

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 1.0 Buckley Int.	10
MP 1.2—6.6	45
MP 6.6 Through turnout	30
MP 15.4—18.5 Curves	30
MP 18.5—19.0 Bridge 414, curves & turnout.	20
MP 19.0—22.0 Curves	30
MP 23.6 Through turnout	40
MP 50.8—62.7	40
MP 84.0—84.8	40
MP 84.8—Through turnout	40
MP 84.8—87.0 Eastward track	40
MP 87.0 Yukon Jct. Int.	
Straight routes	40
Diverging routes	10
West leg of wye	5

MP 87.0—89.1	25
MP 89.6 Road crossing	40

Yard Limits:

Westminister Street—MP 8.0	MP 17.3—24.3
MP 62.9—65.1	MP 84.8—Altoona

Main track begins for eastward trains and ends for westward trains at the east interlocking limits—East St. Paul (Buckley).

ABS: East St. Paul—Altoona

Eau Claire—When Eastward Signal 870 displays other than Proceed, crew member must communicate with control operator for instructions.

Hudson—When Westward Signal 197 displays Stop and Proceed, westward trains must communicate with operator for instructions.

ALTOONA SUBDIVN—TWIN CITIES DIVISION

STATIONS	Station Numbers	Capacity of Sidings	EAST	
			SECOND CLASS	
			472	490
			Daily	Daily
ALTOONA	1528	E-95	AM A3:30	PM A12:10
2.9				
EAU CLAIRE	1530		3:17	11:58
0.8				
YUKON JCT.			3:15	11:56
2.2				
EAU CLAIRE JCT.			3:09	11:49
1.8				
TRUAX	1532		3:06	11:46
6.5				
ELK MOUND	1533		2:58	11:38
3.2			(471)	
AJAX	200		2:53	11:33
4.3				
RUSK	1534		2:47	11:27
4.6				
MENOMONIE	1536		2:41	11:21
3.6				
TRAMWAY	200		2:37	11:17
5.0				
KNAPP	1539		2:31	11:11
4.7				
WILSON	1540		2:25	11:05
3.2				
HERSEY	1541	200	2:21	11:01
3.0				
WOODVILLE	1542		2:16	10:56
3.7				
BALDWIN	1543		2:10	10:51
4.8				
HAMMOND	1544	225	2:04	10:45
4.4				
ROBERTS	1545		1:58	10:38
6.7				
SONO JCT.			1:48	10:28
0.6				
SONO	1549	W-115	1:46	10:26
0.5				
NORTHLINE	1547		1:45	10:25
3.0				
HUDSON	1548		1:35	10:15
7.4				
LAKE ELMO	1554		1:23	10:03
5.0				
HAZEL PARK JCT.	1557		1:13	9:53
4.8				
EAST ST. PAUL	1559		1:00	9:40
0.8				
WESTMINISTER STREET			AM	AM

Double Track (trains keep to the right):

Altoona—Eau Claire Jct.
Sono Jct.—Hudson

Hazel Park Jct.—Westminister Street

Movements Against the Current of Traffic between Altoona and Eau Claire Jct. and between Hazel Park Jct. and Westminister Street may be made on instructions of Yardmaster or Yard Foremen through operators or train dispatcher and between Sono Jct. and Hudson on instructions of train dispatcher or operator.

Train Location Reports (line-ups) not issued between Altoona and Eau Claire Jct. and between Westminister Street and Hazel Park Jct. and do not include movements against the current of traffic or unanticipated movements with the current of traffic between Hudson and Sono Jct.

Hol box detectors:

Location Telephones

MP 28.6 MP 35.2 (eastward trains)

MP 22.4 (westward trains)
MP 68.7 MP 76.5 (eastward trains)
MP 64.1 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Spring Switches:

Hazel Park Jct: End of double track; normal position for westward track.*

Hudson: End of double track; normal position for eastward track.*

Sono Jct: End of double track; normal position for westward track.*

Hammond: Both ends of siding.*

Hersey: Both ends of siding.*

Tramway: Both ends of siding.*

Ajax: Both ends of siding.*

Eau Claire Jct: End of double track; normal position for eastward track.*

*Indicates equipped with facing point lock.

ALTOONA SUBDIVN—TWIN CITIES DIVISION

Normal Position of Junction Switches:
Hudson and Eau Claire—for Altoona Sub-division.

Rule 83(B):
Hudson—Trains to and from New Richmond Subdivision obtain clearance.
Eau Claire—Trains to and from Spooner Subdivision must obtain clearance.

Hudson—Train order signal:
Lighted continuously.

Rule 83(A):
Register ticket authorized at East St. Paul.

Rule 99—Minimum flagging distance—1 mile

Sono siding and wye track must not be blocked without permission from train dispatcher.

CMSTP&P operates over C&NW between East St. Paul and Hudson.

East St. Paul:
Approach switches at Payne Ave. expecting to find them lined in either direction.

Trains setting out must keep either Atlantic St. or Duluth Ave. crossing open at all times. McKnight Rd. and Century Ave. must not be blocked.

Rule 15 (Addition):
St. Paul city ordinance prohibits unnecessary use of locomotive whistle or bell.

Maximum Wt:
Altoona—East St. Paul 315,000 lbs.
East St. Paul—East Minneapolis 263,000 lbs.
Yard track to City of Menomonie 263,000 lbs.

CORNELL SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
3.4	0.0	NORMA		1664	
11.9	8.4	JIM FALLS		2912	
22.8	19.3	CORNELL		2924	

SPEED RESTRICTIONS (In MPH)
Maximum 10

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Normal Position of Junction Switch:
Norma—for Spooner Sub-division.

Maximum Wt: 220,000 lbs.

STILLWATER SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	HUDSON		1548	
2.5	3.0	BAYPORT		1553	
4.6	4.5	JUNCTION SWITCH		1551	
5.7	5.7	STILLWATER		1552	

Eastward trains must obtain verbal permission from operator at Hudson before departing Bayport.

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Normal Position of Junction Switch:
Hudson—for Altoona Sub-division

BN operates over C&NW between Junction Switch and Stillwater.

CMSTP&P operates over C&NW between Hudson and Stillwater.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)
Maximum 10
MP 3.0 5th Ave. North 5

Rule 83(b) does not apply at Hudson. Westward trains must obtain verbal permission from operator at Hudson before departing.

SPOONER SUBDIVN—TWIN CITIES DIVISION

WEST	THIRD CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST
	415						406
	Daily						Daily
PM	4:15	0.0	0.0	YUKON JCT. TY	1530		AM A6:38
		7.7	8.0	SOO			
4:45	10.0	10.3	2.3	CHIPPEWA FALLS } SOO 2.3 } TY	1662		6:09
4:53	12.2	12.6	11.1	NORMA	1664	73	6:01
5:10	23.3		1.5	CO-OP			5:44
5:14	24.8	25.0	8.5	BLOOMER	1665		5:40
5:27	33.2	33.5	8.7	NEW AUBURN	1669	130	5:27
5:39	42.0	42.2	8.0	CHETEK	1672		5:15
5:51	49.9	50.2	3.4	CAMERON } SOO	1674	75	5:03
		53.3	3.3	SOO			
6:04	56.6	56.9	7.3	RICE LAKE	1677	74	4:50
6:15	63.8	64.2	7.3	HAUGEN	1679		4:39
6:28	71.2	71.5	9.7	SARONA	1681	77	4:28
A6:44 PM	80.8	81.2		SPOONER Y	1625		4:10 AM

SPEED RESTRICTIONS (In MPH)
Maximum 49
MP 0.0—1.4 10
MP 7.7—Soo Line 20*
MP 8.7—9.8 curves 45
MP 10.0—10.9 curves 20
MP 10.7 Br. 614 15
MP 10.9—12.2 curves 25
MP 53.3 Soo Line 40*
MP 55.4—56.9 crossings 30
MP 72.0—80.8 curves 40
MP 80.7 crossing 10
Do not exceed 5 MPH on wye at Spooner.
Do not exceed 5 MPH on west leg of wye at Yukon Jct.

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

Yard Limits:

MP 79.2—Spooners
Temporary Yard Limits:
Yukon Jct.—MP 0.0—MP 4.0
Norma—Chippewa Falls
MP 9.0—MP 13.0

Effective as authorized by form "TY" train order.

Hot box detectors:

Location Telephones
MP 30.5 MP 25.4 (eastward trains)
MP 34.3 (westward trains)

MP 60.5 MP 57.1 (eastward trains)
MP 63.8 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Rule 83(B): Trains enroute Spooner Sub-division must obtain clearance at Eau Claire.

Rule 99: Minimum flagging distance—4500 ft.

Normal Position of Junction Switch:
Norma—for Spooner Sub-division.

Permission to enter Altoona Subdivision must be obtained from the operator at Altoona.

Chippewa Falls: Street crossings must not be blocked longer than 5 minutes.

Ore trains must not use sidings without permission from train dispatcher.

Bridge 614 (MP 10.7): Loads of pulpwood must be inspected before moving through bridge. When necessary, train must be stopped to make inspection.

Maximum Wt: 263,000 lbs.

ITASCA SUBDIVN—TWIN CITIES DIVISION

WEST				EAST				
THIRD CLASS		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SECOND CLASS	
415	461						406	462
Daily	Daily					Daily	Daily	
PM 9:25	PM 7:50	77.2	0.0	SPOONER Y... 6.4	1625	...	AM A3:04	PM A1:14
9:37	8:02	83.6 0.0	6.4	TREGO 10.8	1627	...	2:52	1:02
9:58	8:23	10.6	17.2	LAKESIDE 3.8	1683	125	2:31	12:41
10:07	8:32	14.5	21.0	MINONG 5.3	1684	...	2:22	12:32
10:21	8:43	19.9	26.3	WASCOTT 5.1	1685	83	2:11	12:21
10:30	8:52	24.9	31.4	GORDON 8.0	1686	...	2:02	12:12
10:44	9:06	33.0	39.4	SOLON SPRINGS 1.5	1687	...	1:48	11:58
10:47	9:09	34.5	40.9	SAUNTRY 9.4	1688	105	1:45	11:55
11:02	9:24	43.8	50.3	HAWTHORNE 6.6	1691	54	1:30	11:40
11:14	9:36	50.7	56.9	ROCKMONT 9.6	1692	74	1:18	11:28
11:20 PM	A9:54 PM	59.9	66.5	ITASCA Y.....	1695	...	1:00 AM	11:10 AM

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 83.1 curve	45
MP 0.3 curve	40
MP 2.8—8.0 curves	45
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

Yard Limits:

Spooner—MP 80.2
MP 56.8—Itasca

Rule 99: Minimum flagging distance—4500 ft.

Hawthorne Station Limits:

MP 43—45.5

Hot box detectors:

Location Telephones

MP 40.1 MP 33.5 (eastward trains)
MP 43.8 (westward trains)
MP 80.5 MP 78.4 (eastward trains)
MP 0.4 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Normal Position of Junction Switch:

Trego—for Itasca Subdivision.

Ore Trains must not operate on sidings without permission from train dispatcher.

Solon Springs: Street crossing must not be blocked for longer than 10 minutes.

Duluth Spur:

Extends from Itasca to Superior, MP 66.1, (Station 1697) and from Superior to Duluth, MP 70.1, (Station 1699). Speed restrictions will be issued by Superintendent's Bulletin or verbally by Itasca Yardmaster. At and between Superior and Duluth C&NW operates over BN, SOO and LST&T operate over C&NW. Rules and special instructions of owning road govern.

Railroad Crossings on Duluth Spur Track:

MP 60.8	⊗	BN	⊕
MP 61.1	⊗	BN	⊕
MP 62.7	⊗	BN	⊕
MP 65.1	⊗	SOO	⊕
MP 65.4	⊗	LST&T	⊕
MP 66.3	⊗	LST&T	⊕
MP 69.4	⊗	SOO	⊕
MP 69.9	⊗	BN	⊕
MP 70.2	⊗	BN	⊕

Maximum Wt: 263,000 lbs.

NEW RICHMOND SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	NORTHLINE Y.....	.....	DQW	...
2.8	2.8	BURKHARDT .....	.....	1600	...
13.0	13.0	NEW RICHMOND Y ⊗ soo .....	.....	1604	89
22.1	22.1	DEER PARK.....	.....	1606	...
30.2	30.2	CLEAR LAKE .....	.....	1610	...
37.6	37.6	CLAYTON.....	.....	1614	...
42.3	42.3	TURTLE LAKE ⊗ soo .....	.....	1615	82
49.2	49.2	COMSTOCK .....	.....	1617	...
54.8	54.8	CUMBERLAND.....	.....	1620	55
62.2	62.2	BARRONETT.....	.....	1622	...
70.8	70.8	SHELL LAKE.....	.....	1623	...
77.1	76.9	SPOONER Y.....	.....	1625	...

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 0.0 turnouts	10
MP 3.7 curve	45
MP 12.0—12.6 curves	10
MP 13.1 Soo Line ... Stop	10
MP 13.4 curve	10
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
MP 76.8 Crossing 10

Yard Limits:

Northline—MP 2.0
MP 11.7—15.1
MP 75.2—Spooner

Rule 99: Minimum flagging distance—4500 ft.

Normal Position of Junction Switch:

Spooner—for New Richmond Subdivision
Ore trains must not use sidings without permission from train dispatcher.
New Richmond: Flag ove High St. crossing.
Maximum Wt: 263,000 lbs.

HAYWARD SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST		Station Numbers	Capacity of Sidings
		WEST	EAST		
83.5	0.0	TREGO .....	.....	1627	...
87.2	3.7	EARL .....	.....	1628	...
91.4	7.3	SPRING BROOK.....	Y.....	1629	...
100.2	16.7	JOHNSON.....	.....	1630	...
103.4	19.3	HAYWARD .....	.....	1634	...

SPEED RESTRICTIONS (In MPH)

Maximum

Rule 83(B) does not apply at Hayward.
Rule 97 does not apply.
Train Location Reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

SPARTA SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
153.9	0.0	WYEVILLE ⊗ C&NW Y	⊙ ⊙ ⊙	5855	85
160.4	6.5	NORTH TOMAH.....	⊙ ⊙ ⊙	5861	...
163.4	9.5	TUNNEL CITY Y.....	⊙ ⊙	5864	...
Between Tunnel City and CK (Winona) C&NW trains and engines operate over CMSTP&P and are governed by CMSTP&P timetable and rules.					
271.8	.....	LA CROSSE Y.....	⊙ ⊙ ⊙ ⊙ ⊙ ⊙	0951	...
0.4	.....	WINONA Y	⊙ ⊙ ⊙ ⊙ ⊙ ⊙	1000	...

SPEED RESTRICTIONS (In MPH)

Maximum 40
 Wyeville Int. limits—
 Eastward 20*
 *Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Wyeville—MP 155.6
 Tunnel City—MP 161.5—
 MP 163.2

Rule 83(A):

Register ticket authorized at Wyeville.

Rule 83(B):

Westward trains must obtain both C&NW and CMSTP&P clearances at Wyeville.

Eastward trains must obtain a C&NW clearance at Winona (CK).

Rule 99:

Minimum flagging distance—1 mile.

Access to C&NW stations at:

Fort McCoy Sta. No. 5872
 Sparta Sta. No. 0943
 West Salem Sta. No. 0947
 Is via the CMSTP&P only. Trains must report themselves clear of CMSTP&P trackage at any of these points and must obtain permission from CMSTP&P train dispatcher before reentering CMSTP&P trackage at any of these points.

CMSTP&P Bulletin Boards are located at La Crosse, Adams Yard and at Winona yard office and engine house.

LaCrosse Spur Track:

Extends from Grand Crossing to La Crosse (0951) 2.2 miles and from Grand Crossing to Onalaska (0950) (MP 270.5) 3.4 miles, total 5.6 miles.
 Maximum Speed .. 10 MPH

Railroad Crossings and Interlockings on

La Crosse Spur:
 Grand Crossing ⊗ BN
 CMSTP&P ⊙ ⊙ ⊙ ⊙

Maximum Wt: 263,000 lbs.

WINONA SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.2	0.0	WINONA	⊙ ⊙ ⊙ ⊙ ⊙ ⊙	1000	...
1.7	1.5	CK ⊗ CMSTP&P } Y	⊙ ⊙ ⊙	...	...
5.9	5.7	MINNESOTA CITY		1004	...
11.3	11.1	STOCKTON		1005	...
18.4	18.2	LEWISTON		1007	40
22.7	22.5	UTICA		1008	...
28.3	28.1	ST. CHARLES		1009	...
32.2	32.0	DOVER		1010	...
36.9	36.7	EYOTA.....		1012	...
37.9	37.7	PLAINVIEW JCT. } TY	⊙ ⊙	1011	...
42.7	42.5	HAVERHILL		1014	...
49.2	49.0	ROCHESTER Y	⊙ ⊙ ⊙ ⊙	1016	...
58.7	58.5	BYRON		1018	...
63.9	63.7	KASSON		1019	...
69.2	69.0	DODGE CENTER ⊗ C&NW Y	⊙ ⊙	7423	92
76.4	76.2	CLAREMONT		1022	29
88.1	87.9	OWATONNA ⊗ CMSTP&P	⊙	1025	22
96.3	96.1	MERIDEN		1027	...
102.5	102.3	WASECA ⊗ C&NW Y	⊙ ⊙ ⊙ ⊙ ⊙ ⊙	1028	...

SPEED RESTRICTIONS (In MPH)

Maximum 40
 MP 0.0—0.5 10
 MP 1.3—1.7 Int. limits 10*
 MP 2.2 Street crossings 10*
 MP 13.0—18.7 30
 MP 48.0—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 48.1—52.5
 MP 67.8—70.0
 MP 100.9—Waseca

Temporary Yard Limits:

MP 36.5—38.1
 Eyota—Plainview Jct.
 Effective as authorized by form "TY" train order.

Rule 83(B)—All trains obtain clearance at CK.

Rule 97 does not apply between:

Winona and CK
 Eyota and Plainview Jct.

Rule 99—Minimum flagging distance 4500 feet.

Lookout for falling rock between MP 14.5 and 16.0 located between Stockton and Lewiston.

Eyota—flag over industry track crossings.

Normal Position of Junction Switch at Plainview Jct. is for Winona Subdivn.

Rule 15 (Addition):

Rochester city ordinance prohibits sounding engine whistle for Broadway, First Ave. N.W., and Second Ave. N.W. crossings.

Waseca—Eastward trains must use at least 20 seconds between railroad crossing and Second St. to allow sufficient time for crossing protection to operate.

Maximum Wt: 263,000 lbs.

WASECA SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
102.5	0.0	WASECA	C&NW Y	1028	
	10.4				
112.9	10.4	JANESVILLE		1029	20
	9.7				
122.6	20.1	EAGLE LAKE		1032	
	2.6				
125.2	22.7	LIME SIDING		1033	45
	9.2				
0.0	31.9	MANKATO Y		1036	
	10.4				
10.4	41.3	JUDSON		5101	116
	6.5				
16.9	47.8	CAMBRIA		5104	
	9.3				
165.3	57.1	NEW ULM Y		1047	48
	8.4				
173.7	65.5	ESSIG		1049	
	6.1				
179.8	71.6	SLEEPY EYE Y		1050	78
	6.3				
186.1	77.9	COBDEN		1052	
	7.1				
193.2	85.0	SPRINGFIELD		1054	47
	7.2				
200.3	92.2	SANBORN JCT.			
	1.3				
201.7	93.5	SANBORN		1056	70
	7.1				
208.8	100.6	LAMBERTON		1058	
	4.9				
213.7	105.5	REVERE		1060	
	5.3				
219.0	110.8	WALNUT GROVE		1061	53
	7.6				
226.6	118.4	TRACY Y		1064	

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 102.6 C&NW crossing	10
MP 125.2—129.6	30
MP 129.6—131.3	10
MP 5.9—7.4 (W. of Mankato)	30

Rule 83(A) New Ulm is register station for trains originating and terminating only.

Rule 83(B) Mankato—all trains obtain clearance.

Tracy—all trains obtain clearance.

Yard Limits:

Waseca—MP 105.0
MP 129.6—2.9 (Mankato)
MP 24.0—166.1
MP 178.8—181.3
MP 224.0—Tracy

Rule 99—Minimum flagging distance 4500 feet.

Mankato:

Waseca Subdivision trains and engines use St. James Subdivision main track between MP 82.7 and 85.7.

Trains directed to meet at Mankato must communicate with each other and the yardmaster to ascertain where required train will clear.

Engine bell must be rung between Blue Earth River bridge and Quarry track.

Movements over Main St. crossing on tracks south of station must be protected by crew member unless a crossing watchman is on duty.

Rule 15 (Addition):

Mankato city ordinance prohibits sounding engine whistle.

Normal Position for Junction Spring Switch: at Mankato MP 2.2 is for St. James Subdivision.

Normal Position for Junction Switch: at Sanborn Jct. is for Waseca Subdivision.

Springfield—Southern 7 Co-Op Track:

When authorized by the train dispatcher, trains and engines may use the "Southern 7 Co-Op Track" located between MP 189.6 and MP 190.7 as a siding for meeting or passing trains. Track capacity is 115, fifty-foot cars.

Janesville—GTA Co-Op Track:

When authorized by the train dispatcher, trains and engines may use the "GTA Co-Op Track" located between MP 108.36 and MP 107.57, as a siding for meeting or passing trains. Track capacity is 72, fifty-foot cars.

Waseca—Eastward trains must use at least 20 seconds between railroad crossing and Second St. to allow sufficient time for crossing protection to operate.

Maximum Wt: 263,000 lbs.

HURON SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
226.6	0.0	TRACY Y		1064	
	7.2				
233.8	7.2	GARVIN		1200	
	5.8				
239.6	13.0	BALATON		1201	50
	6.5				
246.1	19.5	BURCHARD		1203	
	7.6				
253.7	27.1	TYLER		1205	90
	7.8				
261.5	34.9	LAKE BENTON		1207	
	6.3				
267.8	41.2	VERDI		1208	
	6.6				
274.4	47.8	ELKTON		7419	100
	10.7				
285.1	58.5	AURORA		1213	
	5.8				
290.9	64.3	BROOKINGS Y		1214	60
	3.4				
294.3	67.7	SIoux VALLEY JCT. Y		1401	
	3.1				
297.4	70.8	VOLGA		1215	
	9.9				
307.3	80.7	BN			
	1.0				
308.3	81.7	ARLINGTON		1219	
	5.5				
313.8	87.2	HETLAND		1218	
	7.2				
321.0	94.4	LAKE PRESTON		1220	50
	8.6				
329.6	103.0	DESMET		1222	80
	15.1				
344.7	118.1	IROQUOIS		1225	
	9.3				
354.0	127.4	CAVOUR		1227	
	9.0				
363.0	136.4	HURON Y		1228	

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	20*
MP 302.1—302.6 curves	35
MP 307.3—BN crossing	20*
MP 308.3—Main St., Arlington	30*
MP 362.8—Dakota Ave., Huron	5*

Yard Limits:

Tracy—MP 227.2
MP 290.3—291.8
MP 293.7—294.8
MP 360.0—Huron

Rule 99—Minimum flagging distance 4500 feet.

Normal Position of Junction Switch at Sioux Valley Jct. is for Huron Subdivn.

Maximum Wt: 263,000 lbs.

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

PLAINVIEW SUBDIVN—TWIN CITIES 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 20
Plainview Jct. Stop

Rock and Roll Restrictions
do not apply on Plainview Subdivn.

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Normal Position of Junction Switch—at Plainview Jct. is for Winona Subdivn.

Maximum Wt: 263,000 lbs.

WATERTOWN SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
0.0	0.0	SIoux VALLEY JCT. 8.2	1401	...
8.2	8.2	BRUCE 10.1	1403	...
18.3	18.3	ESTELLINE 4.8	1405	...
23.1	23.1	DEMPSTER 7.4	1407	...
30.5	30.5	CASTLEWOOD 6.5	1410	...
37.0	37.0	APPLEBY 7.2	1412	...
319.0	44.2	WATERTOWN BN	1088	...

SPEED RESTRICTIONS (In MPH)

Maximum 10
MP 0.0 Jct. Stop
MP 319.6 BN crossing. Stop

Rule 97 does not apply.

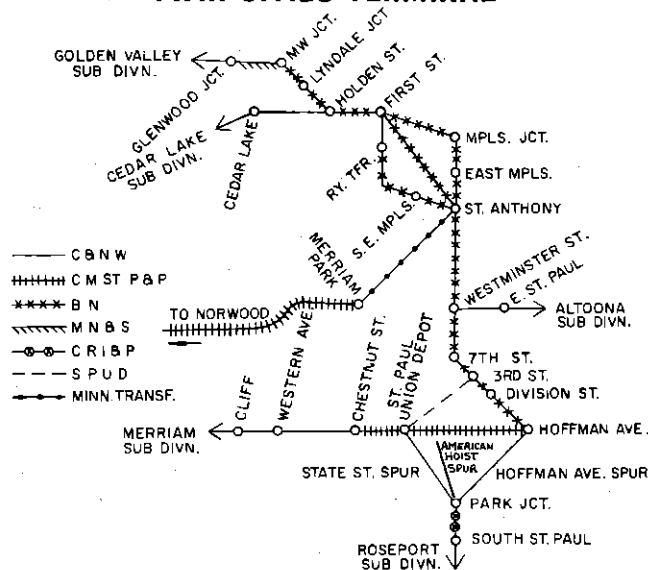
Normal Position of Junction Switch—at Sioux Valley Jct. is for Huron Subdivn.

Watertown: Flag over Maple Street crossing.

Train Location Reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

INSTRUCTIONS APPLICABLE IN TWIN CITIES TERMINAL



Between East St. Paul and East Mpls.

C&NW operates over BN, Minnesota Div., 5th Subdivn., Westminister St. to St. Anthony.

Between Hoffman Ave. and East Mpls.

C&NW operates over:
BN—CMST&P joint track—Hoffman Ave. to Division St.
BN, 7th Subdivn., Minnesota Div.—Division St. to 7th St.
BN, 5th Subdivn., Minnesota Div.—7th St. to St. Anthony

Between Hoffman Ave. and Cliff.

C&NW operates over CMST&P, Minnesota—Dakota Division, First Subdivn., Hoffman Ave. to Chestnut St. subject to CMST&P timetable, rules and special instructions.

CMST&P operates over C&NW Chestnut St. to Cliff, subject to C&NW timetable, rules and special instructions.

Slow and cautionary orders governing CMST&P trains will be issued by CMST&P Division Manager.

Spring switch: DT switch (MP 1.3) normal position for eastward track.

Eastward movements will be governed by instructions from operator at Western Ave. who must communicate with CMST&P operator at St. Paul Yard for instructions.

St. Paul Union Depot rules govern movements at the St. Paul Union Depot.

Between East Mpls. and Cedar Lake

C&NW operates over BN, Minnesota Div.: 5th Subdivn.—East Mpls. to Mpls. Jct. 9th Subdivn.—Mpls. Jct. to Holden St.

Between Mpls. Jct. and Glenwood Jct.

C&NW operates over:
BN, 9th Subdivn., Minnesota Div.—Mpls. Jct. to Lyndale Jct.
BN, 10th Subdivn., Minnesota Div.—Lyndale Jct. to MW Jct.
MN&S—MW Jct. to Glenwood Jct.
MN&S special instructions contained in C&NW General Orders.

Between St. Paul Union Depot and Roseport

Soo Line operates over C&NW between St. Paul Union Depot, South St. Paul and Roseport, subject to C&NW timetable, rules and special instructions.

City of Minneapolis Street Crossings

City ordinance prohibits any switch engine to be operated into or across a public street within Minneapolis unless there be a crew member located so as to be able to pass signals to the engineer. This employee may be either on the ground in the crossing or on the leading end of the engine. Employees are required to observe the requirements of this ordinance.

Rule 15 (Addition)

Minneapolis city ordinance prohibits the unnecessary use of the engine whistle.

St. Paul city ordinance reads as follows: "It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the City of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Information contained in BN Bulletins concerning C&NW movements is issued in C&NW General and Special Orders.

C&NW Radio Locations:

Channel 1—Western Ave., Hoffman Ave. Tower, Westminister St. Tower, East St. Paul, St. Anthony Tower, East Mpls., Cedar Lake and So. St. Paul

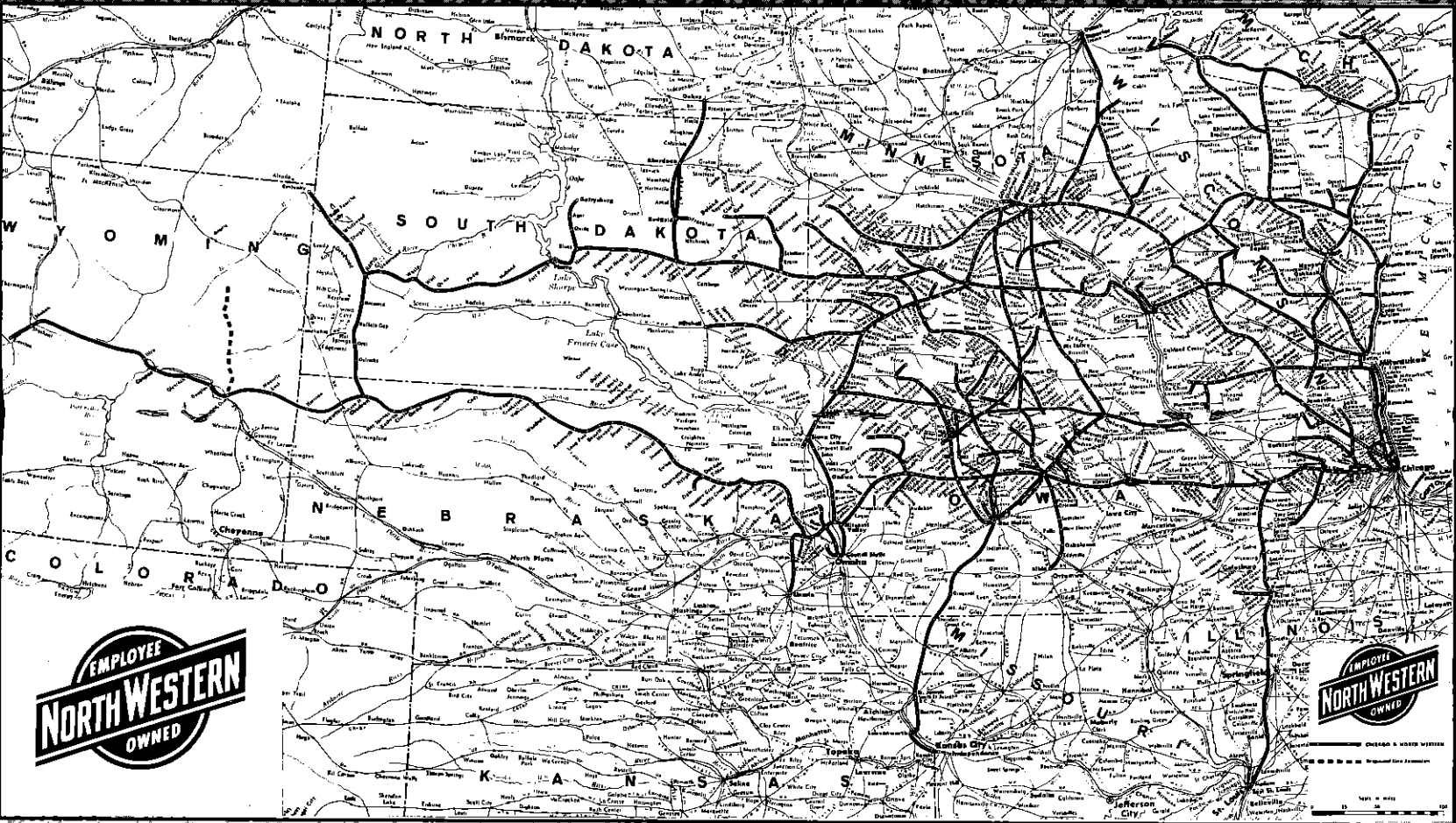
Channel 2—East Mpls, Cedar Lake, Western Ave., East St. Paul and So. St. Paul.

Bulletin Board Locations:

Western Avenue, So. St. Paul, East St. Paul, East Mpls., Southeast Mpls. and Cedar Lake

Station Numbers for Twin Cities Terminal Yards:

Railway Transfer	1561
Southeast Mpls	7442
Cedar Lake	1563
East Mpls	1562
East St. Paul	1559
Western Ave.	1702
So. St. Paul	7436
Hoffman Ave.	1556
West Mpls.	1564
Minnesota Transfer	1565
State Street	7437



ROSEPORT SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Capacity of Sidings
5.2			PARK JCT.		
4.2			SOUTH ST. PAUL OFFICE		
2.0			Q JCT.		
524.0					
522.0	0.0	SOUTH ST. PAUL	③④①②③④⑤⑥	7436	61
516.2	5.8	ROSEPORT Y	③④⑤	7434	200
503.1	18.9	HAMPTON		7430	
497.2	24.8	RANDOLPH Y	③④①②③④⑤	7429	220

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 2.0—5.2	25
MP 524.0—517.0	30
MP 516.9—515.9 curves	10
MP 513.7—512.7 curves	45
MP 507.1—503.3 curves	40

Yard Limits:

Randolph—MP 500.1
MP 513.0—517.5
MP 521.5—S. St. Paul

ABS: Randolph—MP 524

CTC: MP 2.0—MP 5.2

South St. Paul:

Station limits: MP 5.2—MP 2.0 and MP 524—MP 521.5.

Normal Position of Junction Switch at MP 521.6 is for Roseport Subdivn.

Northward trains from the Owatonna and Roseport Subdivisions must not pass the Jct. Switch at MP 521.6 without permission from the train dispatcher at St. Paul.

In addition to obtaining permission from the train dispatcher, northward trains from the Owatonna Subdivision must comply with the provisions of Rule 513 of the Consolidated Code of Operating Rules before entering the Roseport Subdivision.

Southward trains to the Owatonna Subdivision and the Roseport Subdivision must notify the train dispatcher at St. Paul when their train has cleared Jct. Switch at MP 521.6. This information may be relayed through the operator at South St. Paul.

The train dispatcher will issue verbal instructions when necessary for trains and/or engines to meet at South St. Paul siding. These instructions must be repeated by a member of the crew.

The signal indication displayed for northward trains on the Owatonna Subdivision at MP 343.9 does not convey the condition of the track ahead nor does it convey permission to enter the Roseport Subdivision.

Rule 83(A)—Register ticket authorized at South St. Paul.

Rule 99—Minimum flagging distance—1 mile.

Roseport: North siding switch is located at MP 515.8.

Soo Line operates over C&NW between St. Paul Union Depot and MP 513.3.

American Hoist Spur Track:

Extends from So. St. Paul (Park Jct.) (MP 5.2) to American Hoist and Derrick (MP 8.5).
Maximum Speed

10 MPH
All southward trains on the American Hoist Spur Track must stop clear of the Hoffman Ave. Spur Track and obtain permission from the operator at So. St. Paul before entering.

Hoffman Ave. Spur Track:

Extends from South St. Paul (Park Jct.) to Hoffman Avenue—CMSTP&P interlocking.
Maximum speed

10 MPH.

Interlockings and Drawbridges on Hoffman Ave. Spur Track:

Swing Bridge ③④
Hoffman Ave. ①②

Train and engine movements must stop before any part of train or engine passes red stop sign located on each side of swing bridge when bridgetenders are on duty (indicated by G.O.) unless a proceed signal given with a yellow flag or light or verbal permission is received.

Permission from operator at So. St. Paul must be received before operating between Hoffman Ave. and So. St. Paul.

State St. Spur Track:

Extends from South St. Paul (Park Jct.) to St. Paul Union Depot. Maximum speed—10 MPH, except Robert St. Lift Bridge—5 MPH.

Railroad Crossings, Interlockings and Drawbridges on State St. Spur Track:

Lift Bridge ③④
Union Depot ② CMSTP&P ①

South St. Paul operator must notify Robert St. bridgetender of northward movements.

Permission from operator at South St. Paul must be received before operating between St. Paul Union Depot and South St. Paul.

Maximum Wt: 263,000 lbs.

RED WING SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Capacity of Sidings
94.7	0.0	RED WING	③④⑤⑥⑦	7603	...
83.5	11.2	WELCH		7601	...
73.8	20.9	CANNON FALLS	⑤	7600	...
67.4	27.3	RANDOLPH	③④⑤⑥⑦	7429	...
58.7	36.0	NORTHFIELD	①②③	7500	...
C&NW operates over CMSTP&P: Seventh Subdivision; Minnesota and Dakota Division; between Northfield and Faribault. CMSTP&P timetable and rules govern.					
44.5	50.2	FARIBAULT Y	③④⑤⑥⑦	7503	...

SPEED RESTRICTIONS

(In MPH)	
Maximum	10
MP 44.6—highway	
(flag)	Stop
MP 58.5—	
CMSTP&P	Stop
MP 58.9—MN&S	Stop
MP 73.3—	
C&NW	Stop
MP 93.2—highway	
(flag)	Stop
MP 94.2—94.3—streets	
(flag)	Stop

Yard Limits:

MP 45.7—Faribault
MP 58.7—Red Wing

Rule 97 does not apply.

Train Location Reports (line-ups) not issued.

Normal Position of Junction Switch:

Randolph—for Roseport Subdivision.
Northfield—for MN&S Connection.

Rule 99—Minimum flagging distance—3000 ft.

Dundas Spur Track:

Extends from Northfield to Dundas MP 55.6 (Station No. 7501).
Maximum Speed .5 MPH

Between Northfield and Randolph:

1. MN&S operates over C&NW.

2. Westward trains must not leave Randolph until verbal permission is received from the operator at Randolph. Eastward trains must not leave Northfield until verbal permission is received from the operator at Randolph.

3. Westward trains must notify the operator at Randolph when clear at Northfield.

4. The operator at Randolph must advise the train dispatcher prior to the time each train is ready to move between Randolph and Northfield. The train dispatcher must make a record of the movement of trains on the train sheet.

Maximum Wt: 263,000 lbs.

MERRIAM SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
1.8	0.0	WESTERN AVE. 2.4	Y (B)(C)(I)(K)(R)	1702	...
4.2	2.4	CLIFF	(J)	1705	...
18.6	16.8	STATION LIMITS (14.4 SAVAGE 3.5 VALLEY PARK Y (B)(D)(K)(R)(S) 6.1 SHAKOPEE 5.8)		1715	...
22.1	20.3			1715	...
28.2	26.4			1711	96
34.0	32.2			MERRIAM Y (X) C&NW (B)(D)(J)(R)(S)	1711	96

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 2.1—6.2	10
MP 6.2—12.0	40
MP 27.3—28.3	10
westward	10
eastward	10
MP 34.0 C&NW crossing	20*

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

Rock and Roll Action:

Restrictions relating to prevention of Rock and Roll action do not apply on Merriam Subdivn.

Yard Limits:

Western Ave — MP 4.9
MP 12.0—29.7
MP 32.0—Merriam

Main track begins for westward trains and ends for eastward trains at MP 2.1 (James St.).

Bridge 15

When Bridge 15 is unattended during a period of time, as indicated by General Order, the specified route will be for eastward and westward train and engine movements.

If a signal for the specified route displays a Stop indication during the time the bridge is unattended, train and engine movements must stop and may then proceed at Restricted Speed over the bridge after it has been ascertained by a member of the crew that the route is properly lined.

Valley Park station limits:

MP 12.0—29.7 (Savage and Shakopee shown for information).

Time at Valley Park applies at the station.

Trains meeting at Valley Park must communicate with each other to determine where the required train will clear main track.

Rule 83(B) does not apply at Western Avenue for CMSTP&P trains operating between Western Ave. and Cliff only.

Trains and engines originating at Valley Park obtain Clearance upon commencing tour of duty.

All trains obtain clearance at Merriam.

Rule 97 does not apply between Western Ave. and Cliff.

Train Location Reports (line-ups) not issued between Cliff and Western Ave.

Normal position of junction switch:

Cliff—for C&NW. All trains approach this switch prepared to stop.

Rule 83(A)—Register ticket authorized at Western Ave. and Merriam. CMSTP&P trains except those enroute to or from Merriam not required to register at Western Ave.

CMSTP&P operates over C&NW between Western Ave. and Merriam.

Slow and cautionary orders governing CMSTP&P trains between Western Ave. and Cliff will be issued by authority of CMSTP&P Superintendent.

Authority for CMSTP&P trains to enter main track at Cliff must be obtained from C&NW train dispatcher.

Maximum Wt: 263,000 lbs.

MORTON SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
14.4	0.0	CEDAR LAKE			
16.1	1.7	CMSTP&P CONNECTION			
Between Bass Lake (through the CMSTP&P Connection) and Norwood C&NW Trains and Engines operate over CMSTP&P and are governed by CMSTP&P Timetable and Rules					
51.4	31.7	NORWOOD Y	(J)	7941	...
54.8	35.1	HAMBURG	3.4	7942	...
59.4	39.7	GREEN ISLE	4.6	7943	...
65.6	45.9	ARLINGTON	6.2	7944	...
73.4	53.7	GAYLORD	7.8	7945	...
80.5	60.8	WINTHROP	7.1	7946	37
88.6	68.9	GIBBON	8.1	7947	...
98.2	78.5	FAIRFAX	9.6	7948	...
106.2	86.5	FRANKLIN	8.0	7949	49
111.6	91.9	MORTON Y	5.4	7950	56
117.7	98.0	REDWOOD	6.1	7951	...
124.1	104.4	DELHI	6.4	7952	...
129.9	110.2	BELVIEW	5.8	7953	...
134.3	114.6	ECHO	4.4	7954	...
140.9	121.2	WOOD LAKE	6.6	7955	...
145.7	126.0	HANLEY FALLS (X) BN	4.8	7956	...
151.8	132.1	HAZEL RUN	6.1	7957	...
157.1	137.4	CLARKFIELD	5.3	7958	...
163.5	143.8	BOYD	6.4	7959	...
172.8	153.1	DAWSON	9.3	7960	38
181.7	162.0	MADISON	8.9	7961	...

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 51.0	10
CMSTP&P Jct. Stop	10
MP 51.0—51.4	10
MP 98.2 St. crossings	10
MP 107.0—109.0	10
MP 145.8 BN	20

Yard Limits:

MP 51.0—52.0
MP 110.2—112.8
MP 171.6—Madison

Rule 83(B)

Trains enroute Morton Subdivision must obtain C&NW and CMSTP&P clearance at C&NW yard office at Cedar Lake. Rule 83(B) does not apply at Bass Lake.

Rule 97 does not apply between Dawson and Madison.

Rule 99—Minimum flagging distance—3000 ft.

CMSTP&P Bulletin Board is located at Cedar Lake.

Before entering the CMSTP&P main track at Bass Lake, permission must be obtained from the CMSTP&P yardmaster located at South Minneapolis. A telephone is located near the switch. Rule 93 and Rule 513 apply.

Between Bass Lake and Norwood C&NW trains operate over CMSTP&P Minnesota-Dakota Division, First and Second Subdivisions.

Westward trains must notify CMSTP&P train dispatcher at Minneapolis when train is clear of CMSTP&P Second Subdivision main track at Norwood. A train dispatcher's telephone is located near the switch.

Before entering CMSTP&P main track at Norwood, a CMSTP&P clearance must be obtained at Norwood from CMSTP&P train dispatcher. Rule 83(B) and Rule 513 apply.

Before crossing over from the eastward track to the westward track between Tower E-14 and Bass Lake prior to entering Cedar Lake Subdivision, permission must be obtained from CMSTP&P yardmaster at South Minneapolis. Telephones are located at Bass Lake and at the facing point crossovers at Minnehaha Creek just west of Bass Lake.

Eastward trains must notify CMSTP&P yardmaster at South Minneapolis when train is clear of CMSTP&P First Subdivision main track at Bass Lake.

Movement of Trains between Hopkins and Cedar Lake:

1. Movements against current of traffic may be verbally authorized.

2. Northward trains must communicate with Cedar Lake Yardmaster for route from Hopkins unless otherwise advised.

3. When no Yardmaster on duty at Cedar Lake, permission is to be obtained from Train Dispatcher.

Train Location Reports (line-ups) not issued between Dawson and Madison.

Maximum Wt: 232,000 lbs.

ALBERT LEA SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	NORTH STATIONS SOUTH	Station Numbers	Capacity of Sidings
119.0	0.0	ALBERT LEA Y ⊗ CMSTP&P 6.8 ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	7918	
112.2	6.8	MANCHESTER	7917	70
106.3	12.7	HARTLAND	7916	
100.1	18.9	NEW RICHLAND	7915	86
94.3	24.7	OTISCO	7914	84
87.5	31.5	WASECA ⊗ C&NW Y ⊙ ⊙ ⊙ ⊙	1028	58
81.6	37.4	PALMER	7913	74
76.9	42.1	WATERVILLE	7912	
73.8	45.3	ROGERS	7911	85
70.0	49.0	KILKENNY	7910	
61.3	57.7	MONTGOMERY TY ⊙ ⊙ ⊙ ⊙ ⊙	7908	97
53.9	65.1	NEW PRAGUE TY ⊙ ⊙	7907	86
44.0	74.0	JORDAN	1712	
38.4	80.6	MERRIAM ⊗ C&NW Y ⊙ ⊙ ⊙ ⊙	11	131

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 119.2 CMSTP&P crossing	Stop
MP 87.6 C&NW crossing	20*
MP 83.0—76.7	35
MP 71.2—70.8	35
MP 62.1 Road Crossing (SB)	35
(NB)	30
MP 49.0—43.5	35
MP 38.6 Int. limits	20*

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

Yard Limits:

MP 116.9—Albert Lea
MP 89.0—87.0
MP 39.6—Merriam

Temporary Yard Limits:

Montgomery—MP 59.8—62.3
New Prague—MP 52.8—55.1
Effective as authorized by form "TY" train order.

Rule 83(A): Register ticket authorized at Merriam.

During and immediately after heavy rains, trains must approach bulkhead near MP 42, located 2 miles north of Jordan, expecting to find track covered with dirt and sand.

Rule 99—Minimum flagging distance 4500 feet.

Albert Lea—flag over Front Street crossing.

Maximum Wt: 315,000 lbs.

ST. JAMES SUBDIVN—TWIN CITIES DIVISION

WEST	SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST
17							18
Daily							Daily
AM 9:50		34.0	0.0	MERRIAM Y ⊗ C&NW ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	1711	96	AM 11:00
10:00 (18)		39.0	4.9	JORDAN	1712		10:35 (17)
10:15		46.5	12.5	BELLE PLAINE	1714	98	10:15
10:42		50.9	16.8	BLAKELEY	1716		10:00
11:05		57.7	23.6	HENDERSON	1718		9:40
11:23		62.4	28.2	LE SUEUR Y	1720	82	9:20
11:34		68.5	34.4	OTTAWA Y	1722	95	8:50
11:42		72.8	38.7	ST. PETER	1038		8:35
11:47		77.5	41.7	KASOTA	1037	155	8:25
1:01		85.8	50.0	MANKATO Y ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	1036		8:00
1:21		98.4	62.3	LAKE CRYSTAL	1731		5:08
1:40		109.3	73.0	MADELIA	1733	50	4:50
A2:01 PM		120.9	84.7	ST. JAMES Y ⊙ ⊙ ⊙ ⊙ ⊙	1737		4:30 AM

SPEED RESTRICTIONS (In MPH)

Within ABS territory between Merriam and Mankato.

Maximum	60
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	50
MP 77.2—77.7 curves	50
Non-ABS territory between Mankato and St. James	
Maximum	49
MP 84.1—85.7 curves	20
MP 85.7—88.8	10
MP 106.4—107.3	40
MP 111.8 Bridge 522	25

Yard Limits:

Merriam—MP 36.0
MP 60.6—63.7
MP 67.6—69.9
MP 79.9—90.0
MP 119.2—St. James

ABS: Merriam—Mankato

Hot box detector:

Location	Telephones
MP 54.0	MP 50.9 (eastward trains)
	MP 57.9 (westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Signal Switch:

MP 88.2—Mankato junction with Waseca Subdivision normal position for St. James Subdivision.

Rule 83(A): Register ticket authorized at Mankato and Merriam.

Rule 83(B): Eastward trains obtain clearance at St. James and Merriam. All trains obtain clearance at Mankato.

Rule 99—Minimum flagging distance—4500 feet

Mankato:

Trains meeting will do so as directed by Yardmaster.

Engine bell must be rung between Blue Earth River Bridge and Quarry Track.

Movements over Main St. crossing on tracks south of station not protected by crossing watchman must be protected by crew member.

Rule 15 (Addition)

Mankato city ordinance prohibits sounding engine whistle.

St. James: Flag over Armstrong Boulevard.

Maximum Wt: 263,000 lbs.

CEDAR LAKE SUBDIVN—TWIN CITIES DIVISION

NORTH		Mile Posts	Miles	STATIONS
THIRD CLASS				
18	702			
Daily	Daily			
AM 11:30	AM 6:45	38.4	0.0	MERRIAM (X) C&NW Y (C)①(C)②(C)③
11:45	7:01	32.8	5.9	CHASKA 6.6
12:01	7:15	26.2	12.5	EDEN PRAIRIE 3.0
		23.2	15.5	(X) CMSTP&P (A) 3.6
12:30	7:30	19.6	19.1	HOPKINS (D)④(C)⑤
		17.4	21.3	ST. LOUIS PARK } Y 2.2
		18.1	22.6	CMSTP&P CONNECTION (U) 1.3
A12:45 PM	A7:50 AM	14.4	24.3	CEDAR LAKE (B)②(C)③(C)④

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 38.6 Int. limits	20*
MP 36.2 Minn. River Br.	10
MP 34.3—33.9	30*

Southward Track

MP 19.6—MP 14.4	10
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Northward Track

MP 19.6—MP 14.4	10
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*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

Merriam—MP 36.8
MP 21.6—Cedar Lake

Double Track (trains keep to the right)
Cedar Lake—Hopkins

Trains from Morton Subdivision obtain permission from Yardmaster at Cedar Lake, or, when no Yardmaster on duty, from train dispatcher before entering Cedar Lake Subdivision.

CMSTP&P operates over C&NW between Hopkins and Merriam.

Movement of Trains between Hopkins and Cedar Lake:

1. Movements against current of traffic may be verbally authorized.
2. Northward trains must communicate with Cedar Lake Yardmaster for route from Hopkins unless otherwise advised.
3. When no Yardmaster on duty at Cedar Lake, permission is to be obtained from Train Dispatcher.

CEDAR LAKE SUBDIVN—TWIN CITIES DIVISION

STATIONS	Station Numbers	Capacity of Sidings	SOUTH	
			SECOND CLASS	
			17	703
Daily	Daily			
MERRIAM (X) C&NW Y (C)①(C)②(C)③	1711		AM 9:50	PM 10:10
CHASKA 5.9	7905	135	9:30	9:45
EDEN PRAIRIE 6.6	7900	34	9:13	9:33
(X) CMSTP&P (A) 3.0				
HOPKINS (D)④(C)⑤	7904		8:50	9:20
ST. LOUIS PARK } Y 2.2	7903			
CMSTP&P CONNECTION (U) 1.3				
CEDAR LAKE (B)②(C)③(C)④	1563		8:30 AM	9:00 PM

Train Location Reports (line-ups) not issued between Cedar Lake and Hopkins.

Spring Switches:

Hopkins: End of double track; normal position for northward track.

Rule 83(B): all trains obtain Clearance at Cedar Lake and Merriam.

Rule 83(A): Register ticket authorized at Merriam and Cedar Lake.

Rule 99: Minimum flagging distance—4500 ft.

CMSTP&P Bulletin Board is located at Cedar Lake.

Hopkins: Southward Train Order signal displays the following aspects and indications:

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

Southward trains must not block Monk Ave. while waiting for a northward train.

Maximum Wt: 315,000 lbs.

GOLDEN VALLEY SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
3.0	4.9	GLENWOOD JCT. (X)	} MN&S ⑤④③	7964	...
5.6	7.3	GOLDEN VALLEY		7965	...

SPEED RESTRICTIONS (In MPH)

Maximum	10
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Rule 97 does not apply.

Train Location Reports (line-ups) not issued

Maximum Wt:

Glenwood Jct.—MP 7.5	263,000 lbs.
MP 7.5—End of Subdivision	220,000 lbs.

LE MARS SUBDIV—TWIN CITIES DIVISION

WEST				EAST
SECOND CLASS				THIRD CLASS
17	Mile Posts	Miles	STATIONS	18
Daily				Daily
PM				AM
3:05	120.9	0.0	ST. JAMES Y ⓑⓓⓓⓐⓑⓑⓑ	A 4:00
			8.0	
3:25	128.9	8.0	BUTTERFIELD TY ⊗ C&NW ⓐⓌ	3:44
			7.3	
3:40	136.3	15.3	MOUNTAIN LAKE ⓓ	3:28
			6.3	
3:52	142.5	21.6	BINGHAM LAKE ⓓ	3:18
			4.5	
4:00	147.1	26.1	WINDOM TY ⓓ	3:10
			5.6	
4:10	152.7	31.7	WILDER ⓓ	3:00
			6.7	
4:22	159.3	38.4	HERON LAKE ⓓ	2:50
			3.3	
4:28	162.6	41.7	MILOMA ⓓ	2:42
			6.7	
4:40	169.3	48.4	BREWSTER ⓓ	2:32
			8.2	
6:35	177.7	56.6	WORTHINGTON TY ⓑⓓⓓⓐⓑ	2:20
			3.5	
6:40	181.1	60.1	AGATE Y ⓓ	2:00
			6.1	
7:00	187.2	66.2	BIGELOW ⓓ	1:50
			8.2	
7:20	195.3	74.4	SIBLEY ⊗ C&NW TY ⓓ	1:40
			6.4	
7:49	201.7	80.8	ASHTON ⓓ	1:15
			4.9	
7:56	206.6	85.7	RITTER ⓓ	1:04
			4.9	
8:03	211.5	90.6	SHELDON TY ⊗ ICG CMSTP&P ⓐⓓⓑ	12:55
			7.9	
8:15	219.4	98.5	HOSPERS ⓓ	12:40
			8.2	
8:28	227.6	106.7	ALTON TY ⓓ	12:30
			4.9	
8:36	232.6	111.6	CARNES ⓓ	12:20
			6.5	
8:48	239.0	118.1	SENEY ⓓ	12:09
			4.7	
A9:00	243.7	122.8	LE MARS Y ⓓⓓⓓⓐⓑⓑ	12:01
PM			23.0	AM
	145.8		SIoux CITY Y ⓑⓓⓓⓐⓑ	4738

SPEED RESTRICTIONS (In MPH)

Maximum	49
(except between MP 127.0 and 137.4 and between MP 226.8 and 243.8)	35
MP 128.9—129.4	30*
Crossings	30*
MP 136.1—136.6	30
Mountain Lake	30
MP 146.6—147.4	30
crossings	30
MP 177.2—177.6	30
crossings	30
MP 195.5 C&NW	20*
MP 211.5 ICG—CMSTP&P	20*
MP 214.7—215.2	45
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:

St. James—MP 123.0
MP 242.2—Lemars
MP 180.0—182.0—Agate

Temporary Yard Limits:

Butterfield—
MP 128.4—130.0
Windom—
MP 146.0—147.5
Worthington—
MP 173.7—179.2
Sibley—MP 195.0—196.0
Sheldon—
MP 209.9—212.1
Alton—MP 227.0—228.5

Effective as authorized by form "TY" train order.

Hol box detectors:

Location Telephones
MP 156.3 MP 152.6
(eastward trains)
MP 159.3
(westward trains)
MP 235.5 MP 232.8
(eastward trains)
MP 238.9
(westward trains)

All trains must stop and call train dispatcher from telephone shown above unless radio communication has been received authorizing train to proceed.

Normal position of junction switch:

Agate—for LeMars Sub-division

Rule 83(B):

Westward trains obtain clearance at St. James.
Eastward trains obtain clearance at LeMars.

Rule 83(A): Register ticket authorized at LeMars.

Rule 99—Minimum flagging distance—4500 ft.

St. James: Flag over Armstrong Boulevard.

C&NW operates over ICG between LeMars and 28th St., Sioux City.

Maximum Wt: 263,000 lbs.

Orange City Spur Track:

Extends from Alton (248) at MP 216.6 to the end of track at Orange City (250) at MP 219.7. Total 3.1 miles.
Maximum Speed . . . 10 MPH

Maximum Wt: 251,000 lbs.

SIoux FALLS SUBDIV—TWIN CITIES DIVISION

WEST				EAST	
Mile Posts	Miles		STATIONS	Station Numbers	Capacity of Sidings
0.0	0.0		AGATE Y ⓓ	1756	
			8.3		
8.3	8.3		RUSHMORE ⓓ	2002	
			6.8		
15.1	15.1		ADRIAN ⓓ	2004	27
			7.5		
22.6	22.6		MAGNOLIA ⓓ	2006	
			6.6		
29.2	29.2		LUVERNE Y ⓓⓑ	2010	
			8.4		
37.6	37.6		BEAVER CREEK ⓓ	2012	
			3.9		
41.5	41.5		BRANDON ⓐ	2014	
			1.8		
43.3	43.3		VALLEY SPRINGS ⓐ	2016	
			6.5		
49.8	49.8		BRANDON ⓐ	2016	
			4.7		
54.5	54.5		BRANDON ⓐ	2016	
			2.3		
56.8	56.8		BRANDON ⓐ	2016	
			1.3		
58.1	58.1		ICG-BN Y ⓐ	2018	
			0.3		
58.4	58.4		SIoux FALLS ⓑⓓⓓⓐⓑⓑ	2018	
			0.2		
58.6	58.6		CNW ⓐ	2018	

SPEED RESTRICTIONS (In MPH)

Maximum	40	MP 50.6 Bridge	
MP 41.5 BN crossing	20*	P-106	10
MP 44.0—51.0		MP 53.2 Bridge	
(GP-30 and GP-35 Diesel Units)	10	P-112	30
		MP 54.5 BN crossing	20*
		MP 56.0—58.0	
		(GP-30 and GP-35 Diesel Units)	10
		MP 58.8 BN crossing	Stop

MP 57.9 Webber Ave. 10
MP 58.1 ICG and BN crossings Stop
MP 58.2 Sixth St. 5
MP 58.4 Eighth St. 5
MP 58.6 C&NW crossing Stop
MP 60.2 Grange Ave. 5

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

Yard Limits:

Agate—MP 2.0
MP 27.6—31.3
MP 53.3—Sioux Falls

Rule 83(B): Eastward trains obtain Clearance at Sioux Falls.

Rule 99—Minimum flagging distance—4500 feet.

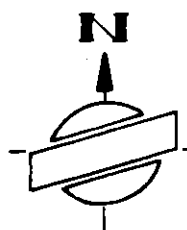
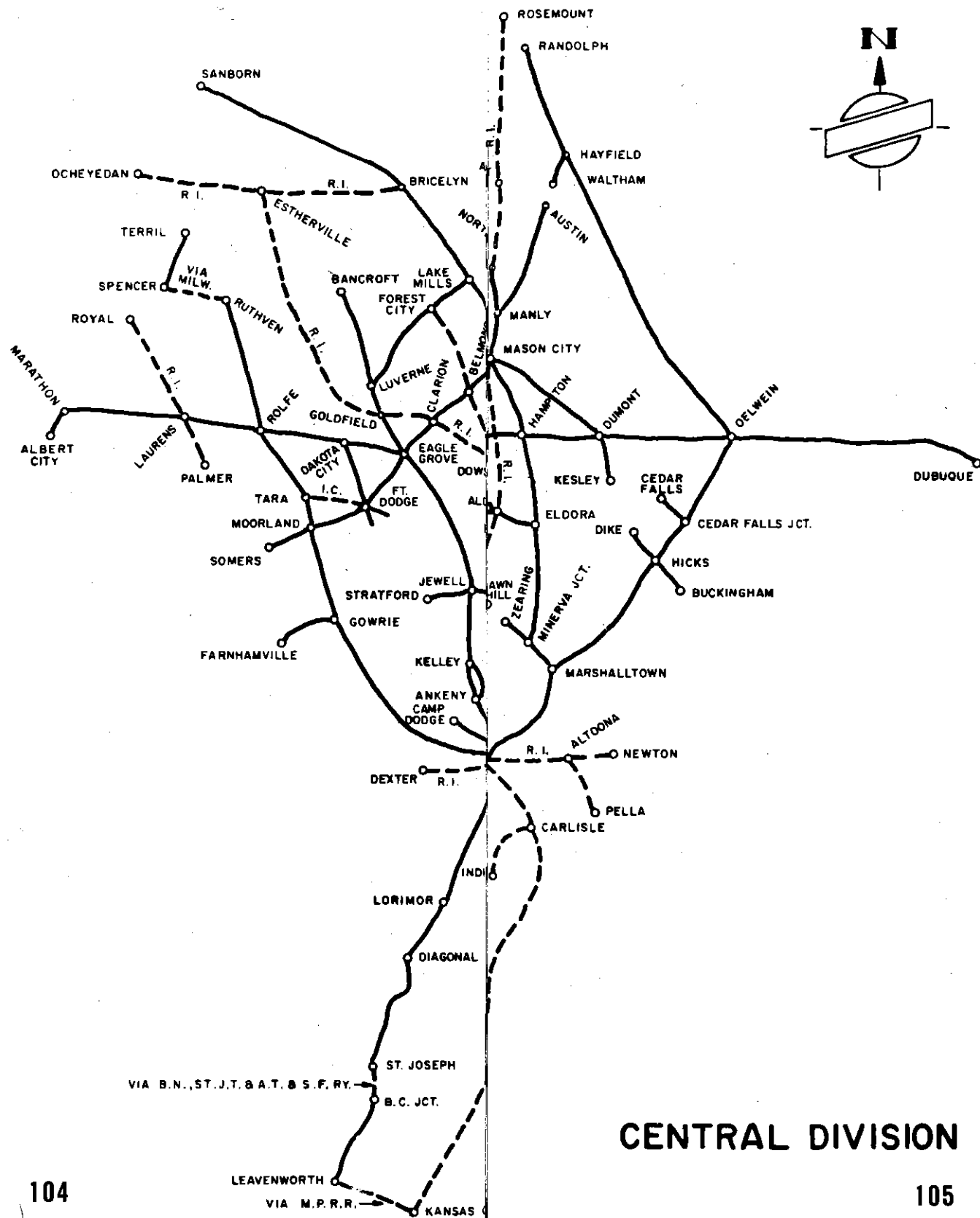
Normal Position of Junction Switch:

Agate—for LeMars Sub-division.

Maximum Wt:

Agate—
Luverne: 263,000 lbs.
Luverne—
Sioux Falls: 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.



CENTRAL DIVISION

DES MOINES SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
277.3	0.0	MARSHALLTOWN Y. 13.4	0136	YARD
263.9	13.4	MELBOURNE 18.3	7317	64
245.6	31.7	MINGO 12.7	7319	40
232.9	44.4	BONDURANT 8.3	7321	100
224.6	52.7	HIGHLAND PARK 2.9	7323	
221.7	55.6	SHORTLINE TOWER ⊗ CNW 0.7		
221.0	56.3	REDDY JCT. ⊙		
220.9	56.4	⊗ C&NW—DMU ⊙		
220.5	56.8	⊗ BN ⊙		
218.8	58.5	DES MOINES ⊗⊙⊙⊙	7325	YARD

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 277.3—276.5	10
MP 221.6—218.8	10
except:	
MP 220.8 C&NW—	
DMU crossing ...	Stop
MP 220.5 BN	
crossing	Stop

Yard Limits:

Marshalltown—MP 273.3
MP 227.0—Des Moines

ABS: Marshalltown—Des Moines MP 222.2

Rule 83(A)—Register ticket authorized at Marshalltown.

Rule 97 does not apply between Des Moines and Highland Park. Trains and engs. must obtain permission from operator or yardmaster at Des Moines before entering this territory.

Rule 99—Minimum flagging distance 3000 feet.

Rule 513—Before a train enters or fouls the main track at MP 222.9 or at MP 223.3 they must wait 10 mins. instead of 5 mins. after operating switch.

Connecting track between Iowa Falls Subdivn. and Des Moines Subdivn. located at MP 222.9 will be used on authority of Shortline Tower Operator.

Connecting track between Des Moines Subdivn. and Earlham Subdivn. Westward Main Track located at MP 221.03 will be used on authority of Shortline Tower Operator. Normal position of switches is for connecting track.

Reddy Jct.—There is no normal position for junction switch located at MP 221.0.

Marshalltown: Crossover switches between Clinton Subdivn. westward track and Des Moines Subdivn. main track must not be used without permission from train dispatcher thru the operator.

Movements against the current of traffic on Westward track must be authorized by the operator. When arm of block indicator at south switch of crossover is horizontal, switch must not be opened without permission of the operator.

Trains meeting at Marshalltown will be governed by instructions from the operator.

Dragging Equipment Detector in service at MP 240.3 located between Bondurant and Mingo governing trains in both directions. A yellow strobe light is mounted on mast on east side of track, when this light is flashing yellow, the train must stop and crew make an inspection of their train for dragging equipment and train dispatcher notified promptly of findings. This detector does not relieve employees from complying with other existing rules and instructions governing inspection of trains.

Intermediate Station:

Sta. No.
MP 255.1 Baxter 7318
Connected at both ends.

Maximum Wt: 263,000 lbs.

KANSAS CITY SUBDIVN—CENTRAL DIVISION

SOUTH								Station Numbers	Capacity of Sidings
SECOND CLASS									
167	165	161	141	SOUTH STATIONS NORTH				Station Numbers	Capacity of Sidings
Daily	Daily	Daily	Daily						
PM	PM	PM	AM						
10:01	8:00	1:00	5:00	218.9	0.0	DES MOINES Y.	⊗⊙⊙⊙	7325	YARD
10:31	8:30	1:30	5:30	207.8	11.1	CUMMING 23.4	⊗⊙⊙⊙	7327	192
...	...	...	...	184.4	34.5	PERU 11.3		7331	...
11:21	7:20	2:20	6:20	173.1	45.8	LORIMOR 7.7	⊙⊙	7332	190
...	...	...	...	165.4	53.5	TALMAGE 8.3		7333	...
...	...	...	...	167.1	61.8	ARISPE 12.3		7334	43
12:06	8:05	3:05	7:05	144.8	74.1	DIAGONAL 17.1	⊙	7336	170
...	...	...	...	127.7	91.2	BLOCKTON 10.3		7339	...
12:46	8:45	3:45	7:45	117.3	101.5	SHERIDAN 12.3	⊙⊙	7341	217
...	...	...	...	105.1	113.8	RAVENWOOD 5.7		7343	...
1:11	9:10	4:10	8:10	99.3	119.5	CONCEPTION 24.7		7344	100
1:45	9:44	4:44	8:44	74.5	144.2	SAVANNAH 11.7		7347	155
2:01	10:01	5:00	9:00	62.9	155.9	ST JOSEPH 1.3	⊗⊙⊙⊙⊙	7349	YARD
...	...	...	...	61.7	157.2	FRANCIS ST. 0.8	⊙⊙		
...	...	...	...	61.0	157.8	FOURTH ST. 0.1	⊙⊙		
...	...	...	...	60.9	157.9	FIFTH ST. ⊗ BN 0.3	⊙⊙		
...	...	...	...	60.6	158.2	MONTEREY ST. 0.1 ⊗ BN—OKT	⊙		
...	...	...	...	72.8	158.4	TERMINAL YARD 0.5	⊙		
...	...	...	...	72.3	158.9	MK JCT. ⊗ BN—OKT 0.2	⊙		
...	...	...	...	72.1	159.1	⊗ BN 0.5	⊙		
...	...	...	...	71.6	159.5	⊗ OKT 6.4	⊙		
3:01	11:00	6:00	10:00	52.9	185.9	BC JCT. 2.1		7350	
3:09	11:08	6:08	10:08	50.8	188.0	WILLOW BROOK 7.9		7351	98
...	...	...	...	42.9	175.9	DEARBORN 3.9		7352	...
3:21	11:20	6:20	10:20	39.0	179.8	HAYDITE 9.1		7353	174
...	...	...	...	29.9	188.9	BEVERLY ⊗ BN 3.6	⊙	7354	35
...	...	...	...	26.3	192.5	BN JCT. 0.9	⊙		
3:56	11:55	6:55	10:55	25.4	193.4	LEAVENWORTH ⊗ MP 0.4	⊙	7356	...
...	...	...	...	25.0	193.8	MP JCT. 23.0	⊙⊙⊙		
...	...	...	...	216.8		KC JCT. 0.9	⊙⊙	7365	Note*
A 4:31 AM	A 12:30 AM	A 7:30 PM	A 11:30 AM	217.7		KANSAS CITY ⊗⊙⊙⊙	⊙⊙⊙	7356	YARD

*Note: There are no C&NW main tracks in the Kansas City area. The territory comprising the C&NW Yard is identified:

On the north—by KC Jct.
On the south—by the south wye switch on Santa Fe St.
On the east—by Madison Ave.

On the west—by absolute signal No. 2847R
Trains and engs. must not exceed 10 MPH on any track in the C&NW Kansas City yard, where a lower speed is prescribed it will govern.

Special Instructions Continued page 108

KANSAS CITY SUBDIVN—CENTRAL DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum Speed	40
MP 218.8—217.0	10
MP 163.7 curve	35
MP 65.8—64.0	30
MP 84.0—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
MP 32.0—29.9 BN crossing	35
MP 28.6 curve	10
MP 28.6—26.3	35
MP 26.3—25.6	08
MP 25.6—25.0 around curve and over bridge and interlocking	05

Additional Speed Restrictions:

Trains handling 40 or more cars
of grain or coal 30 MPH

Sidings:

Lorimor	30
Except 10 MPH over North switch	
20 MPH over South switch	
Diagonal	30
Except 5 MPH over South switch	
Sheridan	30
Except 10 MPH at MP 117.3	
Savannah	
Derail Installed North end of siding	

Yard Limits:

Des Moines—MP 214.7
CNW MP 65.4—ATSF MP 70.8
MP 29.0—25.0
KC Jct.—Kansas City

ABS: Des Moines—Diagonal

Rule 83(A)—St. Joseph is a register station
only for trains originating or terminating.

Rule 83(B)—All trains must obtain C&NW
clearance at Kansas City and Terminal
Yard.

Rule 97 does not apply between:
St. Joseph and BC Jct.
BN Jct. and MP Jct.

Rule 99—Minimum flagging distance—4500
feet.

Rule 513—Before a train enters or fouls the
main track at Marquette switch (MP 215.4),
it must wait 10 minutes instead of 5
minutes, after operating switch.

Dragging Equipment Detector in service
at MP 155.2 located between Ariape and
Diagonal governing trains in both directions. A
yellow strobe light is mounted on mast on east
side of track, when this light is flashing yellow,
the train must stop and crew make an inspection
of their train for dragging equipment and
train dispatcher notified promptly of findings.
This detector does not relieve employees
from complying with other existing rules and
instructions governing inspection of trains.

Spring switches:

- † Cumming, south end of siding.
- † Lorimor, south end of siding.
- Lorimor, north end of siding.
- * Diagonal, both ends of siding.
- * Sheridan, both ends of siding.
- † Savannah, both ends of siding.
- * Haydite, both ends.

† Spring switch equipped with facing point
lock.

* Spring switch indicators are in advance of
and govern facing-point movements over
spring switch. These are not to be consid-
ered as automatic block signals and they do
not indicate whether or not the track is
occupied between the indicator and the
spring switch.

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.

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 145.0	
NB indicator at MP 152.5	
MP 104.8 (Ravenwood)	
SB indicator at MP 101.5	
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		
152.7 Shannon City		7335
Connected at North 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		
26.1 Kirmeyer		7355
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. MP rules and timeta-
ble govern.

Before BN trains and engines operate
switch to enter C&NW track and when C&NW
trains and engines are stopped by absolute
signal at BN Jct. they must ascertain that
there are no approaching movements on
C&NW or BN. If signal does not immediately
clear, the movement may proceed at
Restricted Speed after waiting five minutes.

Operation between Francis St. and BC Jct.

All movements must be authorized by the
operator at Terminal Yard.

BN Railroad

Between Francis St. and Fifth St. C&NW
operates over BN.

Two-main track CTC between Francis St.
and Fourth St.

Yard tracks between Fourth St. and Fifth
St.

SJT Railroad

Between Fifth Street and MK Jct., C&NW
trains and engines operate over SJT at Re-
duced Speed not exceeding 5 MPH pre-
pared to stop short of switch not properly
lined. Normal position of junction switch at
Fifth Street between BN and SJT is for move-
ment 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 move-
ments and give proceed signal from cross-
ing if safe to proceed.

Special Instructions Continued page 109

KANSAS CITY SUBDIVN—CENTRAL DIVISION

ATSF Railroad

CTC MP 70.8—BC Jct.

Between MK Jct. and BC Jct., C&NW
trains and engines operate over AT&SF and
are governed by C&NW rules except as mod-
ified by ATSF rules and instructions con-
tained in C&NW General Order. Southward
C&NW trains must receive ATSF Clearance
before entering ATSF main track at MK Jct.
Proceed indication at BC Jct. authorizes
C&NW train to proceed from BC Jct. to MK
Jct. Operator at Terminal Yard controls
CTC between BC Jct. and ATSF MP 70.8

and must be advised in advance of any
known condition that will delay train. Be-
tween ATSF MP 70.8 and MK Jct. trains
and engines must move at Restricted
Speed. After stopping for Stop sign at BN
crossing, and MK Jct., if view in either
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: 263,000 lbs.

**GREATER KANSAS CITY AREA OPERAT-
ING RULES** are in effect in an area bounded
as follows:

On the west

—MP 6.41 on the Union Pacific
MP 8.00 on the ATSF.

On the south

—Leeds (39th St.)
Rosedale (Southwest Blvd.) on the BN
and MKT

On the east

—Congo Missouri Pacific MP 283.8

On the north

—North Kansas City Yards of BN Inc. and
N&W to and including block 222.
—Fairfax

These rules govern employees while oper-
ating on tracks of railroads other than that
by which they are employed. Except for
these rules, employees will be governed by
the operating rules, air brake rules and
safety rules of the railroad by which they are
employed.

ANKENY SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		Station Name	Symbol		
33.9	0.0	AMES JCT. Y	⊙⊙⊙	0145	
	5.7	KELLEY		0359	
23.4	10.5	SLATER ⊗ C&NW	⊗	0360	
	1.4				
22.0	11.9	SHELDAHL		0358	
	11.4				
10.6	23.3	ANKENY	⊙⊙	0354	YARD
	1.6				
9.0	24.9	BRADY			85
	9.2				
221.0	34.1	REDDY JCT. Y	⊙		
	2.2				
	36.3	DES MOINES	⊙⊙⊙⊙ ⊙⊙⊙⊙	7325	YARD

SPEED RESTRICTIONS

(In MPH)
 Maximum 30
 MP 23.4 C&NW
 crossing 20
 MP 33.7—33.9 10

Yard Limits:

Ames Jct.—MP 32.5
 MP 12.2—Des Moines

Rule 97 does not apply between Ankeny and Reddy Jct.

Rule 99—Minimum flagging distance 4500 feet.

Southward Trains and engs. at Ankeny and Northward Trains at Des Moines enroute Ankeny Subdiv. must obtain verbal permission from yardmaster or operator at Shortline Tower at Des Moines before leaving.

Trains Taking Siding at Slater may use Woodward Subdiv. M.T. within yard limits.

Ames Jct.—crossing protection at Kellogg Ave. must be started manually

PERRY SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		Station Name	Symbol		
260.5	0.0	GRAND JCT.		0154	
	7.3	RIPPEY		2695	
	4.2				
272.0	11.5	ANGUS	Y	2696	
	3.9				
275.9	15.4	PERRY ⊗ C&NW	⊗	2697	
	7.0				
282.9	22.4	MINBURN		2698	
	6.1				
289.0	28.5	DALLAS CENTER		2699	
	6.4				
295.4	34.9	WAUKEE ⊗ CMSTP&P	⊗	2700	
	9.7				
305.1	44.6	WEST DES MOINES Y	⊙	0351	31
	12.2				
	DES MOINES		⊙⊙⊙⊙ ⊙⊙⊙⊙		YARD

when trains are operating on lead track to or from Clinton Subdiv. westward track or Ankeny Subdiv.

Rule 83(B) does not apply at Ames Jct. for Eastward through trains enroute Ames from Ankeny Subdiv. Permission must be obtained from Boone Dispatcher before entering Clinton Subdiv.

Ames Jct.—there is no normal position for the junction switch located at south end of the wye track.

Reddy Jct.—there is no normal position of Junction switch located at MP 221.0.

Connecting Track between Ankeny Subdiv. and Iowa Falls Subdiv. located at MP 2.3 will be used on authority of Shortline Tower Operator for Southward movements and Hull Avenue Yardmaster for Northward movements.

Spur track extends 6.2 miles from Ankeny to Alleman (Sta. No. 7819), thence 5.0 miles to Huxley (Sta. No. 7818), and 5.8 miles to Kelly (Sta. No. 7816). Trackage between Alleman and Kelly is out of service. Max. Speed 10 MPH.

Maximum Wt: 210,000 lbs.
 Intermediate stations:
 MP Sta. No.
 6.7 Saylor 0352
 2.4 Hull Ave. 0350
 Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS

(In MPH)
 Maximum 30
 MP 260.5—262.9 10
 MP 295.2 CMSTP&P
 crossing Stop

Yard Limits:

Grand Jct.—MP 282.9
 MP 303.5—W. Des Moines

Before entering Earlham Subdiv. at West Des Moines all trains and engines must obtain permission from yardmaster.

Rule 97 does not apply between Minburn and Grand Jct.

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt:

Grand Jct.—
 Minburn 232,000 lbs.
 West Des Moines—
 Minburn 263,000 lbs.

MARSHALLTOWN SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS SOUTH		Station Numbers	Capacity of Sidings
		Station Name	Symbol		
243.7	0.0	MARSHALLTOWN Y	⊙⊙	0136	YARD
	4.1	MINERVA JCT	⊙	2626	53
	3.1				
236.5	7.2	ALBION		2625	
	3.9				
232.6	11.1	BETHEL		0213	96
	1.6				
231.0	12.7	LISCOMB		2624	
	5.0				
226.0	17.7	UNION		2623	148
	9.2				
216.8	26.9	ELDORA TY	⊙⊙⊙⊙	0197	49
	4.3				
212.5	31.2	STEAMBOAT ROCK		2622	
	6.8				
205.7	38.0	ABBOTT ⊗ CRI&P	⊗	2621	94
	5.1				
200.6	43.1	ACKLEY ⊗ ICG	⊗	2620	
	4.4				
196.2	47.5	FAULKNER		2619	52
	4.8				
191.4	52.3	GENEVA		2618	
	6.7				
184.7	59.0	HAMPTON ⊗ C&NW	⊗	2617	95
	6.4				
178.3	65.4	CHAPIN		2616	53
	4.1				
174.2	69.5	SHEFFIELD		4534	43
	6.5				
167.7	76.0	ROCKWELL		2614	53
	6.7				
161.0	82.7	CAMERON		2613	49
	2.5				
158.5	85.2	SWIFTS			
	1.3				
105.7	86.5	IT Y	⊙		
	1.5				
57.6	88.0	MASON CITY	⊙	4535	YARD
	9.2				
	48.4	97.2	MANLY JCT.	⊙⊙⊙⊙	2612
	27.8				
119.0	125.0	ALBERT LEA ⊗ CRI&P(2)	⊗	7918	YARD
		⊗ CMSTP&P	⊗		

SPEED RESTRICTIONS

(In MPH)
 Maximum 40
 MP 243.3 C&NW
 crossing 20*
 MP 218.3—216.5 30
 MP 216.5—212.3 35

MP 212.3 River
 bridge 30
 MP 212.3—209.8 35
 MP 205.0 CRI&P
 crossing 20*
 MP 200.7 ICG
 crossing 20*

MP 185.7—183.8 30
 MP 184.3 C&NW
 crossing (NB) 20*
 MP 105.7 IT crossing 20
 MP 119.2 CMSTP&P
 (Albert Lea)
 crossing Stop
 *Indicates that restriction
 applies only until engine of
 train has passed limits of
 restriction.

Yard Limits:

Marshalltown—MP 241.1
 MP 159.0—Mason City

Temporary Yard Limits:

Eldora
 Effective as authorized
 by form "TY" train order.

Rule 83(A)—Register ticket
 authorized at Mason City.

Rule 97 does not apply between
 Swifts and Mason City.

Rule 99—Minimum flagging
 distance 4500 feet.

Between Mason City and
 Manly Jct. trains and
 engines operate over Mason
 City Subdiv.

Mason City: Northward
 absolute signal located
 south of dual control
 switch at MP 106.5 and to
 right of track governs
 movements from Marshall-
 town Subdiv. over dual
 control switch and
 CMSTP&P crossing.

Normal position of junction switches:

Minerva Jct.—for siding
 Alden Subdiv.—for
 Marshalltown Subdiv.

Swifts—for Marshalltown
 Subdiv.
 Albert Lea—for Owatona
 Subdiv.

Albert Lea—flag over
 Front St. crossing.

Trains, engines and yard engine movements between

Swifts, West Mason
 City and Clear Lake Jct. on
 the Marshalltown and
 Mason City Subdivisions
 will be made on verbal per-
 mission from the train dis-
 patcher or operator.

Maximum Wt: 315,000 lbs.

MASON CITY SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	Rule 261 applies between Clear Lake Jct. and Mason City.		Station Numbers	Capacity of Sidings
		NORTH STATIONS	SOUTH		
59.1	0.0	CLEAR LAKE JCT. } ⊗ C&NW ⊙ ⊙		7461	...
	1.5		Y		
57.6	1.5	MASON CITY ⊗ CMSTP&P		4535	...
	7.9		A ⊗ C ⊙ ⊙ ⊗ ⊗ ⊗ ⊗ ⊗		
49.7	9.4	MANLY SIDING ⊙		200	...
	1.3		Y		
48.4	10.7	MANLY JCT. ⊗ CRI&P ⊗ ⊙ ⊙ ⊗ ⊗		2612	...
	20.2				
28.2	30.9	LYLE ⊗ ICG ⊙		7456	...
	10.7				
17.5	41.6	AUSTIN ⊗ CMSTP&P Y ⊗ ⊗ ⊗ ⊗		7453	...

ALDEN SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS		Station Numbers	Capacity of Sidings
			SOUTH		
5.1	0.0	ELDORA Y ⊗ ⊙ ⊗		0197	...
	7.9				
13.0	7.9	OWASA ⊙		0195	...
	7.8				
20.8	15.7	IOWA FALLS . Y ⊙		0192	...
	5.3				
26.1	21.0	ALDEN ⊙		0190	...

SPEED RESTRICTIONS (In MPH)
 Maximum 30
 MP 5.1—6.0
 St. crossings 10*
 *Indicates that restriction applies only until engine of train has passed limits of restriction.

Normal position of junction switch at Eldora is for the Marshalltown Subdivn.

Yard Limits:
 Eldora—MP 7.2
 MP 19.0—22.0

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt: 251,000 lbs.

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 Austin

Maximum 30
 MP 28.2 ICG crossing Stop
 MP 28.0—21.3 10
 MP 16.2 Austin (Oak St.) 10
 Ind. tracks (flag) 5

ABS: MP 56.0—56.9
 MP 57.7—59.0

Yard Limits:

Austin—MP 18.0
 MP 47.0—49.0
 MP 54.7—Clear Lake Jct.

Rule 83(B)—All trains obtain Clearance at Mason City.

Rule 97 does not apply between Clear Lake Jct. and Mason City.

Rules 98 & 98(A)—At Mason City, south of middle yard, stop signs govern crossing of C&NW industry track and two main tracks of CMSTP&P.

Rule 83(A)—Register ticket authorized at Mason City.

Rule 99—Minimum flagging distance 4500 feet.

Mason City—Trains, engines and yard engine movements between Swifts, West Mason City and Clear Lake Jct. on the Marshalltown and Mason city Subdivisions will be made on verbal permission from the train dispatcher or operator.

Normal position of junction switches:

Clear Lake Jct.—for Mason City Subdivn.
 Mason City—both for Mason City Subdivn.
 Manly Jct.—for Owatonna Subdivn.

Intermediate tracks between stations:

MP	Sta.
	No.
40.9 Bolan	7458
	Connected at both ends

Maximum Wt:

Clear Lake Jct.—Manly Jct. 315,000 lbs.
 Manly Jct.—Austin 263,000 lbs.

HUMBOLDT SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS SOUTH		Station Numbers	Capacity of Sidings
		↓	↑		
222.1	0.0	FT DODGE Y	ⓅⓃⓃⓃⓃⓃ	2713	...
		9.7			
212.4	9.7	BADGER		2712	...
		6.3			
206.1	16.0	ROGERTON		0266	...
		3.0			
203.1	19.0	HUMBOLDT Y		2710	...

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 222.1—220.6 5

Yard Limits:

Ft. Dodge—MP 217.0
MP 203.7—Humboldt

Rule 99—Minimum flagging distance 3000 feet.

Maximum Wt: 210,000 lbs.,
Except 263,000 lbs. between Humboldt and Rogerton.

FAIRMONT SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS SOUTH		Station Numbers	Capacity of Sidings
		↓	↑		
108.3	0.0	WEST MASON CITY Y	ⓅⓃⓃⓃⓃⓃ	4535	...
		11.5			
119.8	11.5	HANLONTOWN		4539	...
		7.0			
126.8	18.5	JOICE		4541	50
		6.0			
132.8	24.5	LAKE MILLS	Ⓟ	4543	...
		5.7			
138.5	30.2	SCARVILLE		4545	...
		6.9			
145.4	37.1	KIESTER		4549	...
		5.4			
150.8	42.5	BRICELYN Y	Ⓟ	4551	45
		5.8			
156.6	48.3	FROST		4553	43
		4.4			
161.0	52.7	MARNA		4555	72
		5.3			
166.3	58.0	BLUE EARTH Y	ⓅⓃⓃ	4557	...
		6.8			
173.1	64.8	GUCKEEN		4559	...
		6.1			
179.2	70.9	IMOGENE		4561	...
		6.0			
185.2	76.9	FAIRMONT Ⓝ CMSTP&P-C&NW Y	ⓅⓃ	4563	...
		7.8	ⓅⓃ		
193.0	84.7	WELCOME Y	Ⓟ	4565	50
		2.3			
195.3	87.0	FOX LAKE		4014	...
		6.3			
201.6	93.3	TRIMONT		4016	...
		7.5			
209.1	100.8	ODIN		4018	...
		6.8			
215.9	107.6	BUTTERFIELD Ⓝ C&NW Y	ⓅⓃⓃ	4020	...
		7.1			
223.0	114.7	DARFUR		4022	...
		5.0			
228.0	119.7	COMFREY		4024	...
		12.5			
240.5	132.2	SANBORN JCT. Y	ⓅⓃ	1056	...

SPEED RESTRICTIONS (In MPH)

Maximum 35
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 150.5—150.6 30
MP 165.7—167.0 10
MP 184.4—185.5 5*
MP 215.9—216.1 C&NW crossing 20*
MP 216.1—240.5 30
MP 240.5 Jct. Stop

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

Yard Limits:

West Mason City—MP 111.2
MP 149.3—151.5
MP 165.5—168.5
MP 184.0—185.6
MP 191.5—193.6
MP 215.0—216.1
MP 238.8—Sanborn Jct.

Rule B3(B)—Trains originating at West Mason City must obtain Clearance at Mason City.

Normal Position of Junction Switches:
Bricelyn—For Fairmont Subdivn.
Sanborn Jct.—For Waseca Subdivn.

Between Fairmont and Welcome CMSTP&P operates over C&NW. C&NW rules and special instructions govern.

Rule 99—Minimum flagging distance 4500 feet.

Maximum Wt: 263,000 lbs.

JEWELL SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
33.9	0.0	AMES JCT. Y	⓪⓪⓪	0145	
	6.1	GILBERT		0363	
46.2	12.3	STORY CITY		0365	
49.6	15.7	RANDALL		0366	
68.8	21.4	JEWELL Y	⓪⓪⓪⓪⓪⓪	0211	50
76.0	28.6	KAMRAR		0212	
83.5	36.1	WEBSTER CITY	⓪ ICG	0214	
90.6	43.2	WOOLSTOCK		0216	
98.1	50.7	EAGLE GROVE	⓪ C&NW Y ⓪⓪⓪⓪⓪⓪⓪⓪	0218	

MP 97.7 C&NW crossing 10
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 54.5—70.0
MP 93.0—Eagle Grove

Rule 99—Minimum flagging distance 4500 feet.

Spur Track extends 15.0 miles from Jewell to Stratford (Sta. No. 0288). Maximum speed 10 MPH. Standhope (Sta. No. 0286) located at MP 76.9. Maximum Wt: 210,000 lbs.

Spur Track extends 3.2 miles from Jewell to Ellsworth (Sta. No. 0210). Maximum speed 10 MPH. Maximum Wt: 251,000 lbs.

Rule 83(B)—All trains obtain Clearance at Eagle Grove.

Central Division Clearance must be obtained at Ames before leaving Ames Jct.

Normal Position of Junction Switch: Jewell Is for Jewell Subdivn.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS

(In MPH)

Maximum 40
MP 54.8—55.1 curve.... 10

MP 68.8 highway crossing 5
MP 82.4—84.0 street and ICG crossing 10
MP 83.7 street crossing 10

BURT SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
98.1	0.0	EAGLE GROVE	⓪ C&NW ⓪⓪⓪⓪	0218	
	4.9	GOLDFIELD	⓪ C&NW	0263	
110.5	12.4	RENWICK		0267	
118.4	20.3	LIVERNE	⓪ C&NW Y	0270	
124.3	26.2	GALBRAITH		0272	
127.0	28.9	IRVINGTON		0274	
131.9	33.8	ALGONA Y		0276	
141.6	43.5	BURT	⓪⓪⓪	0278	
148.2	50.1	BANCROFT		0281	

SPEED RESTRICTIONS

(In MPH)

Maximum 30
MP 103.4 CRI&P crossing 10
MP 118.2 C&NW crossing Stop
MP 145.0—148.2 10

Yard Limits:

Eagle Grove—MP 104.3
MP 130.9—132.2
MP 140.6—Bancroft

Temporary Yard Limits:

Luverne
Effective as authorized by Form TY Train Order.

Rule 97 does not apply between:

Burt and Bancroft
Eagle Grove and Goldfield

Train and Engine Movements between Eagle Grove and Goldfield will be made under the direction of the operator at Eagle Grove.

Maximum Wt:

Eagle Grove—MP 133.0 (Algona): 263,000 lbs.
MP 133.0 (Algona)—251,000 lbs.
146.0 (Burt-Bancroft) 210,000 lbs.

LAURENS SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
98.1	0.0	EAGLE GROVE Y	⓪⓪⓪⓪⓪⓪	0218	
	8.3	THOR		0220	
115.7	17.6	DAKOTA CITY Y	⓪⓪	0222	
121.0	22.9	RUTLAND		0224	
122.5	24.4	P&M SIDING		0225	
128.1	30.0	BRADGATE		0226	
133.7	35.6	ROLFE	⓪ C&NW Y	0227	
142.7	44.6	HAVELOCK		0230	
150.4	52.3	LAURENS	⓪ C&NW	0232	
157.1	59.0	MARATHON	⓪ CMSTP&P	0234	

SPEED RESTRICTIONS

(In MPH)

Maximum 40
MP 117.5—132.5 30
MP 133.8—C&NW crossing Stop
MP 133.8—135.0 10
MP 135.0—150.0 30
MP 150.0—150.4 10
MP 150.4—Main St. crossing Laurens 5
MP 150.4—157.1 10

Yard Limits:

Eagle Grove—MP 101.5
MP 115.2—117.5
MP 132.5—135.0
MP 148.0—157.1

Rule 99—Minimum flagging distance 4500 feet.

Normal Position of Junction Switches:

Laurens for Laurens Subdivn.
Marathon for Albert City Spur

Spur Track extends 5.7 miles from Marathon to Albert City Stn. No. 8256. Maximum Wt. 263,000 lbs. Maximum speed 10 MPH.

Maximum Wt:

Eagle Grove to Marathon .. 263,000 lbs.

KESLEY SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
68.9	0.0	KESLEY		4523	
	6.7	DUMONT	⓪ C&NW	4525	
82.2	13.3	AREDALE		4527	
88.8	19.9	DOUGHERTY		4529	
94.4	25.5	CARTERSVILLE		4531	
104.4	35.5	SWIFTS	⓪ C&NW	4535	
105.7	36.8	IT			
57.6	38.3	MASON CITY	⓪ C&NW	4535	
		CMSTP&P	⓪⓪⓪⓪⓪		

SPEED RESTRICTIONS

(In MPH)

Maximum 30
MP 105.7—IT crossing 20
MP 104.4 C&NW crossing Stop
MP 75.9 C&NW crossing Stop
*Indicates that restriction applies only until engine of train has passed limits of restriction.

Yard Limits:

MP 102.6—Mason City

Rule 83(B)—All trains obtain Clearance at Mason City.

Rule 97 does not apply between Swifts and Mason City.

Rule 99—Minimum flagging distance 3000 feet.

Normal Position of Junction Switches: Swifts—for Marshalltown Subdivn.

Between Swifts and Mason City trains and engines operate over Marshalltown Subdivn.

Maximum Wt: 263,000 lbs.

OELWEIN SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		SOUTH	NORTH		
497.2	0.0	RANDOLPH Y	ⓈⓊⓁⓉⓈⓈ	7429	220
	8.6	DENNISON		7427	92
488.6	8.6	NERSTRAND		7426	52
483.3	13.9	KENYON		7425	209
476.8	20.4	WEST CONCORD		7424	92
467.4	29.8	DODGE CENTER Y ⊗ C&NW	ⓈⓊⓁⓉⓈⓈ	7423	95
458.3	38.9	HAYFIELD Y	ⓈⓊⓁⓉⓈⓈ	7422	226
448.9	48.3	SARGEANT		7421	
442.5	54.7	ELKTON		7419	188
431.5	65.7	TAOPI ⊗ CMSTP&P	ⓈⓊⓁⓉⓈⓈ	7418	
423.5	73.7	McINTIRE	ⓈⓊⓁⓉⓈⓈ	7414	28
414.9	82.3	RICEVILLE		7413	105
409.3	87.9	ELMA		7412	68
398.9	98.3	ALTA VISTA		7411	56
395.5	101.7	NEW HAMPTON Y ⊗ CMSTP&P	ⓈⓊⓁⓉⓈⓈ	7409	175
384.6	112.6	FREDERICKSBURG	ⓈⓊⓁⓉⓈⓈ	7408	
375.7	121.5	SUMNER		7401	
365.8	131.4	WESTGATE		7400	132
358.1	139.1	OELWEIN Y	ⓈⓊⓁⓉⓈⓈ	7160	

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 488.6—483.3	30
MP 481.3—480.9	35
MP 460.0—458.0	35
MP 458.3—C&NW crossing	25*
MP 449.0—448.9	20*
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:

Randolph—MP 496.1
MP 459.8—456.4
MP 450.6—445.8
MP 384.0—385.8
MP 354.3—Oelwein

Rule 99—Minimum flagging distance 4500 feet.

ABS: Randolph—Oelwein

Rule 83(A)—Register ticket authorized at Randolph when office is open.

Dodge Center is register station for trains originating or terminating only.

Rule 83(B)—All trains obtain Clearance at Randolph.

Hot box detector located at MP 403.0 (Elma).

After passing hot box detector at MP 403.0, southward trains call dispatcher from telephone located at the north switch of siding at Elma, MP 399.5 and northward trains will call dispatcher from telephone located at MP 406.0, unless radio communication has been received from the train dispatcher advising that the train may proceed without stopping.

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.

SPUR TRACK extends 5.3 miles from Hayfield to Waltham (Sta. No. 7451). Maximum Speed 10 MPH, Maximum Wt: 263,000 lbs.

Maximum Wt: 263,000 lbs.

WATERLOO SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		SOUTH	NORTH		
351.2	0.0	OELWEIN Y	ⓈⓊⓁⓉⓈⓈ	7160	
	7.4	FAIRBANK		7300	168
343.8	7.4	DUNKERTON		7301	
336.1	15.1	ARMOUR	ⓈⓊⓁⓉⓈⓈ	7303	
329.5	21.7	WATERLOO	Y ⊗ ⊗ ⊗ ⊗	7304	104
326.1	25.1	⊗ CRI&P	ⓈⓊⓁⓉⓈⓈ		
324.8	26.4	CEDAR FALLS JCT.	ⓈⓊⓁⓉⓈⓈ	7305	193
319.1	32.1	HUDSON		7310	
315.8	35.4	HICKS ⊗ C&NW	ⓈⓊⓁⓉⓈⓈ	4512	
310.9	40.3	REINBECK ⊗ CRI&P	ⓈⓊⓁⓉⓈⓈ	7311	
306.5	44.7	LINCOLN		7312	103
299.4	51.8	GLADBROOK Y ⊗ C&NW	ⓈⓊⓁⓉⓈⓈ	7313	
293.9	57.3	GREEN MOUNTAIN		7314	
285.0	66.2	MARSHALLTOWN Y ⊗ ⊗ ⊗ ⊗ ⊗	ⓈⓊⓁⓉⓈⓈ	0136	
277.3	73.9				

SPEED RESTRICTIONS (in MPH)

Maximum	40
MP 351.2—349.4	10
MP 349.4—329.7	35
MP 329.7—323.5	10
MP 323.5—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 285.4—281.0 35
MP 281.0—Marshalltown Res. Speed
**Indicates that restriction applies only until engine of train has passed limits of restriction.*

Yard Limits:

Oelwein—MP 349.4
MP 329.7—323.5
MP 296.8—294.5
MP 281.0—Marshalltown

Rule 97 does not apply between Waterloo and Armour.

Rule 99—Minimum flagging distance 4500 feet.

Marshalltown: Authority for movement through the cross-over between the Waterloo Subdiv. and the Clinton Subdiv. main track must be obtained from the Train Dispatcher through the operator.

Rule 83(A)—Trains operating through Marshalltown without crew change may register by register ticket.

Normal Position of Junction Switch: Cedar Falls Subdiv. junction switch is located on siding and normal position is lined and locked for movements on siding.

Normal Position of Junction Switch: Hicks for Waterloo Subdiv.

Intermediate stations:

MP	Sta. NO.
331.6 Dewar	7302
Connected at both ends	
316.7 Cyanamid	7310
Connected at North end	
278.8 Powerville	7316
Connected at Both ends	

Maximum Wt: 263,000 lbs.

DIKE SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		NORTH	SOUTH		
29.0	0.0	BUCKINGHAM		4509	
	5.6	VOORHIES		4511	
34.6	5.6	HICKS ⊗ C&NW	ⓈⓊⓁⓉⓈⓈ	4512	
38.0	9.0	ZANETA		4513	
40.1	11.1	DIKE		4515	

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 38.0 C&NW crossing	20*

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

Rule 99—Minimum flagging distance 3000 feet.

Normal Position of Junction Switch: Hicks for Waterloo Subdiv.

Maximum Wt: 263,000 lbs.

CEDAR FALLS SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
7.3	0.0	CEDAR FALLS ①	7308	
		0.5		
6.9	0.5	② CRI&P Y ③		
		6.8		
0.0	7.3	CEDAR FALLS JCT. ④	7305	

SPEED RESTRICTIONS (In MPH)
 Maximum 30
 MP 5.4—6.7 10
 MP 6.8 CRI&P crossing Stop
 MP 6.9—7.3 10

Yard Limits:
 Entire Subdivn.

Rule 97 does not apply
Train location reports (line-ups) not issued.

Normal Position of the Junction Switch:
 Cedar Falls Jct. for the siding.

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 ①	2651	
		6.7		
206.2	6.7	② CRI&P ③		
		0.7		
206.9	7.4	BELMOND Y ④	7466	
		7.4		
214.3	14.8	OLAF ⑤	2653	
		4.4		
218.7	19.2	KANAWHA ⑥	2654	

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 206.2 CRI&P crossing Stop

Yard Limits:
 Entire Subdivn.

Rule 97 does not apply.
Train location reports (line-ups) not issued.

Normal Position of Junction Switch: Belmont for the Fort Dodge Subdivn.

Maximum Wt:
 Alexander to MP 206.5—Belmond 220,000 lbs.
 MP 206.5—Belmond to Kanawha 263,000 lbs.

TARA SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
182.8	0.0	TERRIL ①	2678	
		14.4		
197.2	14.4	② SPENCER Y ③	2680	
		12.8		
210.0	27.2	RUTHVEN ④	2681	
		7.5		
217.5	34.7	AYRSHIRE Y	2682	
		6.4		
223.9	41.1	CURLEW ⑤	2683	
		4.1		
228.0	45.2	MALLARD ⑥	2684	
		5.0		
233.0	50.2	PLOVER ⑦	2685	
		6.7		
239.7	56.9	ROLFE ⑧ CNW ⑨	0227	
		7.4		
247.1	64.3	GILMORE CITY ⑩	2686	
		5.7		
252.8	70.0	PIONEER ⑪	2687	
		5.1		
257.9	75.1	CLARE ⑫	2688	
		7.2		
265.1	82.3	TARA ⑬ ICG ⑭	2689	
227.6		3.9		
231.5	86.2	MOORLAND ⑮ CNW Y ⑯	2690	
		5.6		
237.1	91.8	CALLENDER ⑰	2691	
		5.6		
242.7	97.4	GOWRIE Y ⑱ CNW ⑲	0293	
		4.2		
246.9	101.6	LENA ⑳	2692	
		4.3		
251.2	105.9	PATON ㉑	2693	
		4.2		
255.4	110.1	DANA ㉒	2694	
		5.1		
260.5	115.2	GRAND JCT. Y ㉓	0154	

SPEED RESTRICTIONS (In MPH)
 Between Terril and Gilmore City:
 Maximum 10

MP 196.0—197.4 Street crossings 5
 MP 239.8—C&NW crossing STOP

Between Gilmore City and Grand Jct.:
 Maximum 30
 MP 265.0—ICG crossing STOP
 MP 231.5—C&NW crossing STOP
 MP 243.0—C&NW crossing STOP
 MP 260.5—260.9 Street crossings 10

Yard Limits:
 Terril—MP 197.2
 MP 210.0—247.5
 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 Gilmore City
 Tara and Moorland

Rule 99—Minimum flagging distance 3000 feet.

Train location reports (line-ups) not issued between Gilmore City and Terril.

Between Ruthven and Spencer C&NW operates over CMSTP&P.

Grand Jct.—Normal position of north switch of east wye is for east wye.

Normal Position of Junction Switch at Ruthven and Spencer is for the CMSTP&P RR.

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	2607
Connected at North end	

Spur track extends 5.6 miles from Gowrie to Farnhamville (Sta. No. 0294).
 Max. Wt. 263,000 lb, Max. Speed 10 MPH.

Maximum Wt:
 Grand Jct—Tara 263,000 lbs.
 Tara—Terril 210,000 lbs.

WAVERLY SUBDIVN—CENTRAL DIVISION

WEST SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST THIRD CLASS
193						194
Daily except Sun	Mile Posts	Miles		Station Numbers	Capacity of Sidings	Daily except Sun
AM 8:00	245.8	0.0	OELWEIN Y @C@D@X@F@W	7160		AM A11:00
			16.4			
8:35	262.2	16.4	READLYN	7162	90	10:30
			12.8			
A9:00 AM	275.0	29.2	WAVERLY } @C@F	7163	134	10:00 AM
			1.0			
	276.0	30.2	@ ICG } Y @			
			5.5			
	281.5	35.7	SHELL ROCK	7164		
			6.9			
	288.4	42.6	CLARKSVILLE @ CRI&P @	7165		
			7.0			
	295.4	49.6	ALLISON	7166		
			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		
			5.4			
	317.5	71.7	HAMPTON @ C&NW Y @D@	2617	65	
			8.3			
	325.8	80.0	COULTER } Y @C@X@F@	7171		

SPEED RESTRICTIONS (In MPH)

Between Oelwein and MP 310.0	Maximum	35
MP 248.8—251.3	Maximum	10
MP 274.9—275.7 Street crossings	Maximum	10*
MP 276.7—ICG crossing	Maximum	20*
MP 288.8—CRI&P crossing	Maximum	30*
MP 305.5—C&NW crossing	Maximum	Stop
Between MP 310.0 and Coulter	Maximum	30
MP 317.7—318.1 Interlockings	Maximum	10*

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

Yard Limits:

Oelwein—MP 248.5 MP 316.9—319.0
MP 274.0—277.6

Rule 99—Minimum flagging distance 4000 feet.

Normal Position of Junction Switch at Oelwein—for Oelwein Subdivn.

Rule 83(A)—Waverly is a register station only for trains originating or terminating.

Intermediate stations:

MP Name Sta. No. Connected at
254.6 Oran 7161 West end

Maximum Wt: 263,000 lbs.

FORT DODGE SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
57.6	0.0	MASON CITY } @D@Z 1.5 @ CMSTP&P Y @X@B@	4535	YARD
59.1	1.5	CLEAR LAKE JCT. } @D@	7461	
64.9	7.3	5.8 @ IT	7462	
64.9	7.3	BURCHINAL	7462	
75.8	18.2	10.9 THORNTON	7464	54
81.3	23.7	5.5 MESERVEY	7465	
89.3	31.7	8.0 @ C&NW } @		
90.4	32.8	1.1 BELMOND } Y @D@	7466	
344.6	43.4	10.6 CLARION Y @CRI&P @A@X@	7174	
354.4	53.2	9.8 EAGLE GROVE Y @ CNW @B@	0218	92
362.7	61.5	8.3 VINCENT } @A@	7178	
372.5	71.3	9.8 FORT DODGE Y @C@X@F@	7180	YARD

SPEED RESTRICTIONS (In MPH)

Between Mason City and Clear Lake Jct.
Res. Speed
Between Clear Lake Jct. and Clarion
Maximum 30

MP 88.9—90.4 Street crossings 10
MP 89.3 CRI&P crossing Stop
Between Clarion and Fort Dodge
Maximum 35

MP 344.6—344.9 Clarion 10
MP 354.1—355.2 Street crossings 10.

Yard Limits:

Mason City—MP 61.0
MP 89.8—92.0
MP 345.0—100.8
MP 353.0—356.0
MP 371.0—Fort Dodge

Rule 97 does not apply between Clear Lake Jct. and Mason City.

Rule 99—Minimum flagging distance 3000 feet.

Normal position of Junction switches:

Clear Lake Jct.—for Mason City Subdivn.

Rule 83(A)—Register ticket authorized at Mason City.

Register ticket authorized at Fort Dodge when office is open.

Intermediate station:

MP Name Sta. No.
71.4 Swaledale 7463
Connected at South end

Maximum Wt: 263,000 lbs.

SOMERS SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH	Station Numbers	Capacity of Sidings
372.5	0.0	FORT DODGE } @D@X@F@	7180	
		7.8		
380.3	7.8	MOORLAND @ CNW } @	2690	49
		4.0		
384.3	11.8	ROELYN	7183	
		4.5		
388.8	16.3	SOMERS	7184	

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 372.5—374.1	10
MP 380.3 C&NW crossing	Stop

Yard Limits:

Fort Dodge—MP 382.0
Rule 97 does not apply between Fort Dodge and Moorland. Authority to occupy main track be-

between Fort Dodge and Moorland must be obtained from the operator at Fort Dodge or the train dispatcher.

Rule 99—Minimum flagging distance 3000 feet.)

Rule 83(A)—At Fort Dodge—Register ticket authorized when office is open.

Intermediate stations:

MP Name Sta. No. Connected at
375.5 W. Ft. Dodge 2713
Connected at Both ends
378.9 McDonald's 2713
Connected at South end

Maximum Wt: 263,000 lbs.

EVANSTON SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
0.8	0.0	FORT DODGE } @D@X@F@	7180	
		1.3		
2.1	1.3	EAST FT. DODGE } @D@	7180	
		2.5		
4.6	3.8	GYP SUM @ ICG } Y @	7840	
		4.5		
9.1	8.3	EVANSTON	7841	

SPEED RESTRICTIONS (In MPH)

Maximum 10

Yard Limits:

Entire Subdivn.

Rule 97 does not apply.

Train Location Reports not issued.

Maximum Wt: 200,000 lbs.

PALMER SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	↓ WEST STATIONS EAST ↑		Station Numbers	Capacity of Sidings
454.7	0.0	PALMER		8534	...
		7.8			
462.5	7.8	POCAHONTAS		8531	...
		6.2			
468.7	14.0	WARE		8530	...
		6.0			
474.7	20.0	LAURENS ⊗ Y C&NW ⊙⊙⊙⊙		8529	...
		9.5			
484.2	29.5	WEBB		8527	...
		0.1			
484.3	29.6	⊗ CMSTP&P	Ⓢ		...
		11.4			
495.7	41.0	ROSSIE		8526	...
		6.1			
501.8	47.1	ROYAL		8525	...

SPEED RESTRICTIONS

(In MPH)

Maximum	30
MP 475.2—C&NW	
Crossing	10
MP 484.3—CMSTP&P	
Crossing	20
MP 490 to Royal	10
Any Track	10
Except M.T.	5

Yard Limits:

MP 474.0—476.5

Rule 99: Minimum flagging distance 3000 feet.

Normal Position of

Junction Switch:

Laurens is for Laurens Subdivn.

Intermediate Tracks

Between Stations:

MP 456.6 Capacity 12 Cars.

Maximum Wt: 263,000 lbs.

RAKE SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	↓ WEST STATIONS EAST ↑		Station Numbers	Capacity of Sidings
57.2	0.0	BRICELYN	Ⓢ	8431	...
		6.6			
50.6	6.6	RAKE	Y	8430	...
		12.2			
38.4	18.8	LAKOTA		8429	...
		11.0			
27.4	29.8	SWEA CITY		8428	...
		8.8			
18.6	38.6	ARMSTRONG		8427	...
		6.1			
12.5	44.7	MAPLE HILL		8426	...
		5.5			
7.0	50.2	GRUVER		8425	...
		7.0			
0.0	57.2	ESTHERVILLE Y	ⓈⓈⓈⓈⓈⓈ	2676	...

SPEED RESTRICTIONS

(In MPH)

Maximum	30
MP 16.35—	
Bridge 164	10
Any Track	
Except M.T.	5
MP 50.6—57.2	10

Yard Limits:

Estherville—MP 1.6
Bricelyn—MP 49.7

Rule 97 does not apply between Bricelyn and MP 49.7.

Before entering Fairmont Subdivn. at Bricelyn contact train dispatcher at Mason City.

Rule 99: Minimum flagging distance 3000 feet.

Normal Position of

Junction Switch:

Bricelyn is for Fairmont Subdivn.

Maximum Wt: 263,000 lbs.

ESTHERVILLE SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	↓ WEST STATIONS EAST ↑		Station Numbers	Capacity of Sidings
206.9	0.0	ESTHERVILLE Y	ⓈⓈⓈⓈⓈⓈ	8417	...
		6.9			
213.8	6.9	SUPERIOR		8450	...
		9.8			
223.6	16.7	SPIRIT LAKE		8452	...
		4.8			
228.4	21.5	MONTGOMERY		8453	...
		6.3			
234.7	27.8	LAKE PARK		8454	...
		5.9			
240.6	33.7	HARRIS		8455	...
		5.4			
246.0	39.1	OCHEYEDAN	Ⓢ	8456	...

SPEED RESTRICTIONS

(In MPH)

Maximum	30
MP 206.95—209.1	10
Any Track	
Except M.T.	5
MP 209.1—	
Ocheyedan	10
when handling unit trains.	

Yard Limits:

Estherville—MP 208.6

Rule 99: Minimum flagging distance 3000 feet.

Maximum Wt: 263,000 lbs.

DOWS SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		NORTH	SOUTH		
113.2	0.0	DOWS . Y		8402	
	6.7				
119.9	6.7	ROWAN		8550	
	7.9				
127.8	14.6	⊗ C&NW			
	0.2				
128.0	14.8	BELMOND		8557	
	0.8				
128.8	15.6	⊗ C&NW			
	4.7				
133.5	20.3	GOODELL		8551	
	5.8				
139.3	26.1	KLEMME TY		8552	
	6.5				
145.8	32.6	GARNER ⊗ CMSTP&P		8553	
	2.3				
148.1	34.9	HAYFIELD JCT.		8554	
	3.6				
151.7	38.5	MILLER		8555	
	5.8				
157.5	44.3	FOREST CITY		8556	

SPEED RESTRICTIONS (In MPH)

Maximum 30
 MP 114—122 10
 MP 127.8 C&NW crossing Stop
 MP 128.8 C&NW crossing Stop
 MP 150—Forest City . 10
 Any Track
 Except M.T. 5

Yard Limits:

Dows—MP 115.0
 MP 127.8—128.8

Temporary Yard Limits:

Klemme
 Effective as authorized by Form TY Train Order.

Rule 99: Minimum flagging distance 3000 feet.

Dows—When grain train or portion of grain trains loading and using main street crossing, flag protection must be provided by member of crew on ground.

Klemme—Building erected over house track located 225 feet north of north crossover switch. Building has two (2) overhead roll-up doors which will be closed and locked. Contact elevator personnel before making switch movements in this area.

Normal Position of Junction Switches:

Dows—For Clarion Subdivn.
 Hayfield Jct.—For Dows Subdivn.

Maximum Wt:

Dows to Garner 263,000 lbs.
 Garner to Forest City 221,000 lbs.

CLARION SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
97.4	0.0	IOWA FALLS . Y		8328	
	10.0				
107.4	10.0	POPEJOY		8401	
	5.8				
113.2	15.8	DOWS TY		8402	
	6.1				
119.3	21.9	GALT		8403	
	7.1				
126.4	29.0	CLARION ⊗ Y C&NW		8415	120
	5.3				
131.7	34.3	HOLMES		8404	
	4.3				
136.0	38.6	GOLDFIELD ⊗ Y C&NW		8405	
	8.3				
144.3	46.9	HARDY TY		8406	
	8.4				
152.7	55.3	LIVERMORE TY		8416	
	5.4				
158.1	60.7	BODE TY		8407	
	5.1				
163.2	65.8	OTTOSEN		8408	
	5.5				
168.7	71.3	WEST BEND Y		8409	123
	6.2				
174.9	77.5	RODMAN		8410	
	9.7				
184.6	87.2	EMMETSBURG ⊗ Y CMSTP&P		8411	
	5.9				
190.5	93.1	OSGOOD		8412	
	3.9				
194.4	97.0	GRAETTINGER TY		8413	
	6.2				
200.6	103.2	WALLINGFORD		8414	
	6.3				
206.9	109.5	ESTHERVILLE . Y		2676	

SPEED RESTRICTIONS (In MPH)

Maximum 40
 MP 126.8 C&NW Crossing 20
 MP 135.8 C&NW Crossing 20
 MP 153.0 C&NW Crossing Stop
 MP 168.7—184.3 10
 MP 184.3—206.9 10
 Any Track
 Except M.T. 5

Yard Limits:

Iowa Falls—MP 99.15
 MP 112.45—113.85
 MP 124.5—129.0
 MP 133.6—138.9
 MP 166.6—170.0
 MP 183.0—186.0
 MP 203.3—Estherville

Temporary Yard Limits:

Dows
 Hardy
 Livermore
 Bode
 Graettinger
 Effective as authorized by Form TY Train Order.

Rule 99: Minimum flagging distance 4500 feet

Rule 83(B)—Trains originating Iowa Falls Yard obtain clearance at Mills-Iowa Falls Subdivn.

Normal Position of Junction Switch:

Dows is for Clarion Subdivn.

Dows—When grain train or portion of grain train is loading and using main crossing, flag protection must be provided by member of crew on ground.

Clarion—When making a movement from Clarion station to transfer track and it is desired to return to Clarion station, a key switch controller is provided and located on east of Eastward Absolute Signal. To operate, insert switch key and turn to the right. If no train approaching on C&NW tracks, Eastward Absolute Signal will clear. In case a C&NW Railroad approach has become occupied, it will be necessary to operate release at crossing.

Emmetsburg—The Chicago Milwaukee St. Paul and Pacific Railroad Company and the C&NW have joint use of the following trackage at Emmetsburg, Iowa in order to serve Cargill, Inc.:

C&NW trackage between 7500 feet each of switch to existing transfer track and 7500 feet west of switch to new connection track. C&NW rules and instructions govern.

CMSTP&P trackage between 7500 feet east of switch to new connection track and 7500 feet west of switch to existing transfer track. CMSTP&P rules and instructions govern.

CMSTP&P yard limits at Emmetsburg will extend from 7500 feet east of switch to new connection track to 7500 feet west of switch to existing transfer track.

Intermediate Tracks

Between Stations:
 MP 121.1 Capacity 9 cars
 MP 139.1 Capacity 10 cars
 MP 139.1 Capacity 4 cars
 MP 156.8 Capacity 7 cars

Maximum Wt: 263,000 lbs.

OWATONNA SUBDIV — CENTRAL DIVISION

Mile Posts	Miles	↓ SOUTH STATIONS NORTH ↑		Station Numbers	Capacity of Sidings
522.0	0.0	SOUTH ST. PAUL	ⓐⓑⓒⓓⓔⓕⓖⓗ	7438	
	10.9	ROSEMOUNT	ⓓ	8301	65
326.3	17.9	FARMINGTON	ⓓ	8302	85
319.5	24.7	CASTLE ROCK	6.8	8303	52
313.4	30.8	NORTHFIELD	6.1	8304	94
310.3	33.9	DUNDAS	3.7 3.8	8305	59
306.5	37.7	COMUS	6.8	8306	87
299.7	44.5	FARIBAULT	4.2	8307	45
295.5	48.7	KASPER	5.2	8308	119
290.3	53.9	MEDFORD	6.0	8309	
284.3	59.9	OWATONNA	9.3	8310	124
275.0	69.2	HOPE	6.3	8311	
268.7	75.5	ELLENDALE	7.8	8312	123
260.9	83.3	CLARKS GROVE	7.6	8313	142
252.7	90.9	ALBERT LEA	0.3 ⓐⓑⓒⓓⓔ	8314	97
252.4	91.2	CMSTP&P CROSSING	0.7 Y ⓐ ⓑ ⓓ		
251.7	91.9	CURTIS	5.8 ⓓ	8315	
245.9	97.7	GLENVILLE	5.0 ⓓ	7919	
240.9	102.7	GORDON, MINN.	5.0	7920	121
235.9	107.7	NORTHWOOD, IOWA	6.4	2610	
229.5	114.1	KENSETT	3.0	4536	81
226.5	117.1	MANLY YARD	1.1	8317	
225.4	118.2	MANLY JCT.	ⓓⓔ	8318	

SPEED RESTRICTIONS (In MPH)
 Maximum 49
 MP 344.0—
 Inver Grove 10
 MP 251.7—253.8 10
 Curtis—MP 252.3
 (Front St.) 10

Yard Limits:
 MP 249.5—253.6

Rule 83(A)—Register ticket authorized at Inver Grove.

Trains between Rosemount and Comus operate over CMSTP&P and will be governed by CMSTP&P timetable and operating rules.

Rule 83(B)—Northward IC trains may leave Glenville without clearance.

ABS—CTC
 South St. Paul—Rosemount
 Comus—Manly Yard

Rule 99—Minimum flagging distance 1 mile.

If an ICG train is delayed at Glenville, doing station work, crew member will push button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.

Six (6) axle locomotives are prohibited from operating over the industrial trackage at Jobs Inc., Albert Lea, Mn.

Owatonna—C&NW overhead bridge MP 284.6 vertical clearance 20 ft. 4 1/2 inches and horizontal clearance 8 ft. 3 1/2 inches on main track; 19 ft. vertical clearance on siding.

Manly Jct.—Signal 2250 should be considered a one unit signal. Lower aspect has been removed from service.

Faribault—North siding switch and No. 3 track switch out of service.

Manly Jct.—North 200 feet of track No. 8 out of service.

Normal Position of Junction Switches:
 Curtis—for
 Owatonna Subdivn.
 Glenville—for
 Owatonna Subdivn.
 Manly Jct.—for
 Owatonna Subdivn.

Intermediate Tracks Between Stations:
 MP 286.5
 Capacity—27 cars
 (Wickes Lumber Co.)
 MP 261.0
 Capacity—19 cars
 (team spur track)

Maximum Wt:
 South St. Paul—Albert Lea 263,000 lbs.
 Albert Lea—Manly Jct. 315,000 lbs.

EARLHAM SUBDIV — CENTRAL DIVISION

Mile Posts	Miles	↓ WEST STATIONS EAST ↑		Station Numbers	Capacity of Sidings
355.6	0.0	DES MOINES	ⓐⓑⓒⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗⓓⓔⓕⓖⓗ	8500	YARD
356.2	0.6	C&NW—DMU	ⓐ		
358.3	2.7	DMU CROSSING	Y ⓐ		
358.6	3.0	WEST 16th ST	0.3		
362.6	7.0	WEST DES MOINES	10.1 ⓓ		
372.7	17.1	BOONEVILLE	3.9	8502	115
376.6	21.0	VAN METER	3.2	8503	
379.8	24.2	DE SOTO	5.7	8504	
385.5	29.9	WINEAR	1.9	8506	
387.4	31.8	EARLHAM	5.6	8507	120
393.0	37.4	DEXTER	5.6	8508	

SPEED RESTRICTIONS (In MPH)
 Maximum Speed 40
 MP 355.6—363.0 10
 MP 377.2—380.8 30
 All tracks except M.T. 5

Yard Limits:
 Des Moines to MP 364.5

ABS: Earlham-Dexter

Two Main Tracks—Des Moines to West Des Moines. South Track No. 1, North Track No. 2.

Rule 99: Minimum flagging distance 4500 feet.

Rule 97 does not apply between Des Moines and West Des Moines. Trains and engines must obtain permission from the Short Line Yardmaster at Des Moines before entering this territory. All trains and engines must operate on Track No. 1 unless otherwise directed by Short Line Yardmaster.

Des Moines West 11th Street, (MP 358.3) dwarf signals located 200 feet from DMU Crossing indicates position of gate at crossing and have no automatic block signal function. When signals indicate stop, trains and engines must be preceded by a crew member to crossing.

Normal Position of Junction Switch:
 West Des Moines is for Earlham Subdivn.
Connecting tracks between Earlham Subdivn. Track No. 2 and Des Moines Subdivn. located at MP 356 will be used on authority of Short Line Tower operator. Normal position of switches is for connecting track.

Trains or engines entering Earlham Subdivn. through Hollingsworth Spur must obtain permission from Short Line Yardmaster.

Winear—South switch and South 300 feet west leg of wye removed from service. Do not shove cars westward over north switch east runaround track.

Overhead or side restricted clearances as follows:
 Des Moines—North industry track just west of Fifth Street.
 West Des Moines—Between 11th Street and 150 feet east between track 1-2-3-4.
 Winear—Loading dock Concrete Materials Co. MP 384.9
 Booneville—West 200 feet of elevator track out of service account close clearance.

Maximum Wt: 263,000 lbs.

NEWTON SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
322.5	0.0	NEWTON	8480	120
334.7	12.2	COLFAX	8478	115
340.6	18.1	MITCHELLVILLE	8477	...
346.9	24.4	ALTOONA	8476	...
355.6	33.1	DES MOINES	8500	...

SPEED RESTRICTIONS (In MPH)

Maximum Speed 30
MP 352.7—
Des Moines 10

Yard Limits:

MP 351.0—Des Moines

Rule 99: Minimum flagging distance 4500 feet.

Trains and engines approaching East 34th Street Des Moines grade crossing which has automatic protection must be prepared to stop short of crossing and movement must not be made over crossing until it is known protection is operating or movement protected by crew member.

Normal Position of Junction Switch:

Altoona is for Newton Subdivn.

Maximum Wt: 263,000 lbs.
(Except as shown below)
State Fair Grounds Spur
190,000 lbs.

PELLA SUBDIVN—CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
115.6	0.0	PELLA	8494	23
123.6	8.0	OTLEY	8493	...
129.1	13.5	MONROE	8492	...
138.3	22.7	PRAIRIE CITY	8491	...
151.5	35.9	ALTOONA	8476	...

SPEED RESTRICTIONS (In MPH)

Maximum Speed 30

Rule 99: Minimum flagging distance 3000 feet.

Normal Position of Junction Switch:

Altoona is for Newton Subdivn.

Maximum Wt: 263,000 lbs.

TRENTON SUBDIVN—CENTRAL DIVISION

Mile Post	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
73.6	0.0	DES MOINES	8500	YARD
...	0.2	DMU	...	...
...	0.5	BN	...	...
66.8	6.8	AVON	8342	104
64.7	8.9	CARLISLE	8343	114
59.6	14.0	HARTFORD	8344	...
52.8	20.8	BEECH	8345	142
39.5	34.1	MELCHER	8347	81
29.9	43.7	WILLIAMSON	8348	126
23.4	50.2	CHARITON	8349	...
11.2	62.4	MILLERTON	8350	123
4.5	69.1	CORYDON	8351	...
365.0	73.8	ALLERTON	8352	312
372.2	81.0	CLIO	...	...
378.8	87.6	LINEVILLE	8354	...
383.1	91.9	MERCER	8355	121
392.4	101.2	PRINCETON	8356	101
399.8	107.1	MILL GROVE	8357	140
404.3	111.8	SPICKARDS	8358	...
410.3	117.6	TINDALL	8359	...
413.7	121.0	COBB	8360	...
414.0	123.2	TRENTON	8361	YARD
417.4	126.6	LAKE	...	...
421.6	130.8	HICKORY CREEK	...	...
425.0	134.2	COBURN	8365	292
434.8	144.0	LOCK SPRINGS	8367	121
443.5	152.7	NETTLETON	8368	124
262.5	169.6	POLO	8369	121
274.0	180.9	LAWSON JCT.	8371	...
275.4	182.1	LAWSON	8372	99
282.1	188.7	EXCELSIOR SPRINGS	8373	79
287.5	194.0	MOSEBY JCT.	8374	...
295.0	201.6	LIBERTY	8376	99
300.5	207.0	BIRMINGHAM	8377	...
302.9	209.7	DRAWBRIDGE	...	...
304.4	211.0	FREIGHT LINE JCT.	8378	...
...	211.2	WEST WYE TOWER	8379	...
304.9	211.5	AIRLINE JCT.	8380	...
...	...	SHEFFIELD	...	...
...	...	KANSAS CITY	7365	...

TRENTON SUBDIV—CENTRAL DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 43.2—MP 43.3	10
MP 64.7—MP 73.1	30
MP 73.1—MP 73.6	10

Sidings:

Nettleton	5
Princeton	5
Millerton	5
Williamson	5
Beech	5
Carlisle	5
Trenton: All Yard Tracks	5

Two Main Tracks Lake to Cobb.

CTC: Sheffield—Airline Jct.

CTC: Airline Jct.—Allerton

ABS: Allerton—Carlisle

CTC: Carlisle—BN Crossing

Rule 83(A)—Trenton is register station for trains originating and terminating only.

Rule 83(B)—Northward trains must obtain C&NW and MILW clearance at Drawbridge. All trains must obtain C&NW clearance at Trenton. All southward trains destined Polo or beyond must obtain MILW clearance at Trenton.

Rule 97—Does not apply between Airline Jct. and Drawbridge. C&NW trains will accept MILW orders and clearances addressed to eastward and westward trains as meaning northward and southward respectively.

Rule 99—Minimum flagging distance: 5000 feet.

Spur Track—Extends 11.3 miles from Carlisle to Indianola (Station No. 8387) maximum speed 10 MPH. Maximum weight 263,000 lbs.

Dragging Equipment Indicator—MP 300.6 both main tracks.

Trains between Kansas City and Airline Jct. will be governed by Greater Kansas City Area Operating Rules.

Westward Indicator Located on Siding at Coburn at MP 425.1 when displaying lunar light indicates that switch and signal at west end of siding Coburn are lined for movement to the main track AT THAT TIME. If indicator displays a red light, switch and signal at west end of siding Coburn are not lined for movement to the main track. Trains and engines may pass this indicator without stopping if displaying red light to continue to signal at west end of siding. This indicator IS NOT AN AUTOMATIC BLOCK SIGNAL.

Polo—North 1000 feet of siding Out of Service.

Between Airline Jct. and Polo, C&NW trains and engines operate on joint C&NW-MILW track and are governed by MILW Timetable and Special Instructions.

Industrial Tracks located at MP 473.0 Mud Spur 11 car capacity.

Maximum Wt: 263,000 lbs.

On the east

—Congo Missouri Pacific MP 283.8

On the north

—North Kansas City Yards of BN Inc. and

N&W to and including block 222.

—Fairfax

These rules govern employees while operating on tracks of railroads other than that by which they are employed. Except for these rules, employees will be governed by the operating rules, air brake rules and safety rules of the railroad by which they are employed.

GREATER KANSAS CITY AREA OPERATING RULES are in effect in an area bounded as follows:

On the west

—MP 6.41 on the Union Pacific

MP 8.00 on the ATSF

On the south

—Leeds (39th St.)

Rosedale (Southwest Blvd.) on the BN and MKT

IOWA FALLS SUBDIV—CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		↓	↑		
192.6	0.0	MASON CITY Y ⊗	CMSTP&P—IT ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗	8319	YARD
190.5	2.1	FLINT Y			95
182.2	10.4	HURLEY		8321	...
174.5	18.1	SHEFFIELD		8322	122
170.1	22.5	CHAPIN		8323	...
163.7	28.9	HAMPTON ⊗ C&NW		8324	53
155.4	37.2	BRADFORD		8326	80
148.2	44.4	ARGON	⊗	8327	83
147.7	44.9	MILLS ⊗ ICG—C&NW	⊗ ⊗ ⊗ ⊗ ⊗		...
147.4	45.2	IOWA FALLS } Y		8328	...
146.3	46.3	PURINA } 1.1		8329	82
137.5	55.1	BUCKEYE		8330	123
133.0	59.6	SHERMAN		8331	...
125.4	67.2	GARDEN CITY		8332	60
119.8	72.8	McCALLSBURG		8333	88
113.4	79.2	FERNALD		8334	...
107.0	85.6	NEVADA		8335	56
103.1	89.5	SHIPLEY		8336	...
96.6	96.0	CAMBRIDGE		8337	89
89.5	103.1	ELKHART		8338	...
85.3	107.3	ENTERPRISE		8339	119
78.6	114.0	SWANWOOD		8340	45
73.9	118.7	⊗ C&NW	} Y ⊗	...	...
73.6	119.0	DES MOINES ⊗	C&NW ⊗ ⊗ ⊗ ⊗ ⊗	8500	...

SPEED RESTRICTIONS (In MPH)

Maximum Speed	30
Any Track Except M.T.	5

Yard Limits:

MP 189.1—191.3

MP 145.0—150.1

MP 73.8—79.1

ABS—MP 77.5—Flint

Rule 83(A)—Only trains originating or terminating at Iowa Falls will register at Mills. Register ticket authorized.

Rule 97 does not apply between Des Moines and Swanwood. Trains and engines must obtain permission from the Short Line yardmaster or operator at Des Moines before entering this territory.

Rule 99: Minimum flagging distance 1000 feet.

Rule 222—At Mills train order signal displays flashing red "Stop" or flashing green "Clear" aspect. No change in indication of Rules 222(D) or 222(E) governing.

Overhead or Side Restricted

Clearances as Follows:

Cambridge, Iowa—MILW RR overhead

bridge 966 MP 96.5 vertical clearance 20 ft. 3 ins. and horizontal clearance 8 ft. 6 ins.

Des Moines, Iowa—Maximum vertical clearance overhead spout east spur track serving Bulk Service, north of Broadway Avenue, is 15 feet ATR.

Swanwood—Derails installed both ends of siding.

Connecting Track Between Iowa Falls Subdiv. and Des Moines Subdiv. located at MP 74.9 will be used on authority of Short Line Tower Operator.

Connecting Track Between Iowa Falls Subdiv. and Ankeny Subdiv. located at MP 74.5 will be used on authority of Short Line Tower Operator.

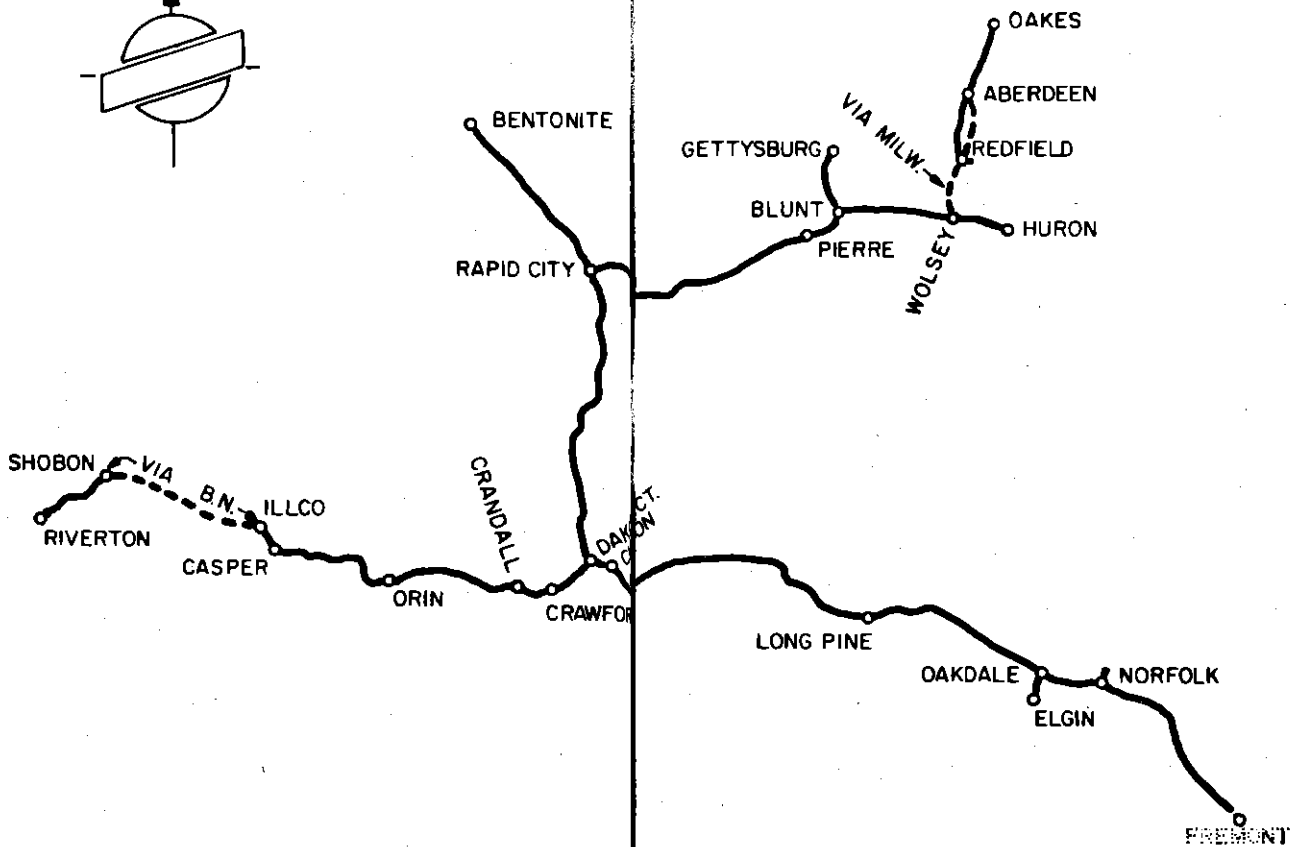
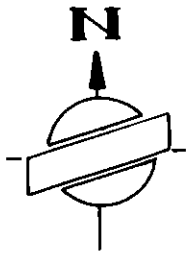
Normal Position of Junction Switch at Mason City is for Mason City Subdiv.

Intermediate Tracks Between Stations:

MP 86.8 Capacity 3 cars

MP 159.8 Capacity 20 cars

Maximum Wt: 263,000 lbs.



WESTERN DIVISION

WEST POINT SUBDIVN—WESTERN DIVISION

Mile Posts and distance from Fremont	STATIONS		Station Numbers	Capacity of Sidings
	WEST	EAST		
0.0	FREMONT Y	ⓅⓄⓄⓄⓄⓄⓄ	6023	...
6.7	Ⓞ BN	Ⓞ		
16.8	HOOPER		6034	76
24.2	SCRIBNER		6037	57
34.5	WEST POINT	ⓄⓄ	6044	46
45.3	BEEMER		6048	70
52.1	WISNER		6051	...
59.7	PILGER		6054	...
69.4	STANTON		6058	...
81.8	NORFOLK Y	ⓅⓄⓄⓄⓄⓄⓄ	7001	...

SPEED RESTRICTIONS (In MPH)

Maximum 30

Yard Limits:

Fremont—MP 5.5
MP 80.1—Norfolk

Rule 83(B)—All trains obtain Clearance at Norfolk.

Rule 99—Minimum flagging distance—one mile.

Maximum Wt: 263,000 lbs.

NORFOLK SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
81.8	0.0	NORFOLK	ⓅⓄⓄⓄⓄⓄⓄ	7001	...
	0.5	0.5			
82.3	0.5	Ⓞ UP	Ⓞ		
	8.9				
91.2	9.4	BATTLE CREEK		6068	67
	7.2				
98.4	16.6	MEADOW GROVE		6071	...
	5.3				
103.7	21.9	TILDEN		6074	...
	6.9				
110.6	28.8	OAKDALE	Ⓞ	6078	40
	5.4				
116.0	34.2	NELIGH	ⓄⓄ	6080	...
	8.9				
124.9	43.1	CLEARWATER		6084	67
	10.2				
135.1	53.3	EWING		6088	...
	12.7				
147.8	66.0	INMAN		6093	...
	7.8				
155.6	73.8	O'NEILL	ⓄⓄ	6097	66
	8.2				
163.8	82.0	EMMET		6101	...
	9.8				
173.6	91.6	ATKINSON		6104	69
	9.6				
183.2	101.4	STUART		6109	...
	10.1				
193.3	111.5	NEWPORT		6113	40
	11.2				
204.5	122.7	BASSETT		6117	61
	9.1				
213.6	131.8	LONG PINE Y	ⓅⓄⓄⓄⓄ	6121	...

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 82.3—UP Crossing 20

Yard Limits:

Norfolk—MP 83.3
MP 212.8—Long Pine

Rule 83(B) All trains obtain Clearance at Norfolk and Long Pine.

Rule 98(A) At Norfolk, UP Railroad crossing at grade protected by stop signs is located 1.3 miles from wye switch on Industry lead.

Rule 99 Minimum flagging distance—one mile.

Rule 99(D) applies.

Elgin Spur extends 10.3 miles Oakdale to Elgin (Sta. No. 6994). Maximum speed 5 MPH.

Maximum Wt: 263,000 lbs.
(except 210,000 lbs. on Elgin Spur.)

LONG PINE SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	MOUNTAIN STANDARD TIME		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
213.6	0.0	LONG PINE Y	B D K C R	6121	...
	8.4	AINSWORTH		6126	25
228.0	13.4	SANDRIDGE		6127	37
243.7	29.1	WOOD LAKE		6135	58
262.0	47.4	THACHER		6143	33
269.0	54.4	VALENTINE Y	B D C W	6146	84
280.8	65.7	CROOKSTON		6151	...
291.5	76.4	KILGORE		6155	22
299.8	84.7	NENZEL		6159	...
307.5	92.4	CODY		6162	23
320.8	105.7	ELI		6165	...
332.0	116.9	MERRIMAN		6170	76
346.1	131.0	IRWIN		6176	...
359.9	144.8	GORDON	D C	6181	80
368.0	152.9	CLINTON		6185	...
374.7	159.6	RUSHVILLE		6188	66
386.5	171.4	HAY SPRINGS		6193	61
395.6	180.5	BORDEAUX		6197	25
406.3	191.2	CHADRON Y	B C K C B	6202	...

SPEED RESTRICTIONS (In MPH)

Maximum 30

Yard Limits:

Long Pine—MP 216.1
MP 268.4—271.0
MP 404.4—Chadron

Rule 83(B)—All trains obtain Clearance at Long Pine.

Rule 99—Minimum flagging distance—one mile.

Rule 99(D) applies.

Dragging Equipment Detectors are located at MP 263.1 and MP 268.8 between Thacher

and Valentine. A white light on the signal box at these locations indicates equipment is in working order. A yellow strobe light mounted on a 16 foot pole will flash if dragging equipment is detected. If white light is out or yellow strobe light is flashing, train must be stopped and walking inspection of entire train must be made for dragging equipment. Engineer of train approaching these two locations from either direction must notify conductor on rear of train the signal aspect displayed. Conductor must notify the Engineer of the signal aspect displayed when rear of train clears these detectors.

Maximum Wt: 263,000 lbs.

CASPER SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	MOUNTAIN STANDARD TIME		Station Numbers	Capacity of Sidings
		↓ WEST	↑ EAST		
406.3		CHADRON	B C K C B	6202	...
411.4	0.0	DAKOTA JCT. } Y	J W	6205	...
421.8	10.3	WHITNEY		6209	...
432.5	21.0	CRAWFORD Y C BN	A	6213	67
435.5	24.0	FT. ROBINSON		6215	...
460.4	48.9	HARRISON	W	6224	...
491.2	79.7	LUSK		6238	...
500.0	88.5	MANVILLE		6242	...
520.6	109.1	SHAWNEE		6250	...
528.1	116.6	FISHER JCT	J		...
Between Fisher Jct. and Orin Jct. C&NW trains and engines operate over BN and are governed by BN rules and timetable.					
530.7	119.2	ORIN JCT	J		...
532.0	120.5	ORIN		6255	65
546.2	134.7	DOUGLAS		6262	55
563.4	151.9	CAREYHURST		6271	37
574.7	163.2	GLENROCK		6276	...
581.4	169.9	PARKERTON		6278	...
595.0	183.5	STROUDS		6284	...
599.7	188.2	CASPER } Y	B C K C B	6287	...
615.0	203.5	ILLCO	J	6295	...
Between Illco and Shobon C&NW trains and engines operate over BN and are governed by BN rules and timetable.					
699.0	289.9	SHOBON Y	J	6315	...
702.4	293.3	SHOSHONI		6347	...
724.7	315.6	RIVERTON	D C W	6355	...

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 411.4 Spring switch 10
MP 432.4—BN crossing 20
MP 615.0—Jct. BN Stop
MP 699.0—Jct. BN Stop

Yard Limits:

Chadron—MP 412.1
MP 431.4—433.4
MP 594.4—604.0
MP 699.0—699.5

Rule 83(B)—All eastward trains obtain Clearance at Casper.

Rule 97 does not apply between Chadron and Dakota Jct. and between Strouds and Casper.

Rule 99—Minimum flagging distance—one mile.

Rule 99(D) applies.

Rule S-225 applies on C&NW between Casper and Riverton.

Spring Switch: Dakota Jct. Normal position for Rapid City Subdivision.

Dakota Jct. Normal position for wye switch on Casper Subdivision is for Casper Subdivision.

Harrison: Eastward trains make train inspection.

Rock and Roll Restrictions do not apply on C&NW between Harrison and Riverton.

Casper-Riverton: Train location reports (line-ups) not issued between Casper and Riverton.

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	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SECOND CLASS
355						358
Daily except Sat						Daily except Sun
			No. 358 is superior to No. 355			
			*See footnote exception.			
PM	406.3	0.0	CHADRON	6202		PM
			5.1 }..... ⑥③④⑤⑥			A 4:48
10:15	411.4 0.0	5.1	DAKOTA JCT. }..... ③④	6205		4:33
10:44	12.0	17.1	WAYSIDE ④⑤	6400	42	4:04
			14.8			
11:20	26.8	31.9	OELRICHS ④⑤	6407		3:28
			9.6			
11:43	36.4	41.5	SMITHWICK ④⑤	6411	40	3:05
			7.2			
12:01	43.6	48.7	ORAL ④⑤	6414	48	2:48
			7.0			
12:31	50.6	55.7	BUFFALO GAP ④⑤	6417		2:17
			16.4			
1:26	67.0	72.1	FAIRBURN ④⑤	6423	37	1:22
			11.7			
1:50	78.7	83.8	HERMOSA ④⑤	6427		12:59
			18.4			
2:27	97.1	102.2	RAPID CITY ⑥③④⑤	6433		12:22
			7.4 }..... ③④⑤			
2:42	104.5	109.6	EVERIST ③④⑤			12:07
			9.2			
3:00	113.7	118.8	PIEDMONT ④⑤	6439		11:49
			14.9			
3:30	128.6	133.7	STURGIS ④⑤	6447	40	11:19
			6.7			
3:43	135.3	140.4	WHITEWOOD TY ④⑤	6451		11:06
			7.4			
3:57	142.7	147.8	ST. ONGE ④⑤	6455	25	10:52
			11.4			
A 4:19 AM	154.1	159.2	BELLE FOURCHE Y ⑥③④⑤	6459		10:30 AM
			20.6 }..... ③④⑤			
	174.7	179.8	BENTONITE ④⑤	6460		

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 411.4—Spring Switch	10
MP 156.8—Bentonite	25

Yard Limits:

Chadron—MP 0.6	
MP 95.8—105.0	
MP 153.2—157.4	

Temporary Yard Limits:

Whitewood
Effective as authorized by Form "TY" train order.

Rule 70—There is no superiority of trains between Chadron and Dakota Jct. and between Rapid City and Everist.

Rule 83(B)—Eastward trains originating at Belle Fourche must obtain Clearance at Belle Fourche.

Trains must obtain Clearance at Rapid City when train order office is open.

Rule 97 does not apply between Chadron and Dakota Jct. and between Rapid City and Everist.

Rule 99—Minimum flagging distance—one mile.

Rule S-225 applies between Belle Fourche and Bentonite.

Rock and Roll Restrictions do not apply between Dakota Jct. and Bentonite.

Spring Switch: Dakota Jct. Normal position is for Rapid City Subdivision.

Chadron-Dakota Jct. 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. In the event trains cannot communicate with the train dispatcher due to communication failure, trains may operate between Chadron and Dakota Jct. under the provisions of Rule 93.

Dakota Jct. Normal position for the wye switch on the Rapid City Subdivision is for Rapid City Subdivision.

Rapid City: Normal position of P.R.C. Subdivision Jct. switch is for Rapid City Subdivision.

Train location Reports (line-ups) not issued between Belle Fourche and Bentonite.

Bentonite: Normal position of the switch point derailed at MP 174.6 is against movements on the main track.

Maximum Wt:
Chadron-Dakota Jct. 263,000 lbs.
Dakota Jct.-Bentonite 251,000 lbs.

PIERRE SUBDIVN—WESTERN DIVISION

WEST		MOUNTAIN STANDARD TIME			EAST	
SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SECOND CLASS
358						355
Daily except Sun						Daily except Sat
			No. 358 is superior to No. 355			
			*See footnote exception.			
PM	362.8	0.0	HURON ⑥③④⑤⑥	1228		PM
			0.7 }..... ③④⑤			A 4:48
363.5	0.7	0.7	BN ④⑤			4:33
			12.6			
376.1	13.3	13.3	WOLSEY ④⑤	1230	46	4:04
			0.3			
376.4	13.6	13.6	CMSTP&P ④⑤			3:28
			11.1			
387.5	24.7	24.7	WESSINGTON ④⑤	1233		3:05
			12.9			
400.4	37.6	37.6	ST. LAWRENCE ④⑤	1236		2:48
			2.5			
402.9	40.1	40.1	MILLER ④⑤	1237	34	2:17
			10.5			
413.4	50.6	50.6	REE HEIGHTS ④⑤	1239		1:22
			11.8			
425.2	62.4	62.4	HIGHMORE ④⑤	1242	45	12:59
			7.8			
433.0	70.2	70.2	HOLABIRD ④⑤	1243		12:22
			7.0			
440.0	77.2	77.2	HARROLD ④⑤	1245	45	12:07
			12.8			
452.8	90.0	90.0	BLUNT ④⑤	1248	57	11:49
			27.7			
480.5	117.7	117.7	PIERRE Y ⑥③④⑤⑥	1260		11:19

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 363.5—BN	20
Crossing	20*
MP 376.4—CMSTP&P	
Crossing	20*

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

Yard Limits:

Huron—MP 366.3	
MP 479.3—Pierre	

Rule 83(B)—All trains obtain Clearance at Huron and Pierre.

Rule 99—Minimum flagging distance—one mile.

Rule 99(D) applies.

Rock and Roll Restrictions do not apply between Huron and Pierre.

Wolsey: Normal position of Jct. switch is for Pierre Subdivision.

Blunt: Normal position for Jct. switches is for Pierre Subdivision.

Maximum Wt: 251,000 lbs.

P.R.C. SUBDIVN—WESTERN DIVISION

WEST		MOUNTAIN STANDARD TIME			EAST	
SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SECOND CLASS
355						358
Daily except Sat						Daily except Sun
			No. 358 is superior to No. 355			
			*See footnote exception.			
PM	480.5	0.0	PIERRE ...Y ⑥③④⑤⑥	1260		PM
			3.9			A 4:48
484.4	3.9	3.9	FT. PIERRE ④⑤	9501		4:33
			18.9			
503.3	22.8	22.8	WENDTE ④⑤	9511		4:04
			9.6			
512.9	32.4	32.4	VAN METRE ④⑤	9516	49	3:28
			10.5			
523.4	42.9	42.9	CAPA ④⑤	9521		3:05
			9.8			
533.2	52.7	52.7	MIDLAND ④⑤	9526	44	2:48
			26.5			
559.7	79.2	79.2	PHILIP ④⑤	9541	44	2:17
			24.9			
584.6	104.1	104.1	QUINN ④⑤	9551		1:22
			6.4			
591.0	110.5	110.5	WALL ④⑤	9556	44	12:59
			14.0			
605.0	124.5	124.5	WASTA ④⑤	9561	33	12:22
			10.3			
615.3	134.8	134.8	OWANKA ④⑤	9566		12:07
			13.7			
629.0	148.5	148.5	UNDERWOOD ④⑤	9571		11:49
			11.8			
640.6	160.1	160.1	BOX ELDER ④⑤	9576	30	11:19
			8.5			
649.1	168.6	168.6	CMSTP&P ④⑤			10:52
			2.2 }..... ③④⑤			
649.1	170.8	170.8	RAPID CITY ⑥③④⑤⑥	6433		10:30 AM

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

Yard Limits:

Pierre—MP 482.3	
MP 649.0—Rapid City	

Rule 83(B) All trains obtain Clearance at Pierre and Rapid City.

Rule 99 Minimum flagging distance—one mile.

Rule 99(D) applies.

Normal Position for Junction Switch:
Rapid City is for Rapid City Subdivision.

Maximum Wt:
Pierre-Ft. Pierre 251,000 lbs.
Ft. Pierre-Rapid City 210,000 lbs.

SPOTTSWOOD SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
704.6	0.0	WOLSEY ⊗ C&NW	..... (A) ⊙	1230	...
		12.4			
717.0	12.4	BONILLA	.....	8100	...
		4.9			
721.9	17.3	SPOTTSWOOD	.....	8101	...
		5.8			
727.7	23.1	TULARE	.....	8102	...
		10.1			
737.8	33.2	REDFIELD ⊗ C&NW	..... (A) ⊙	1287	86
		8.2			
746.0	41.4	ASHTON	.....	8103	...
		11.2			
757.0	52.6	MELLETTTE	.....	8104	...
		5.8			
762.8	58.2	DUXBURY	.....	8105	...
		5.9			
768.7	64.1	WARNER	.....	8106	...
		6.9			
775.6	71.0	⊗ C&NW	..... (A)	...	...
		3.0			
778.6	74.0	ABERDEEN YARD Y	.....	...	...
		(CMSTP&P)			

SPEED RESTRICTIONS (In MPH)
 Maximum 30
 Wolsey—C&NW crossing 20
 Redfield—C&NW crossing 20
 MP 775.6—C&NW crossing 20

Yard Limits:
 MP 778.05—Aberdeen

Rule 99—Minimum flagging distance—one mile.

Wolsey: Normal position of Jct. switch on Spottswood Subdivision is for the connection track to Pierre Subdivision.

Aberdeen: All C&NW trains must obtain permission from CMSTP&P Dispatcher or Yardmaster at Aberdeen before entering CMSTP&P trackage at Aberdeen.

Maximum Wt: 263,000 lbs.

OAKES SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
40.2	0.0	REDFIELD	..... (D) ⊙	1287	...
		10.0			
50.2	10.0	ATHOL	.....	1288	...
		10.4			
60.6	20.4	NORTHVILLE	.....	1289	...
		5.9			
66.5	26.3	MANSFIELD	..... Y	1290	...
		9.9			
76.4	36.2	GASPIE	.....	1292	...
		3.1			
79.5	39.3	⊗ CMSTP&P	..... (A)	...	...
		2.9			
82.4	42.2	ABERDEEN	..... (D) ⊙	1293	41
		0.2			
82.6	42.4	⊗ BN—CMSTP&P	..... (A) ⊙	...	...
		8.2			
90.8	50.6	ORDWAY	.....	1294	...
		5.8			
96.6	56.4	COLUMBIA	.....	1295	...
		11.8			
108.4	68.2	HOUGHTON	.....	1296	...
		8.7			
117.1	76.9	HECLA	.....	1297	...
		8.9			
126.0	85.8	LUDDEN	.....	1298	...
		1.4			
127.4	87.2	LUDDEN JCT.	..... ⊙	...	...
		7.2			
134.6	94.4	⊗ SOO LINE	..... Y ⊙	...	...
		0.5			
135.1	94.9	OAKES	..... (D) ⊙ (S)	1299	25

SPEED RESTRICTIONS (In MPH)
 Maximum 20
 MP 79.5—CMSTP&P crossing 20
 MP 82.1—6th Ave. crossing 10
 MP 82.6 BN—CMSTP&P crossings 20
 MP 134.6—Soo Line crossing Stop

Yard Limits:
 Redfield—MP 83.4
 MP 127.0—Oakes

Rule 83(B)—All C&NW trains obtain Clearance at Oakes.

Rule 97 does not apply between Redfield and Aberdeen and between Ludden Jct. and Oakes.

Rule 99—Minimum flagging distance—one half mile.

Rule 99(D) applies.

Rock and Roll Restrictions do not apply between Redfield and Oakes.

Redfield: Automatic interlocking on yard track.

Ludden Jct.: Normal position for Jct. switch is for Oakes Subdivision.

Ludden Jct.—Oakes: BN trains and engines operate over C&NW

Redfield—Aberdeen: Train location reports (line-ups) not issued between Redfield and Aberdeen.

Maximum Wt: 210,000 lbs.

GETTYSBURG SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
115.1	0.0	BLUNT	..... (D) ⊙	1248	57
		15.6			
99.5	15.6	ONIDA	.....	1418	...
		9.7			
89.8	25.3	AGAR	..... Y	1421	...
		6.2			
83.6	31.5	GORMAN	.....	1423	...
		8.8			
74.8	40.3	GETTYSBURG	.....	1197	...

SPEED RESTRICTIONS (In MPH)
 Maximum 10

Rule 97 does not apply.

Rock and Roll Restrictions do not apply between Blunt and Gettysburg.

Train Location Reports (lineups) not issued.

Blunt: Normal position of Jct. switch is for Pierre Subdivision. Normal position of Wye switch is for the east leg of the Wye.

Maximum Wt: 185,000 lbs.

CLEARANCE LIMITS

Maximum width and height of loaded or empty cars that will pass in safety over the main tracks listed below:

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
For Points Between	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
CHICAGO DIVISION								
Clinton St. and Proviso	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)	17	0	17	0	17	0	17	0
See Note "A"	17	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	17	6	17	6	17	6	17	6
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 (former CGW)	18	6	18	6	18	6	18	6

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 1 ft. 9 in. above top of rail on the Rockwell Subdivn. and to 2 ft. 0 in. on all other 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:

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 15 ft. 0 in.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
For Points Between	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 Jct.	19	0	19	0	18	3	17	3
Peoria Jct. and Madison	19	9	19	3	18	9	18	0
DeKalb and Sycamore	22	0	22	0	22	0	22	0
DeKalb and Troy Grove	22	0	22	0	22	0	22	0
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
Villa Park and EJ&E Jct. (W. Chgo.)	19	9	19	9	19	9	19	9
Sycamore and Byron	19	3	19	3	19	3	19	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 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 noted by * which are listed below:

Proviso and West Chicago	3 ft. 9 in.
Villa Park 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	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
For Points Between	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
IOWA DIVISION								
Clinton and Belle Plaine	19	2	19	2	19	0	17	9
Ohio and Beverly (via Cedar Rapids)	20	0	19	6	19	0	18	3
Belle Plaine and Marshalltown	20	0	19	6	19	0	17	9
Marshalltown and Ames	22	0	22	0	22	0	22	0
Ames and Missouri Valley	20	0	20	0	20	0	19	0
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
Irrington and Dodge St.	22	0	22	0	22	0	22	0
Dodge St. and South Omaha	19	3	18	6	17	9	16	6
Sioux City (22nd St. Yard) and Cal. Jct.	20	0	19	6	16	6	16	6
Fremont and Lincoln	19	3	19	3	19	3	19	3
Florence and Omaha	19	9	19	9	19	9	19	9
Sioux City (22nd Street) and Dakota City	18	9	18	3	16	3	16	3
Fort Dodge and Kelley	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
Marshalltown and Oskaloosa	19	0	18	6	18	0	17	0
Oskaloosa and Albia	18	9	18	9	18	3	17	6
Tama and Conrad	22	0	22	0	22	0	22	0

Close clearance west end Missouri River Bridge R-2 on Dakota Subdivn. will not clear anyone on side of car or leaning out of engine cab, coach or caboos windows, on either side.

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 11 ft. 6 in. may be extended down to 3 ft. 1 in. 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 Dakota City	3 ft. 6 in.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
For Points Between	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
WESTERN DIVISION								
Fremont and Norfolk	22	0	21	6	21	0	20	3
Norfolk and Crawford	21	9	21	3	20	9	20	3
Crawford and Ilco (Inc. BN Trackage)	20	9	20	9	20	9	20	9
Ilco and Shoshoni (Inc. BN Trackage)	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
Wolsey and Aberdeen via CMSTP&P	20	0	20	0	20	0	19	3
Redfield and Oakes	22	0	22	0	22	0	22	0
Oakdale and Elgin	20	6	20	6	20	6	20	6
Blunt and Gettysburg	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 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except between Crawford and Ilco where minimum is 3 ft. 6 in. above top of rail.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
CENTRAL DIVISION								
Albert Lea and Mason City	19	3	19	3	19	3	19	0
Mason City and Marshalltown	21	9	21	3	20	9	20	3
Mason City and Austin	22	0	22	0	22	0	22	0
Hayfield and Waltham	22	0	22	0	22	0	22	0
Lake Mills and Luverne	20	9	20	9	20	9	20	9
Humboldt and Ft. Dodge	17	3	17	3	17	3	17	3
Minerva Jct. and Zearing	22	0	22	0	22	0	22	0
Kesley and Mason City	22	0	22	0	22	0	22	0
Buckingham and Dilke	21	3	21	3	21	3	21	3
Mason City and Sanborn	21	3	20	6	19	9	18	9
Farnhamville and Gowrie	22	0	22	0	22	0	22	0
Ames and Jewell	18	9	18	9	18	9	18	9
Jewell and Eagle Grove	20	3	19	6	18	9	17	6
Eagle Grove and Algona	20	6	20	6	20	6	20	6
Algona and Bancroft	22	0	21	6	20	6	19	3
Eagle Grove and Dakota City	22	0	22	0	22	0	22	0
Dakota City and Marathon	21	0	21	0	21	0	21	0
Alton and Orange City	22	0	22	0	22	0	22	0
Eldora and Iowa Falls	20	6	20	3	19	9	19	0
Iowa Falls and Alden	22	0	22	0	22	0	22	0
Lawn Hill and Jewell	21	3	21	3	21	3	21	3
Dubuque and Oelwein	20	0	20	0	20	0	16	0
Oelwein and Marshalltown	20	6	20	6	20	6	20	6
Oelwein and Randolph	19	6	19	6	19	6	19	6
Oelwein and Coulter	20	6	20	6	20	6	20	6
Mason City and Clarion	22	0	22	0	22	0	22	0
Clarion and Somers	20	3	20	3	20	3	20	3
Cedar Falls Jct. and Cedar Falls	21	6	21	6	21	6	21	6
E Fort Dodge and Evanston	21	3	21	3	21	3	21	3
Terril 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
Kelley and Des Moines (Ft. Dodge Ry.)	21	3	21	3	21	3	21	3
Marshalltown and Des Moines	20	3	19	9	19	3	16	9
Des Moines and Kansas City	18	9	18	6	18	3	17	6
Grand Jct. and W. Des Moines	22	0	22	0	22	0	22	0
W. Des Moines and Hull Ave.	19	6	19	0	18	3	14	9
Ames Jct. and Hull Ave.	22	0	22	0	22	0	22	0
Hull Ave. and Des Moines	20	3	19	9	19	3	16	9
Hull Ave. and Flint Jct. (D.M.&C.I.)	15	0	15	0	15	0	15	0
Flint Jct. and University Ave.	22	0	22	0	22	0	22	0
Flint Jct. and Camp Dodge	17	3	16	6	15	9	14	6

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 except:

Des Moines and Kansas City 3 ft. 6 in.

Routes	Height over Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
ORE DIVISION								
Powers and Escanaba	20	3	19	9	19	3	18	3
Escanaba and Ishpeming	19	0	18	6	18	0	17	0
Powers and Iron River	19	3	19	3	19	3	19	3
Quinneseq and Niagara	17	9	17	6	17	0	16	6
Marenisco and Watersmeet	22	0	22	0	22	0	22	0

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.

Routes	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	14	3	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	14	3	14	0	0	0
Mpls., Lyndale Ave. S. and 1st Ave. N. (West Bound) "B" and "F"	16	6	14	3	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	20	6	20	6	20	6	20	6
Merriam and Waseca	21	3	21	3	21	3	21	3
Waseca and Albert Lea	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	19	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 Slouss City (22nd St. Yard)	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 Hayward	19	9	19	3	18	6	17	6
Black River Falls and Levis	22	0	22	0	22	0	22	0
Menomonie Jct. and Menomonie "D"	18	6	18	0	17	6	10	0
Norma and Cornell	22	0	22	0	22	0	22	0
Hudson and Stillwater	20	6	19	9	19	3	18	6
Hopkins and Madison (Inc. CMSTP&P)	19	9	19	3	18	6	17	6
Worthington and Ellis	18	6	18	0	17	6	17	0
Wyeville and Tunnel City	22	0	22	0	22	0	22	0
Tunnel City and Winona via CMSTP&P	18	9	18	3	17	9	17	0
Adams and Wyeville	21	0	20	3	19	9	18	6
LaCrosse and Medary Jct.	22	0	22	0	22	0	22	0
Winona and Eyota	20	6	20	6	20	6	20	6
Eyota and Waseca	21	9	21	9	21	9	21	3
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
Eyota and Plainview	22	0	22	0	22	0	22	0
Sioux Valley Jct. and Clark	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 10 ft. 6 in. 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.).
St. Paul, Mississippi St. Yard and 4th Street Yard.
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		
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
WISCONSIN DIVISION									
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	16	9	16	9	16	9	16	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	4	19	3	18	9	17	9	
Fond du Lac and North Fond du Lac	20	0	19	3	18	9	17	9	
KO and Lake Bluff	20	6	20	6	20	6	20	6	
Proviso and Deval	21	0	20	6	20	0	19	3	
Deval and Barrington	21	0	20	3	19	6	18	6	
Barrington and Evansville	19	3	19	3	18	9	17	9	
Evansville and Madison	19	6	19	6	19	6	19	6	
Madison and Elroy	20	6	20	0	19	6	18	6	
Butler and Clyman Jct.	20	0	19	6	18	9	18	0	
Necedah and Wisconsin Rapids via CMSTP&P	22	0	22	0	22	0	22	0	
Wisconsin Rapids and Marshfield	20	6	20	3	19	9	19	3	
Nekoosa and Wisconsin Rapids via Soo Line	22	0	22	0	22	0	22	0	
Clyman Jct. and Adams	20	0	20	0	19	9	18	6	
Belton and Madison	21	6	21	6	21	6	21	6	
Madison and Mt. Horeb	19	3	19	3	19	3	19	3	
Ft. Atkinson and Fond du Lac	20	0	19	3	18	9	17	9	
Crystal Lake Jct. and 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 Beloit	21	3	21	3	21	3	21	3	
Wisconsin and Manitowoc via Sheboygan									
Siding	19	3	19	3	19	3	19	3	
Wisconsin and Manitowoc	17	0	17	0	17	0	17	0	
Sheboygan and Sheboygan Falls	20	6	20	0	19	6	19	0	
Sheboygan Falls and Plymouth	22	0	22	0	22	0	22	0	
Manitowoc and Green Bay	19	3	19	3	19	3	18	3	
Manitowoc and Two Rivers	20	0	19	6	19	0	18	3	
Green Bay and Powers	20	3	19	9	19	3	18	3	
Oconto and Oconto Falls	22	0	22	0	22	0	22	0	
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 Ripon	20	0	19	3	18	9	17	9	
Eland and Hurley via Mercer	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	
Green Bay and Eland	21	0	21	0	21	0	20	0	
Pulaski and Gillett	22	0	22	0	22	0	22	0	
Kelly and Rothschild	22	0	22	0	22	0	22	0	
Marshfield and Wausau	18	6	18	6	18	6	18	6	
Eland and Wausau	22	0	22	0	22	0	22	0	
Ashland and Washburn	19	6	19	0	18	9	18	0	
Ironwood and Hurley	21	6	21	6	21	6	21	6	

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, except between St. Francis and Washington St. down to 2 ft. 6 in.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines except those indicated by * which are listed below:

Evanston and Lake Bluff	5 ft. 6 in.
Madison and Elroy	3 ft. 9 in.
Barrington and Evansville	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 to 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 G. Cook, 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 Gunnarsson, B. V.	303 Andrews Drive 303 Andrews Drive	815-544-3112 815-544-3112
Benld	Macaraeg, Sederico	211 East Central	217-835-2311
Crystal Lake	Wilson, Paul C.	388 West Terra Cotta Ave.	815-459-3030
DeKalb	Biscan, Andrew Willey, Darrell B. Lane, Richard A. Bliss, Kurt Goldman, Samuel Lee, William K. Miller, Dean A. Shils, Ivan H.	DeKalb Clinic 232 South Second Street	815-758-0656 815-758-8671
Dixon	Murphy, E. S. Siltzel, W. L.	403 East First Street 403 East First Street	815-288-7711 815-288-7711
Farmington	Reed, James M.	158 East Fulton	309-245-2416
Granite City	Lay, Obert Hill, Robert	3165 Myrtle 3165 Myrtle	618-877-3504 618-876-1676
Harvard	Quincannon, F. J.	1000 North Hayes 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
McHenry	Alvary, George	1110 North Green st	815-385-1050
Morrison	Londo, Richard Vandermyde, R. C.	204 North Jackson Street 204 North Jackson Street	815-772-7296 815-772-7296
Northlake	Hockman, D. E.	East North Avenue Medical Center	312-562-2200
Pekin	Aranas, Romeo S. Rhoades, Robert Tauber, Russell Weimer, James	Medical Group 610 Park Avenue	309-346-3124
Peoria	Kenny, James	416 St. Mark's Court Suite 201	309-676-2813
Rochelle	Hinderliter, Don E. Kortiz, L. T.	400 May Mart Dr., Box 48 324 Lincoln Hwy.	815-562-8728 815-562-2818
Rockford	Kraft, A. C.	2500 North Rockton Ave. Rockford Medical Building	815-965-7172
St. Charles	Lappin, Thomas F.	Riverside Professional Offices 606 South Riverside Dr.	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, J. W.	428 Caldwell, Suite 32	618-635-2220
Sterling	Christopherson, Howard Erickson, John Flynn, Thomas Picken, Edgar Mueller, C. J.	Sterling-Rock Falls Clinic 101 East Miller Road	815-625-4790
Stockton	Rachuy, Lyle A.	323 North Main Street	815-947-2100
Sycamore	Ovliz, 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 Drive	312-251-0098
Woodstock	Simpson, Robert D.	13707 West Jackson Street Kishwaukee Valley Medical Group	815-338-2541
	Tambone, John R.	102 East South Street	815-338-2345

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
IOWA			
Albia	Richter, H. J.	208 South Clinton Street	515-932-2121
Allison	McKean, F. J.	506 Locust Street	319-267-2462
Ames	Bond, Lowell D. Gartin, Thomas D. Lowary, E. K.	1128 Duff Avenue	515-232-4421
Belle Plaine	Douglas, C. E.	817 - 13th Street, Box 297	319-444-2840
Belmond	Kollasch, Albert Hruska, Glen	Box 69 Box 69	515-444-3500 515-444-3500
Boone	Anderson, John R. Downs, Frank S. Rouse, Wayne E.	527 Marshall Street 527 Marshall Street 527 Marshall Street	515-432-2335 515-432-2335 515-432-2335
Carroll	Marlin, Josef McCabe, Francis X.	502 North Court Street 726 North Carroll	712-792-1500 712-792-4311
Cedar Rapids	Basler, William Finn, William R. Schmit, G. L. Schueller, Thomas J. Stiles, James F.	112 - 14th Street, S.E. Family Physicians of Cedar Rapids, P.C.	319-365-7521 319-365-7561
Clinton	Carey, E. T. Chalian, G. A. Dixon, John E. Ellison, G. M. German, R. G. Griffith, W. H. Jensen, K. L. Marme, G. W. Mericle, D. T. O'Donnell, J. E. O'Shea, J. M. Peterson, J. A., Jr. Rogers, F. B. Weber, D. H. Wulf, D. G. York, G. L.	415 Howes Building Medical Associates 13th St. at Springdale Drive Post Office Box 3057	319-242-1737 319-243-2511
		<i>Paul G. Manning Michael G. Johnson</i>	
Council Bluffs	Edwards, Charles, Jr. Hopp, Ralph Liebel, Lynn Romano, Anthony	417 East Washington Avenue Cogley Clinic	712-328-1801
Creston	Kuhl, Robert H.	Creston Medical Clinic	515-782-2131
Denison	Bendixen, R.L.	203 North Main Street	712-263-2900
Des Moines	Fraser, James B. Shires, Robert D. Zittergruen, John	811 Savings & Loan Building 2801 Ingersoll 2801 Ingersoll	515-244-2127 515-243-2553 515-243-2553
Dubuque	Packard, D. K.	1000 Langworth	319-557-6220
Eagle Grove	Hogenson, George B.	121 North Iowa Street	515-448-4575
Estherville	Hranac, Robert Knerl, Jeffrey Powers, John L. Walters, Donald E.	1001 - 1st Avenue, No. Estherville Medical Center, P.C.	712-362-3501
Fort Dodge	Egbert, Dan S.	803 Carver Building	515-578-3113
Gowrie	Borgen, D. L.		515-352-5234
Grinnell	Porter, S. D.	810 - 4th Avenue	515-236-5213
Hampton	Heuermann, Dorothy	Franklin Medical Center 1600 Central Avenue, East	515-456-4831
Harlan	Donlin, R. E.	2206 - 12th Street	712-755-5128
Hawarden	Eneboe, E. M.	Post Office Box 153 1122 Avenue "L"	712-552-2522
Laurens	Gannon, James	403 West Main Street	712-845-4544
Marshalltown	Keyser, Earl L. Lund, Axel T. J. Sauer, Harold E. Thomas, David L.	407 East Main Street C 412 East Church Street 208 East Church Street 412 East Church Street	515-752-7125 515-752-4608 515-752-1443 515-752-4265
Mason City	Coddington, James K. Gordon, Paul H. Dixon, John B.	1023 - 2nd Street, S.W. 1023 - 2nd Street, S.W. 1023 - 2nd Street, S.W. Forest Park Medical Building	515-423-1123 515-423-1123 515-423-4655
Missouri Valley	Wilson, R. G.	415 East Erie Street	712-642-2701
Mt. Vernon	Rahn, Gordon	111 - 1st Street, East	319-895-8895

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
IOWA (Continued)			
Celweine	Gallagher, John P. Ahrens, John H.	22½ South Frederick Avenue 208 - 8th Avenue, S.E.	319-283-3441 319-283-4912
Onawa	Gaukel, L. A.	911 Diamond Street	712-423-1211
Oskaloosa	Collison, R. M. Smith, S. A.	1225 "C" Avenue, East 1225 "C" Avenue, East	515-672-2571 515-672-2571
Perry	Deramleah, Dr.	Family Practice 10th & Iowa Streets	515-465-3553
Riceville	Walker, T. G.		515-985-2122
Sheldon	Murphy, Dennis L.	712 Fourth Avenue	712-324-2511
Sibley	Thomas, J. H.		712-754-2211
Sioux City	Heimann, V. R.	501 Insurance Exchange Bldg. 7th & Pierce Streets	712-258-0158
	McGown, Gerald Rudersdorf, Howard E.	2417 Pierce Street 2417 Pierce Street Sioux City Medical Clinic	712-252-3884 712-258-7575
Spencer	Schlichtemeier, E. D.	1304 North Grand	712-262-7580
State Center	Sokol, C. R.	503 Third Avenue, S.W.	515-483-2141
Tama	Havlik, A. J.	207 West Third Street	515-484-2602
Waterloo	Devine, Arthur W.	927 West 4th Street	319-291-5950
Waverly	Hanson, H. M.	220 - 10th Street, S.W.	319-352-4340
Winterset	Chesney, Nelson A.	115 West Court Avenue	515-462-1040

MICHIGAN			
Escanaba	Andreini, Larry J. Rose, Leslie Fitch, Donald N. Hockstad, Raymond L. LeMire, John R. LeMire, William A., II	Doctors' Park Doctors' Park Doctors' Park Doctors' Park Doctors' Park 104 Doctors' Park	906-786-0072 906-786-0072 906-786-4628 906-786-4628 906-786-7471 906-786-1244
Iron Mountain	Huron, W. H.	106 West "B" St., P.O. Box 749	906-774-1633
Ironwood	Harrington, Rex Lieberthal, P. R.	216 E. Aurora Street 220 South Suffolk	906-932-0310 906-932-0700
Ishpeming	Williams, R. G.	524 Mather Avenue	906-485-5131
Kingsford	Smith, D. R.	145 Roseland	906-774-1944
Menominee	Brukardt, H. R. Jones, W. S.	534 First Street 1146 Tenth Avenue	906-863-5944 906-863-2454

MINNESOTA			
Adams	Schindler, Richard	Adams Area Clinic	507-582-3547
Albert Lea	Hansen, T. M. Nelson, Clayton E. J. O'Toole, Daniel J. Steiner, L. E. Wilcox, G. C.	224 Water Street 1602 Fountain Street 1602 Fountain Street 210 N. St. Mary Avenue 210 N. St. Mary Avenue	507-373-1441 507-373-8251 507-373-8251 507-373-1441 507-373-1441
Austin	Anderson, David P. Anderson, Harold J. Anderson, Thomas Hagen, John D. Hesta, I. A. Isele, R. H. Milnar, J. P. Muchow, Gene Pesonen, Clifford A. Seery, Thomas M.	101 Fourteenth Street, N.W. Austin Medical Center	507-433-7351
Belle Plaine	Hallgren, Roger Juergens, H. M.	337 South Meridian Street 127 South Willow	612-873-2276 612-873-6271
Cannon Falls	Williams, M. R.	Medical Arts Building	507-263-2511
Dawson	Maus, Phillip W.	671 Chestnut St., Box 490	612-769-4393
Dodge Center	Kulstad, Oscar S.	Box 507	507-374-6350
Hopkins	Blake, Alan	15 - 9th Avenue, South	612-938-7612
LeRoy	Morse, R. D.	Box 247	507-324-5305
LeSueur	Sonnesyn, N. N.	229 South 2nd Street	612-665-2577
Madella	Boysen, Herbert Elselt, James R. Halverson, Wm. Q.	17 Central Avenue, North Madella Clinic - 4 East Main Madella Clinic - 4 East Main	507-642-3314 507-642-3241 507-642-3241
Mankato	Eustermann, John J. Hankerson, Robert G.	Mankato Clinic 501 Holly Lane	507-625-1811
Marshall	Peterson, K. A.	Doctors' Plaza, P.A.	507-532-9631

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
MINNESOTA (Continued)			
Minneapolis	Anderson, James L. Folsom, L. Bartlett Ingli, Robert Minder, John G.	3033 University Avenue, S.E. The Northwest Industrial Clinic, P.A.	612-379-7244
Montgomery	Lehrer, A. J.	Family Medical Clinic 202 First Street, South	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	Kluge, John W.	New Ulm Clinic	507-354-4101
Owatonna	Olson, A. J.	134 Southview	507-451-1120
Red Wing	Friedrich, B. E. Hubbard, D. L. Roh, C. W. Sanders, J. L.	The Interstate Medical Center P.A., Highway 61, West	612-388-3503
Rochester	Brodhun, John	Olmsted Medical & Surgical Group 210 - 9th Street, S.E.	507-288-3443
St. James	Parsons, R. H.	502 Second Avenue, So.	507-375-3141
St. Paul	Adair, Frank Smith, Vernon D. E.	821 Central Medical Building 339 Lowry Medical Arts Bldg.	612-646-1841 612-222-5596
Stewartville	Risser, A. F.	118 South Main Street P.O. Box 576	507-533-4633
Tracy	Apostol, W. P. Fischer, F.	Apostol Clinic - E. Fifth St.	507-629-4840
Waseca	Dey, J. W. Gray, M. A. Hergott, P. F. Normann, S. T.	501 North State Street Waseca Clinic	507-835-3110
Windom	Stratte, H. C.	304 - 10th Street	507-831-2393
Worthington	Doctors Yawn Mills Eaton Sudmeir	508 - 10th Street P.O. Box 86	507-372-2921

MISSOURI

Kansas City	Duncan, Wm. Henry	2600 Commerce Towers 9th and Main Streets Drs. Duncan, Folck and Owens, Inc.	816-842-1146
St. Joseph	Knepper, Paul A. McDaniels, John R.	902 Edmond Street Thompson, Brumm and Knepper Clinic	816-233-9711
	Klekhaefer, Theodore C. Morse, John Philip Mauward, Rafik David	902 Edmond Street 514 Francis	816-233-7702 816-232-9794
St. Louis	Sutter, Richard A. Rogers, H. Bryan	819 Locust Street Sutter Clinic	314-621-4300

NEBRASKA

Ainsworth	Panzer, H. J. Shiffermiller, F. H.	Zero & Harrington Streets Zero & Harrington Streets	402-387-2230 402-387-1900
Arlington	Bloch, D. M.	315 West Eagle	402-478-4123
Atkinson	Ramsey, J. E.	Atkinson Clinic, P.C.	402-925-2631
Blair	Grace, Leslie I.	753 North 21st Street Blair Clinic	402-426-4611
Chadron	Alderman, A. J. Hoebet, L. H. Penor, R. M. Rasmussen, R. H. Savage, R. A. Hanlon, Dr.	300 Shelton St., Box 431 Chadron Medical Clinic, P.C.	308-432-4441
Fremont	Dilley, Roger Adams, John M. Henricks, Bruce Eaton, William B.	Medical Center 2350 North Clarkson	402-727-5200
		230 East 22nd Street	402-721-4170
Geneva	Ashby, C. F.	140 N. 9th Street	402-759-3144
Hartington	Vlach, C. J.		402-254-3257
Neligh	Peetz, D. J.	Drawer D	402-887-4151

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
NEBRASKA (Continued)			
Norfolk	Becker, William F. Biga, Timothy I. Hegner, Clark F.	R.R. 1, Box 523 Norfolk Medical Group 900 Norfolk Avenue	402-569-2741 402-371-3160
Omaha	Connors, Edward K. Torpy, S. D. Gifford, H. Long, Robert S.	Surgery, Inc. 6801 N. 72nd St., Ste. 11 8300 Dodge St., Suite 400 8300 Dodge St., Suite 221	402-551-5070 402-397-2707 402-391-9339
O'Neil	Fitch, R. D. Raymond, R. A. Water, R. W.	403 East Hynes	402-336-2622
Wahoo	French, Ivan M.	964 Laurel Street	402-443-4141
Wayne	Benthack, Walter	215 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	Perry, E. J.	1200 South Main Street Vogele Clinic	605-225-3000
Belle Fourche	Marousek, Melvin	1301 Eighth Avenue, S.E. Tri-State Medical Building	605-892-2506
Burke	Sweet, Edwin		605-775-2631
Deadwood	Mattox, James	121 Charles Street	605-578-3434
Huron	Adams, H. P. Saxton, W. H. Hohm, Paul	111 Fourth Street, S.E. Huron Clinic 455 Kansas Avenue, S.E. Tschetter-Hohm Clinic	605-352-8691 605-352-8767
Mitchell	Lewis, H. R. Vonburg, V. R.	206 Medical Arts Building 818 West Havens	605-996-9691 605-996-7526
Phillip	Mangulis, G. J.	605 West Pine, Box 549	605-859-2566
Pierre	Askwig, L. C.	111 Huron Avenue, So. Pierre Clinic	605-224-7364
Rapid City	Fromm, Harold E. Mattson, William J.	725 Meade Street Post Office Box 2623 Williams Surgical Clinic	605-343-5130
	Owen, Gordon S.	Post Office Box 9007	605-342-3881
Sioux Falls	Arnundson, L. H. Vandemark, Robert E.	1800 South Summit Family Practice Center, Inc. 1701 South Minnesota Ave. Central Plains Clinic 2727 South Kiwanis Avenue	605-339-1783 605-336-1573 605-335-2727
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. Keener, R. L. Moermond, James Orlin	614 - 5th Avenue 1111 Langlade Road Antigo Medical Center 2nd & Clermont Street P.O. Box 400	715-623-4519 715-623-3761 715-623-2351
Appleton	Hale, William	420 East Longview Street	414-733-3754
Ashland	Bargholtz, W. E. Koeller, A. A.	206 - 6th Avenue, West 206 - 6th Avenue, West	715-682-6622 715-682-6622
Augusta	Moland, O. G.	Box "M"	715-288-2462
Baldwin	May, John A. Olson, C. A.	Baldwin Clinic, S.C. Baldwin Clinic, S.C.	715-684-3326 715-684-3326
Baraboo	Pearson, C. R.	314 Ash, Box 169	608-356-3984
Beloit	Raube, H. A.	744 1/2 Central	608-362-3564
Black River Falls	Krohn, Eugene Noble, John H.	610 West Adams Street Krohn Clinic	715-284-4311
Cuba City	King, Cedrick S.		608-744-2161
Dodgeville	Rasmussen, N. G.	109 West Fountain Street	608-935-9331
Eagle River	Colgan, J. J.	321 Wall Street	715-479-4171
Eau Claire	Fluacane, Patrick J. Bourget, Gerald E.	1620 Ohm Avenue 733 West Clairemont	715-834-2035 715-834-7761
Elroy	Balder, Roy B.	1104 Academy Street Elroy Medical Center	608-462-8281

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
WISCONSIN (Continued)			
Fond du Lac	Bachhuber, Michael Guth, Harvey Keenan, L. J. San Filippo, Elizabeth Smith, E. V., Jr.	Fond du Lac Clinic 80 East Sheboygan Street 481 East Division	414-921-7400 414-922-1900
Friendship	Esmaili, Muhammed Janssen, Martin L. Sankaran, R.	Roche-A-Chi Clinic Box 10	608-339-3326
Green Bay	Freedman, A. L. Killins, J. A. LeMieux, G. E. Schmidt, R. T. Leh, Patrick Milson, Bert Milson, Louis Milson, Stuart Sullivan, Donel Vogt, Terry	606 Bellin Building 130 E. Walnut Street 123 North Military Ave. 2353 Ridge Road 923 Eliza Street Dousman Clinic. 1745 Dousman Street	414-437-9696 414-494-3421 414-494-9685 414-432-9261 414-494-9661
Hayward	Sahs, M. H.	116 West 2nd Street P.O. Box 72 Hayward Clinic	715-634-2622
Hudson	Anderson, Myron G.	228 Locust Street	715-386-2311
Hurley	Martinetti, D. J.	327 Silver Street P.O. Box 277	715-561-2960
Janesville	Frazer, S. Peterson, Dan Tregoning, Paul C.	Janesville Riverview Clinic 580 North Washington Street 2020 East Milwaukee St.	608-755-3500 608-756-7100
Kaukauna	Jeffrey, J. S. Wolfmeyer, W. W.	Kaukauna Clinic, S.C. 1015 West Wisconsin Ave.	1-414-766-4656
Kenosha	Blak, Roman	6032 - 40th Avenue	414-652-1423
Kimberly	Gage, R. S.	314 West Kimberly Ave.	414-788-1321
La Crosse	Gundersen, Adolf L. Gundersen, Sigurd	1836 South Avenue 1836 South Avenue	608-782-7300 608-785-2400
Lake Mills	Effenhauser, M. Leering, H.	120 East Oak Street Lake Mills Medical Center	414-648-2391
Madison	Benish, George A. Tormey, T. W., Jr. Duehr, P. A.	2453 Ahwood Ave. 1025 Regent Street	608-256-5571 608-256-5571 608-251-2361
Manitowoc	Driggers, S. D. Schmidt, G. A.	600 York St, Suite 7 & 8 Manitowoc Family Practice Assoc.	414-682-0181
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
Marshfield	Hamilton, Gurdon MacDonald, Sanford Magnin, George E.	Marshfield Clinic 1000 North Oak Avenue	715-387-5434
Menomonie	Enders, Gene G.	2211 Stout Road Red Cedar Clinic, S.C.	715-235-9671
Milwaukee	Becker, Barney Navarra, Miguel O'Grady, M. J. Moede, James Poll, Marvin Hausmann, P. F. Mayer, Hanno Mendeloff, Elton	2400 West Lincoln Avenue Medical-Surgical Clinic 2309 West State Street 811 East Wisconsin Ave. 2320 West Kenboern Dr.	414-671-7000 414-342-2003 414-272-8650 414-351-0395
Neenah	Burns, J. R. Christopherson, D. L. Hardie, Gordon H.	411 Lincoln Avenue Nicolet Clinic 169 East No. Water Street	414-725-7071 414-725-4527
New London	Monsted, J. W.	616 Wyman St.	414-982-3112
Oshkosh	Adeiman, R. D.	400 Ceape	414-231-6800
Port Washington	Savage, George	125 North Franklin	414-284-2676
Racine	Drs. Fazen & Tiffany Harris, W. C.	3803 Spring Street 2405 North Western Avenue	414-632-1208 414-632-7521
Rhineland	Bump, Warner S. Shiek, I. E.	Medical Group, S.C. 1020 Kabel Avenue Courtney Street	715-362-5650 715-362-6160
Rice Lake	Maser, J. F.	1020 Lake Street	715-234-9031
Ripon	Johnson, J. Martin	1212 W. Fond du Lac St.	414-748-6133

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
WISCONSIN (Continued)			
Shawano	Arnold, D. S.	117 E. Green Bay Road	715-524-2161
Sheboygan	Hoon, James R. Keller, Robert A. Moufton, J. V. Schott, Edward G. Ohme, Donald D.	1011 North 8th Street Sheboygan Clinic 2625 North 5th Street	414-457-4461 414-457-4461
Shell Lake	Moen, D. V.	209 - 4th Avenue West Shell Lake Clinic, Ltd.	715-468-2711
Spooner	Choudhuri, B. P. Olson, Lester J.	707 Ash Street Spooner Clinic	715-635-2151
Superior	Doyle, T. J. Stack, E. G., Jr.	1507 Tower Avenue 1225 Tower Avenue	715-394-5171 715-394-6110
Tomah	Mubarak, J. S.	105 W. Milwaukee Street	608-372-4111
Two Rivers	Kuljis, D. A.	1516 Washington Street	414-794-7414
Waukesha	Campbell, Paul Smiri, W. G.	1307 East Broadway 723 Clinton	414-547-4031 414-547-0088
Wausau	Belliet, C. M. Burr, T. C. Witt, D. L. Stahmer, A. H. Allen, John	400 E. Thomas Street 2727 Plaza Drive 212 Sturgeon Eddy Rd. 404 South Third Dir. Dept. Occupational Medicine Wausau Medical Center 2727 Plaza Drive	715-842-0411 715-847-3000 715-842-0491 715-845-7231 715-847-3223
Wauwatosa	Brah, William A.	10425 W. North Avenue Falrview Building	414-774-6130
West Bend	Giff, Lawrence A. Griswold, Bruce G.	1201 Oak Street Frankow & Grundahl Clinic	414-334-3451
Wisconsin Rapids	Pomainville, L. C.	521 - 8th Street, South	715-423-3500
Woneewoc	Baker, H. P.	Box 128	608-464-7714
WYOMING			
Lusk	Turner, Kenneth E.	919 Balleencee - P.O. Box 186	307-334-3066
Casper	Frissell, N. E. Toews, Burton DePaolo, Hugh	940 East 3rd Street Casper Medical Exams 231 South Wilson	307-265-3970 307-265-3791

ADDITIONAL TRAIN AND SPEED RESTRICTIONS

- (A) Speeds may be increased as well as decreased by train order.
 (B) Unless otherwise provided, a train or engine must not exceed 10 MPH thru a crossover, turnout or to a diverging route at a junction.
 (C) Unless otherwise provided, a train or engine must not exceed 10 MPH on any track other than a main track.
 (D) When authorized to move against the current of traffic, or against the normal current of traffic on a portion of double or three or more tracks, a train or engine must move at Restricted Speed, and must not exceed 10 MPH thru turnouts and over highway crossings, including crossings equipped with automatic crossing signal protection.
Note 1—Within Yard Limits the provisions of Rule 93 (Revised) also apply.
Note 2—Outside of Yard Limits, increased speeds may be authorized by train order or general order when conditions permit.

(E) **Scale Test Cars:** CNWX 263627 is not restricted as to speed, however it must be placed next ahead of caboose and handled only upon instructions from Chief Train Dispatcher. ALL OTHER scale test cars may be handled only upon receipt of special instructions which are to include maximum number of cars in train handling and speed restrictions from Chief Train Dispatcher, who must clear all such movements thru our Operations Control Center in Chicago.

(F) **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 divisions are specifically authorized to do so 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, ballast and etc. When returning from a derailment it may also include bad order cars.

(G) **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.

(H) 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.

(I) **Trains Handling following car types must not exceed speeds indicated:** MPH

Ore cars loaded with any commodity (except series CNW 110500-110606)	30
Empty ore cars (except series CNW 110500-110606)	40
Hopper or gondola cars loaded with ore	40
Cars loaded with ballast, sand or gravel	40
Trains handling loaded ballast, sand or gravel in other than ore cars must not exceed	40
Exceptions:	
Air dump cars loaded or empty	40
(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)	
Trains handling 50 or more cars of coal or grain	40
Trains handling 50 or more cars of coal or grain on other than main track	5
Trains handling empty bulkhead flats, open top hoppers or gondolas	50
Trains handling loaded bulkhead flats, loads on ordinary flat cars or gondola cars loaded above the sides or ends of car	50
Trains handling loaded cars of anhydrous ammonia, LP gas, propane, chlorine, caustic soda or phosphorus	50

(J) Where a speed lower than those shown above is prescribed, it will govern:

(K) **Continuous Welded Rail Trains**

Equipment for handling continuous welded rail, consists of 26 permanently coupled flat cars with buffer(s) at each end.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

When Loaded

Maximum Speed: 30 MPH

This equipment must not be combined with other traffic, except that 10 additional cars such as: outfit cars, cars of track material or related items may be handled behind the CWR equipment as directed by the Chief Train Dispatcher, who will authorize such handling only upon instructions from the Operation Control Center.

When empty

Maximum Speed: 40 MPH

CWR equipment may be handled with other traffic only upon instructions from the Operation Control Center, but total consist must not exceed 80 cars (except Train No. 1 must not exceed 50 cars). CWR equipment must be handled at rear of train.

*Note—Buffer cars at each end of train, may consist of an empty gondola or flat car, or tie down car, thresher or idler cars.

ENGINE RESTRICTIONS

(A) Unless otherwise provided:
 GP-30 units 802-803 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., SD-38-2 units 6650-6659 inc., GP-38-2 units 4600-4634 inc., SD-40-2 units 6801-6935 inc., GP-50 units 5050-5099 inc., GP-40 units 5500-5537 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 10 inches ATR at 10 feet wide.

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.

*Exception—these units may be operated on trackage approved for cars having a gross weight of not less than 283,000 lbs. where specifically authorized by general order or special instructions.

Note: Unless otherwise provided all CNW units not listed above may operate over all trackage.

(B) **Engine Consist**

1. An engine consist will not exceed eight units.
2. An engine consist with three or more units without alignment control couplers will not exceed 5 units.
3. Units without alignment control couplers will be placed in lead, except one locomotive without alignment control may be placed in multiple behind other locomotives, providing there are no other non alignment control locomotives in consist.

Note: Units which do not have alignment control are:

EMD — GP7, GP9 and SD9
 ALCO — RSD4, RSD5 and RSD11
 BLH/EMD — AS415 and AS615

When the above units are modified to have alignment control, a placard will be placed on the left side of the unit.

(C) **Handling Engines**

1. Trains handling yard engines in tow must not exceed 35 MPH, road units in tow are not restricted as to speed.
2. Units handled idling or dead in tow, not a part of the engine consist, must be placed in the train as follows:
 - (a) One units of any type may be handled immediately behind the engine handling train, however, in no case can the total number of units, including engine consist, exceed five units when there are three or more units without alignment control couplers. When more than one unit without alignment control couplers is handled idling or dead in tow, units must be separated by not less than five cars other than flat cars and not more than thirty cars from the engine.
 - (b) A block of several units with alignment control couplers may be handled immediately behind the engine handling train, however, in no case can the total number of units, including the engine consist, exceed eight units.

(D) **Back Up Movements**

1. When shoving cars or backing train, extreme care must be taken. Throttle should be advanced only to minimum position required to start and move train. Assurance that brakes are released prior to attempting to start movement is imperative. The tractive effort on the initial start creates the greatest potential for jackknifing due to the high buff forces on the head end of the train. Engineers are required to consider following items prior to starting back up movement: position of stack, number of units, total horsepower of engine consist, track condition, curves, grades and train makeup.
2. The total buff force applied by engine consists must be reduced by using no more than three units without alignment control to make back up movement. Whenever making a back up movement, a unit without alignment control handled idling or dead in tow will be counted as a working unit when coupled to a unit without alignment control in the engine consist. When required to isolate units without alignment control, units isolated will be the lead unit or units.

(E) **Light Engine** movements or movements with caboose only must not exceed 45 MPH.

CONSOLIDATED CODE OF OPERATING RULES EDITION OF 1980

(Revisions, Additions and Deletions)

Suburban Division

Employees operating on this division see additional Rules and Instructions on pages 6 and 7 of this timetable.

Definition:

Inoperative Approach Signal—A fixed signal, not actuated by train or engine, continuously displaying an approach aspect.

Maximum Speed—The highest speed authorized on a subdivision for the operation of trains and engines on main track except as otherwise restricted by special instructions.

Spur Track—A segment of track other than main track, designated by timetable or general order, upon which movements not authorized by timetable, or by train order, may be made, subject to the prescribed signals, rules, special instructions and speed restrictions.

Positive Block—Where only one train is allowed in a block. Note: The term "Absolute Block" as used in Rule 99 means the same as the term "Positive Block".

Positive Block in Advance of Movement—Where no train or engine is allowed in a block in advance of a specified movement to and including the last named station.

- (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 in advance of movement 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.

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; (3) any drug assigned a registration number by the Federal Bureau of Narcotics and Dangerous Drugs not included in category (2); or (4) any liquid containing alcohol.

It is permissible for an employee to take and use a drug or medication coming within categories (1), (2), (3) and (4) above as medication for treatment of chronic health problems or temporary illness provided that when medication is prescribed by a licensed medical doctor the employee obtains from the doctor a written statement (which, upon request, will be submitted by the employee to his supervisor) certifying that in the doctor's opinion the medication prescribed does not adversely affect the employee's ability to safely perform his duties with the company.

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 side of cars or engines. Employees 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.

Employees in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employees 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 watches conform to the requirements of this railroad:

POCKET WATCHES

Elgin	16 size	B.W. Raymond	21 jewels
Hamilton	16 size	Model 950	23 jewels
Hamilton	16 size	Model 992	21 jewels
Hamilton	16 size	Model 992B	22 jewels
Bulova	12 size	Model 92A14	Quartz

WRIST WATCHES

Seiko—HA-163 M—Quartz, railroad model	Ball—trainmaster
Seiko—HA-164 M—Quartz, railroad model	Elgin—B.W. Raymond, stem wind railroad model
Seiko—FJ-055 M—Quartz, railroad model	Bulova—Accutron railroad model
Seiko—FJ-056 M—Quartz, railroad model	Bulova—Accutron "218" railroad model
Seiko—UX-015 M—Ladies Quartz	Bulova—Accutron "218" Astronaut Mark IV models, Series 242 men and 247 ladies

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.

Rule 15 (Addition)

The whistle must be sounded regardless of any whistling ordinance when there is doubt or uncertainty whether or not the whistle should be used.

Regardless of any ordinance prohibiting sounding of whistle, trains and engines shall sound whistle in emergencies to save life or property, and:

1. when a situation of danger arises which may be lessened or eliminated by sounding of the whistle,
2. when persons are seen crossing the tracks, or walking on the track of your train or engine or on adjacent track(s),
3. when view is restricted by weather, curvature of track or any other unusual condition,
4. when a train or engine is meeting or passing a train stopping, standing, or starting from a station platform and when meeting or passing a train or engine in the vicinity of a grade crossing, whistle will be sounded until the other train or engine has been completely passed—this paragraph is not applicable at Suburban stations listed in Rule D-107, paragraph (j),
5. when necessary for train communication, and
6. when required by other operating rules or special instructions.

Rule 19—Red Flashing Light Markers

Cabooses equipped with the red flashing light markers and battery pack will display the red light as follows. This marker light shall be displayed continuously during the hours between one hour before sunset and one hour after sunrise except that it will be displayed during daytime hours when the view is obscured by weather conditions. The marker light will be extinguished when train is clear of the main track. It is the responsibility of the conductor to see to it that this marker light is properly displayed on the rear end of his caboose when required and extinguished at all other times.

The marker light will be powered by a portable battery pack which will be placed in the rack provided and plugged in. It is the responsibility of the conductor to see the caboose is properly equipped and the light is in working order at his initial terminal.

If the marker light fails enroute, the train dispatcher must be advised as soon as practicable. The serial number and initials of each of these battery packs will be shown on a waybill and also on the wheel report in a manner similar to reporting of company mail bags. The conductor will also enter the serial number of the pack and condition of the pack and light on his caboose condition report (Form 495). If a battery pack is changed out, the conductor will show on his wheel report the point of setout and also properly wheel the new battery pack as required by Accounting Procedure 19-2 and enter the new serial number on his caboose condition report.

APPLICATION—In CTC territory or in multiple track ABS territory, trains in the same direction on adjacent main track may pass trains displaying this red flashing light marker at normal speed when track to be used is known to be clear by wayside or cab signal indication. In single track non-ABS territory Rule 19(C) applies.

The use of a flashing light marker does not in any way relieve a crew from compliance with any rule or special instructions which require flag protection as prescribed by Rule 99 (Suburban) or Rule 99.

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.

Rules S-83, D-83 (Application and interpretation)

The word "ascertained" is particularly important, and below are listed various means by which a train may ascertain whether a superior train due, affecting its movement, has arrived or left:

1. By checking the train register when restricted for a regular train or when authorized by train order to use train register to check against an extra train ... (See Form W, examples 4, 5 and 6, page 94 of Consolidated Code of Operating Rules).
2. By receipt of a train order stating that the superior train has arrived or left (See examples of Form V train order, page 93).
3. By visual observation of the superior train by the crew of the restricted train. It must be ascertained that the train has arrived ... not just a portion of it.
4. By communication between crew members of the superior train and the restricted train. Such communication may be person-to-person or by phone or radio.
5. By communication between a crew member of the restricted train and the train dispatcher, either directly or through an operator. Information furnished by the train dispatcher must be immediately recorded in the train order book.

The above procedures for ascertaining the arrival of a superior train are also applicable when a train has been restricted by train order for an opposing train (See S-C, examples 1, 2, 3 and 4, pages 80 and 81, and Form G, example 5, page 85).

Whatever the means used, it must be ascertained that the superior train has arrived or left. When verbal communication is used to ascertain, the information conveyed must in every instance be repeated to positively insure a correct understanding.

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-87(A)

When a train is required by rule or train order to take siding for an opposing or following train at that station, and it is desired to advance them on the main track to proceed beyond that station, the train dispatcher may instruct train verbally through the operator by the use of radio communication to:

"Proceed on main track to train order office at Reduced Speed, then be governed by train orders received."

Engineer after repeating instructions to operator will notify his conductor on caboose by radio if so equipped, will sound engine whistle signal 15(b) and proceed as instructed.

The train dispatcher will issue these instructions only when it is safe to do so and only after train order for train being restricted has been completed, and train order for train being advanced has been completed.

A record of these verbal instructions, showing to whom issued, train designation, times repeated and operator's name shall be made in the train order book.

Rule 93 (Revised)

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines except first class trains, must move within yard limits at reduced speed prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic, or against the normal current of traffic on a portion of double or three or more tracks used as a temporary single track within yard limits, all trains including first class trains must move at reduced speed prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

Rule D-93(A) (Suburban)

Within yard limits on the Geneva Subdivision, Harvard Subdivision and Chicago to Kenosha on the Kenosha Subdivision, protection as prescribed by Rule 99(Suburban) is required when carrying passengers or in case of failure to clear first class trains as required.

Rule 93 — Temporary Yard Limits

"Temporary Yard Limits" may be established by Form "TY" train order between the points named, during the times and on the date(s) specified.

These "Temporary Yard Limits" will be marked by "Temporary Yard Limit" signs that are:

- Two feet square, mounted on post, 6 feet above the top of the ties.
- Sign will have a yellow reflective background, with letters T & Y in non-reflective black. The "T" will be on the top half and the "Y" will be on the bottom half separated by a horizontal black bar. This sign will be set with near edge 10 feet from and at right angles to near rail of track on engineers side with face of sign facing train approaching station.

Example of Form "TY" train order:

"BETWEEN 801 AM and 1201 PM JAN 15 TEMPORARY YARD LIMITS ARE ESTABLISHED BETWEEN MP 10.6 and MP 13.6 LOCATED BETWEEN PODUNK AND PODUNK JCT"

Trains or engines will be governed by Rule 93(Revised) between the points named, during the times and on the dates specified.

Form "TY" train orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Rule D-97 (New)

Unless otherwise provided, extra trains except work extras will be operated without Form G train orders. Work extras must be authorized by Form H train orders. In CTC territory Rule 271 applies.

Rule 99 is in effect on all lines except between: Chicago and Kenosha on the Kenosha Subdivision, and the entire Geneva and Harvard Subdivisions.

Torpedoes must not be depended upon for protection against snow plows or trains pushing wedge plows ahead of engines. The plow rides on top of the rail and will knock the torpedoes off without exploding them.

Rule 99 (Suburban)

The following is in effect between Chicago and Kenosha on the Kenosha Subdivision, and the entire Geneva and Harvard Subdivisions, except flag protection against following trains on the same track is not required between Western Avenue and Chicago and between Bridge K and Chicago. Protection under circumstances required by other rules and special instructions must be provided.

When a train stops under circumstances in which it may be overtaken by another train, or when other conditions require flag protection, a member of the crew must go not immediately a sufficient distance to insure full protection displaying lighted fuses when necessary.

The front of the train must be protected in the same way when necessary.

When recalled, and safety of the train will permit, the flagman may return and when conditions require, he will leave lighted fuse.

When a train requires protection the engineer must immediately sound signal 15 (c) of 15 (f). Inability to hear these signals does not relieve members of the crew from protecting the train.

The conductor and engineer are responsible for protection of their train.

Note: When rear of train is within interlocking limits flag protection against following trains on the same track is not required.

Flagman's Signals:

Day Signals—A red flag not less than ten torpedoes and six red fuses.

Night Signals—A white light, not less than ten torpedoes and six red fuses.

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 the following train. Information communicated must be accurate.

Rule 99(D)

EFFECTIVE ONLY ON SUBDIVISIONS WHERE AUTHORIZED BY FOOTNOTE ON SUBDIVISION PAGE OR BY GENERAL ORDER

Trains will not protect against following extra trains unless instructed to do so by train order, except, protection must be provided to the rear, when required, within the limits of a work extra.

Train dispatcher must not authorize an additional extra train until trains affected have been instructed by train order to protect to rear as prescribed by Rule 99.

A train must not permit a following train to pass without train order authority, except trains may pass or be passed by work extras without such authority.

When work extras are authorized on a subdivision, all trains authorized on that subdivision must be furnished copy of work orders.

When trackage is designated as being within yard limits, Rule 93 Revised will govern.

Rule 99 and Rule 515 — ABS and ATC Territory

In the application of the provisions of 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.

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 reactuated.

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.

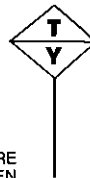
Rule 104(K)

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

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

- 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 both trains may enter simultaneously. When trains do enter a station simultaneously the engineers must have an understanding that they are entering together and enter at reduced speed with caution ringing the bell and when necessary sounding horn.
When passenger trains cannot enter together the less important train must allow the more important train to enter first.
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.
- 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 at reduced speed and with caution to or through the station platform limits, ringing bell and sounding horn.



- (d) When a train is "lying back" to permit a train in the opposite direction to enter or 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.
- (e) 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.
- (f) 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, approaching and passing through stations where a passenger train is stopped to pick up or discharge passengers.
Exception: Freight trains will not be curtailed on track 2 between HM and NI, nor in CTC territory between NI and Geneva, but will operate as directed by the train dispatcher—clearing Suburban rush hour trains at all crossovers or diverging points. Westward freight trains will operate at Reduced Speed not to exceed 30 MPH from 4:45 PM until 6:30 PM daily except Saturdays, Sundays and Holidays.
- (g) When a freight train operating within the Chicago Suburban District is disabled or stopped suddenly by an emergency application of air brakes or other causes and is blocking access to or egress from station platforms thereby preventing passengers from boarding trains or from leaving station platforms after detraining, in addition to complying with other applicable rules and instructions, then must ascertain by an on the ground observation by a crew member at such station platforms that no passengers are going under or through cars of their train before any movement is made. When it is known that train cannot proceed, train should be "cut" if it can be done safely to allow movement of passengers to and from platforms.
- (h) A street or road crossing adjoining or immediately adjacent to the station platform will be considered apart of the platform.
- (i) The term "passenger train" includes empty passenger equipment trains.
- (j) The provisions of paragraphs (a) through (f) above do 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.

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 (Revised)

Unless otherwise provided, in double track territory trains must keep to the left.

Unless otherwise provided, in two or more main track territory where tracks are numbered, beginning with the south track which is No. 1, the tracks are numbered consecutively to the north.

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 207(B)

The use of preprinted "Form Y (Revised)", train order blanks is authorized.
Instructions for Train Dispatchers and Operators.

When rubber stamps and printed train order forms are used for train orders, train dispatchers, after recording form in train order book with stamp, is required to write and transmit only the order number, addresses and information necessary to complete order. Operators using printed form train orders will repeat the entire train order.

Rule 211(A)

When train orders are mimeographed, they should be reproduced on yellow paper when practicable.

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 226

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.

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 locks. Such switches must not be unlocked nor padlocks removed except on instructions from the control operator 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)

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)

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 650(A)

Engineering Dept. Location of Radio installations, both Base and Wayside, assigned hours of attendance, and assigned radio channels in use are shown in division general order.

Channel 1 = Road	Channel 4 = Hump-Proviso
Channel 2 = Yard	Channel 5 = Piggyback and Stores
Channel 3 = Suburban	Channel 6 = Marine (Drawbridges)

Rule 703 (Hours of Service) (Application of)

Employees in train, engine and yard service —

1. Must not go on duty or continue on duty unless they have had eight consecutive hours off duty during the preceding 24 hours.
2. Must not work in excess of 12 hours in a tour of duty (either continuously or in the aggregate).
3. After working continuously for 12 hours, must have at least 10 consecutive hours off duty.

Co-Mingled Service

Whenever service is performed in any category or on any assignment that is subject to the Hours of Service Law, the restriction of the Hours of Service Law apply to him or her on subsequent assignments or tours of duty on assignments or in categories not subject to the Hours of Service Law.

Example 1. Employee performing service for 8 hours as a switchman may only work in continuous or aggregate service as a yardmaster for 4 hours.

Example 2. Employee performing service for 8 hours as a yardmaster may only work in continuous or aggregate service as a switchman for 4 hours.

Rule 708 (Revised)

Employees are prohibited from having loaded or unloaded firearms or other deadly weapons, including knives other than pocket knives, 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 Asst Vice President and Division Manager, after approval by Asst. Vice President of Security.

Rule 712 (Revised)

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 employees 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 then stop signal.
Brakes sticking	By Day — Hands shoved in sliding motion out from body.
	By Night — Lamp swung vertically in a small circle.

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 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 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 warm journal 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. Check to be sure that hand brake is fully released.
Temp Sticks. Each road conductor and trainman is to be issued a 200 degree (F.) melting point temperature indicating crayon (also known as Temp Sticks). A supply of these "Temp Sticks" is to be maintained at each yard office and at other stations designated by the AVP-Divn. Mgr. This "Temp Stick" will melt causing a liquid smear whenever it is touched to an object that is at a temperature of 200 degrees or higher.
3. **Roller Bearing.** Apply the temperature indicating stick to the front face of the roller bearing adapter. If a liquid smear results when the temp Stick is applied, then set out the car.

In the event that the crew member making an inspection of a roller bearing equipped car as the result of an abnormal reading on a hot box detector and 1; can find no cause for the abnormal temperature, and 2; does not have a "Temp Stick" to make a proper inspection for abnormal temperature, then the car must be set out for further inspection by Car Dept. forces.

4. **Friction Bearing.** If the car is not noticeably hotter, open the lid and inspect for loose bearing material, lead, smoke, odor or burned lubricator. If any of these conditions are noted, set the car out. If none are noted, then apply the Temp Stick to the front edge of the journal bearing. If a liquid smear results when the Temp Stick is applied, then set the car out.
5. **Loose Wheels (All).** If the hot box detector indicates an abnormal reading on a single axle on the truck, and no unusual heat has been found by previous steps and no indications of stuck or dragging brakes, then apply the Temp Stick to the wheel hub. If a liquid smear results, then set the car out. Close observance should be made until the car is placed in the clear.
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) should 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 dispatchers 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.

Exception: However, when an entire train has normal readings on all wheels except for one wheel on one car, and this wheel on the one car indicates between 2 and 5 mm. over the normal pedestal but less than 6 mm., the train must be stopped for inspection. If inspection of car by crew member reveals nothing found and car is allowed to remain in train, crew must be instructed to watch such car closely.

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 on 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 can not 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 the 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 ADM-Transportation 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. Except for the one wheel on one car condition on an otherwise normal train as outlined in exception to para. 1 of this rule, 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 668

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 668 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)

Train and engine crews notified of possible hot box in their train by wayside inspection, visual inspection, or by hot box detector will take immediate action to begin stopping the train. Stopping the train and determining extent of damage of journal has priority over concern for blocking street crossings, railroad crossings, grades, sidings where car can be set out, or receiving another impending inspection before taking action. When stopping train, engineers must never use more than the absolute minimum amount of air necessary for stopping train in a reasonable distance. Conditions permitting, dynamic brake and grades, when in immediate area, must be used to slow train prior to making brake pipe reduction. Whatever method is used to slow and stop train, considerations must be given to prevent journal failure caused by heavy braking or from extreme slack action.

Rule 714(H) Action to be Taken — Inoperative Hot Box Detectors

(A) TOFC Trains

A TOFC train will be required to stop for inspection if it passes two consecutive inoperative hot box detectors, 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, if inspection was not completed between hot box detector sites, both sides must be inspected within ten (10) miles from second HBD site and train must operate at Reduced Speed not to exceed thirty (30) MPH from second HBD site until inspection has been completed.

(B) Freight Trains (Except TOFC)

1. If the first hot box detector a freight train passes* is inoperative the train 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.

*This is the first detector the train passes after departing the trains initial terminal, not necessarily the first detector on the division.

2. At other inoperative hot box detectors (except the first) a freight train will be required to stop for inspection if it passes two consecutive inoperative hot box detectors, 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, if inspection was not completed between hot box detector sites, both sides must be inspected within ten (10) miles from second HBD site and train must operate at Reduced Speed not to exceed thirty (30) MPH from second HBD site until inspection has been completed.

(C) Passenger Trains

A Passenger Train will be required to stop for inspection if it passes one inoperative hot box detector 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.

(D) Results of an inspection must be given to the train dispatcher as promptly as practicable.

(E) Train Dispatchers

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.

In the case of failure of communication at or near the stop indicator or when trains involved cannot be notified of Inoperative Hot Box Detectors, stop indicator will be left in the stop position if inspection is necessary. 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 when required.

If it is known that a train has a car with a warm but moveable journal or if a train was allowed to proceed under Rule 714(I) at the last detector the action under B-1 above is required, that is, an inspection is required if a detector is inoperative.

Information concerning inoperative detectors or suspect cars in a train must be relayed to the train dispatcher on adjoining division when necessary. If in the train dispatcher's judgement it is necessary to stop the train after passing an inoperative hot box detector he may do so.

See Gen Order No. 28 Feb. 1911
Chf 6/15/13

**Rule 714(I) Application of Rule 385 (4th para.) of Rule 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(C) of the Consolidated Code of Operating Rules and Rules 712 (Revised) and 713(F) 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 805(E) (Revised)

Open top or flat cars and open top "TOFC" loaded with pipe, lumber, poles or other lading which has a tendency to shift, including loaded company wheel flats, or is liable to protrude above top of car or trailer must not be handled in train next to:

Engine
Caboose
Occupied Outfit Cars
Passenger Cars
Multi-level loads or motor vehicles
Open top cars loaded with machinery
Any car placarded "Explosive"

Multi-level shipments of motor vehicles and open top cars loaded with machinery must be placed not less than four cars behind open top cars loaded with such commodities as coal, sand or gravel, and chemicals subject to wind, vapor or fume action on adjacent cars.

Note: Chart on page 176 depicts additional requirement.

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 808(H)

Restrictions on Placing Cars in Train
Freight cars 80 feet or longer must not be coupled to empty freight cars 39 feet or shorter to avoid possibility of derailment due to build up of lateral and vertical forces caused by throttling or braking procedures, and track characteristics.

Exception:

Does not apply to caboose cars on rear end of train, nor to Transfer Train and yard train movements not exceeding 20 MPH.

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.

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

	Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
Sight 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.	1	28	35
	2	14	17.5
	3	9.3	11.6
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.	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
Switch crews must function as a team. Clear signals properly given are important; talk it over—prevent rough handling—it can be done.	11	2.5	3.1
	12	2.3	2.9
	13	2.15	2.7
	14	2	2.5

Rule 810(A)

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 hiltch of the car which places the trailer wheels toward the center of the car. Compliance with rules pertaining to inspection of train by employes 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 812 (Addition) (Blocking and Make-up of Trains)

The ideal train make-up places the heavy cars closest to the motive power and the lighter cars farthest from the motive power.

In the event large blocks of heavy loads cannot be handled in the front-half of the train, in addition to advising the engineer of the loads, empties, gross tons, etc., the conductor will provide him with the information listed below, and, when possible a copy of the wheel report:

1. Location of large blocks of loads.
2. Location of large blocks of empties.
3. Location of 80 foot or longer cars.

In the make-up and handling of unit grain and ballast trains, empty cars should not be interspersed with loaded cars. If necessary for loading or origin point to run by and not load a car, for any reason, such car should be switched out of train at that point and not allowed to remain in the body of train.

Exception: If necessary to move such empty car with balance of unit train, it must be handled next ahead of caboose.

Rule 901 (Application of)

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.

Rule 904(A) 5 (Addition)

- (A) Only a qualified car inspector will determine that it is safe to move a defective car.
- (B) The maximum speed and other restrictions necessary for safely conducting the movement.
- (C) After a defective car, set out enroute, has been inspected by a qualified car inspector and found safe for movement for repairs, three (3) Bad Order Tags will be applied to the car (2 on the west or south side, 1 on the north or east side) stating defect and maximum speed or other restrictions. Conductor will remove BO Tag from west or south side, which will serve as his written notice.
- (D) All operating personnel on the train in which the car is to be moved will be notified (the conductor in writing) of the presence of the defective car and the maximum speed and other restrictions determined under these instructions.
- (E) Before a road crew moves a car carrying Bar Order Tags on which crew has had no previous advice for movement, permission must be received from train dispatcher for movement, and he must be advised as to the nature of the defect and speed restrictions specified. In this event, the conductor will remove one of the three (3) required Bad Order Tags from the car as his written notice concerning movement of defective car.

TRAIN AND ENGINE HANDLING

Prevention of Rock and Roll Action on Freight Trains except TOFC Trains

1. In this connection, the critical speed range is between 12 and 22 MPH.
2. Where the maximum permissible speed is less than 22 MPH, every effort must be made to operate at speeds not to exceed 12 MPH.
3. 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.

4. 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.

Exceptions:

Crews handling solid trains of loaded C&NW, LS&I, MILW or DM&IR (any commodity) or empty ore cars are exempt from the above restrictions.

However, ore being handled in conventional gondolas or hoppers are still subject to these restrictions.

Other exceptions may be listed on Subdivision footnotes or by General Order.

**AIR BRAKES AND COMMUNICATIONS SIGNAL SYSTEM
(Revisions and Additions)**

Rule 408(A) (Modified)

After the air brake system on a freight train is charged to within 15 pounds of the setting on the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, **wait 45 seconds**, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

Rule 436(A)

Unless specifically authorized not more than two (2) consecutive cars shall be operated in a train with the air brakes cut out.

Movement may not be authorized beyond the nearest point where cars can be repositioned in train, set out, or to the nearest repair point, which ever occurs first.

Exceptions:

The above will not apply when handling a "Hospital" or "Wrecking" train under the direct supervision of a Car Department Supervisor, nor will it apply when handling Welded Rail Trains, loaded or empty, nor to other trains that have fixed or permanently coupled cars, and for which special instructions are in effect.

Rule 453 Amendment

Paragraph (a) of Item 3 of Section (d) is revised to read as follows:

"On units equipped with 26L brake equipment the automatic brake valve handle must be placed in **emergency** position until equalizing reservoir has blown down to zero.

Air Brake Rule 458 (Revised)

(B) Brake Pipe Feed Valves

- | | |
|--|---------|
| 1. Passenger Service | 90 lbs. |
| 2. Freight Service: | |
| a. Freight trains running at "TOFC" train speeds | 90 lbs. |
| b. Unit trains, all 100-ton cars | 90 lbs. |
| c. Grain or coal trains, or trains handling 50 or more cars of grain or coal ... | 90 lbs. |
| d. Ore trains, or trains handling 50 or more cars of ore | 90 lbs. |
| e. Other freight service | 75 lbs. |
| 3. Yard service set for service required but not less than | 60 lbs. |

Air Brake Rule 459(C) (Addition)

During normal braking, the following must be complied with in order to insure that brakes on all units are released:

When using automatic brake valve on locomotives equipped with 26L type brake equipment, independent brake valve must be kept in depressed (bail-off) position for a minimum of 5 seconds for each unit in consist, including "BU" units, after the exhaust stops from automatic brake valve.

When there is any other type brake equipment in the locomotive consist, then the independent brake valve on controlling unit must be kept in depressed (bail-off) position continually while automatic brake valve is in application position.

Minimizing Delay Due to Sticking Brakes

Should difficulty be experienced in releasing brakes after picking up cars, or after making a light brake application enroute, the procedures listed below should be followed:

1. Check feed valve for proper setting.
2. 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.
3. Return brake valve to release or running position and charge train for 2 minutes after brake on caboose releases.

Emergency Air Brake Applications In Freight Service

To insure that the air brake system has been adequately recharged after an emergency brake application from any cause, a train will not proceed at normal speed until one of the following guidelines has been met:

1. Train will proceed at not to exceed 10 MPH until such time as caboose gauge indicates a pressure of within 5 lbs. of indication just prior to emergency application. If the pressure is not attainable, train may resume normal speed after 15 minutes provided that brake pipe is restored to within 15 lbs. of feed valve setting as indicated by caboose gauge.
2. If no communication with rear end, trains may not proceed at normal speed until engineer knows brake pipe leakage does not exceed 5 lbs. per minute.
3. If terrain is such that normal train handling would require use of air brakes within three (3) miles, trains will not proceed until air brake system has been adequately recharged as outlined above, except trains blocking interlockings and/or road crossings—may proceed at 5 MPH to clear interlockings or crossings then stopping until air brake system is adequately recharged.

These instructions are in addition to and do not supersede, alter or modify any existing rules or instructions.

**AUTOMATIC TRAIN CONTROL RULES
(Revisions and Additions)**

Rule 524 (Revised)

Conductors of passenger trains operating in ATC territory must have token in his possession at all times* except when a failure of the device makes it necessary to cut out the ATC or when the train is operating without ATC cut in under proper authority.

* See Chicago Suburban District instructions on surrendering token arriving Chicago.

Rule 525 (Revised)

In freight service, box car type seals with special ATC lettering will be used to seal the ATC devices other than double heading cock, by means of which the operation of the pneumatic portion of the ATC apparatus can be cut out on the engine while operating in ATC territory. Engineers will be responsible for knowing that the ATC device for leading unit is properly sealed before entering ATC territory. The distribution, use and application of seals will be specified by General Order.

Rule 530(A)

When a cab signal changes from restricting to a more favorable indication after passing signal displaying approach (Rule 240D) or a more restricting indication and the next signal can display a diverging route (Rule 240L or Rule 240M) train must approach this next signal prepared to proceed on diverging route at prescribed speed until aspect can be clearly seen.

**AUTOMATIC TRAIN STOP RULES
(Revisions and Additions)**

ATS Rule 544 (Revised)

In freight service, box car type seals with special ATC lettering will be used to seal the ATS devices other than double heading cock, by means of which the operation of the pneumatic portion of the ATS apparatus can be cut out on the engine while operating in ATS territory. Engineers will be responsible for knowing that ATS device for leading unit is properly sealed before entering ATS territory. The distribution, use and application of seals will be specified by General Order.

GENERAL INSTRUCTIONS

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.

Flat Spots: When engineman 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.

Hand Brakes: Engineers taking up duty will ascertain that all hand brakes are released on the engine consist and on units picked up enroute.

On main track change-outs, the arriving engineer is responsible for all hand brakes being released on engine consist.

Engines tying up will set hand brake on the control unit, as well as on units set out enroute. 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.

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.

Enroute 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 the operator on duty, who will advise the train dispatcher, who will make proper record and notify the Mech. Dept. of any exceptions.

OPERATION OF SNOW PLOWS

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 CY and Harvard on the Harvard Subdivision, train stop inductors are located on lines approaching junction points at Canal, Lake Bluff, St. Francis, Seeger, 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 of 25 cars or less as directed by the AVP & 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.

8. The movement of snow plows not in operation will be as directed by the AVP & Division Manager.

GENERAL REGULATIONS AND SAFETY RULES (Revisions and Additions)

Rule 19 (Revised)

Employes are prohibited from having loaded or unloaded firearms or other deadly weapons, including knives except pocket knives, in their possession while on duty or on company property, except those employes authorized to do so in the performance of their duties or those given specific permission by the Asst. Vice President and Division Manager after approval by the Asst. Vice President of Security—Chicago.

Rule 26—Blue Signal Protection of Workmen

See Rule 26, 26(A) thru 26(B) in Consolidated Code of Operations Rules.

Rule 33 (Revised)

Employes must be suitably clothed to perform their duties safely. Unbuckled overshoes, long coats, and torn or baggy clothing must not be worn. Jewelry that can become tangled, twisted or caught must not be worn. Employes engaged in work where there is a tripping or falling hazard will fasten the bottom of their trousers around the ankles.

Employes must wear suitable footwear, properly maintained. The following types of footwear are prohibited:

- Cowboy or Wellington boots.
- Canvas shoes.
- Moccasins.
- Sandals and slippers.
- Crepe or wedge soles.
- Shoes without a definite heel.

The following employes must wear shoes which provide ankle support, and with soles sufficiently thick to provide traction and withstand puncture.

- Carmen, motive power and shop personnel.
- Maintenance of way and structures, communications, signal and electrical personnel.
- Truckers, material handlers and yard clerks.
- Train, engine and yard service employes (except uniformed personnel).

The above employes should, while on duty, wear shoes not less than seven inches (7") in height, with steel toe protection.

The prohibitions A thru F, second paragraph, do not apply to office personnel whose duties do not subject them to falling and tripping hazards or the need of ankle support footwear, and whose duties are in the confines of an office.

The use of "Vibram" or Lug type soles on shoes or boots is prohibited by employes whose duties include getting on or off moving equipment.

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.

Employes required to wear and use a hard hat while on duty will be provided with a hard hat.

Hard hats must be surrendered when employe no longer has need for same or when leaving the service of the Railway Company, or upon request by proper authority.

Rule 33(B) (Revised)

Head and Facial Hair

All employes while on duty must wear or control the hair on their heads in such a manner that it will not interfere with the safe and efficient performance of their duties, so that hair cannot become tangled or twisted or caught in machines or catch on fire from welding, burning, or cutting operations, and will not in any way interfere with or obstruct their vision so as to result in a safety hazard to themselves or others, and will, if necessary, wear an effective hair net restraining band, hat or cap to meet these requirements.

All employes while on duty must wear or control the length of their facial hair in such a manner that it will not interfere with the safe and efficient performance of their duties by 1) being clean shaven, 2) having facial hair no longer than ½ inch, or 3) wearing suitable guards that cover their face so that facial hair cannot become tangled or twisted or caught in machines, or catch on fire from welding, burning, or cutting operations. The use of such guards or face shields by employes with facial hair longer than ½ inch does not excuse the employe from wearing any other type of safety equipment that must be worn.

Where a style or maximum length of head or facial hair is prescribed as a standard of appearance, it will govern.

Rule 33(C)

Employes are prohibited from wearing tinted prescription or non prescription sunglasses on duty in other than daylight hours unless the employe submits a recommendation for their use from his private physician and such recommendation is reviewed and approved by the Medical Director.

Rule 33(D)

The use of "Chromatic" type sunglasses is prohibited while on duty.

Chromatic type sunglasses are a glass that changes color, i.e., becomes darker when exposed to the direct rays of the sun over a relatively short period of time, and then, when taken out of the sun's rays, clears over a significantly longer period of time.

Because of the length of time required for the glass to come back to its neutral color, it is recommended by the manufacturer of the glass, along with the AAR, Medical Section, that these glasses present a hazard whenever they are used in an industrial environment.

Rule 46(A)

Motorcycles, motor bikes and other two wheeled motor vehicles are prohibited from being operated on C&NW property beyond areas provided for employee parking of these vehicles.

Rule 79(A)

At locations where engines are serviced, engine must not be moved or any of its machinery operated, until all servicing equipment has been disconnected, attendants are clear of engine and it is known that movement can be made without injury to anyone.

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

Engineers (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.

DRINKING WATER CONTAINERS

The use of standard plastic water jugs or drinking water containers supplied to crews on engines and cabooses for ANY purpose other than drinking water is prohibited.

POSITION IN TRAIN OF PLACARDED CARS

1	PLACARD APPLIED ON CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	Any Placarded Load Other Than "COMBUSTIBLE", "POISON GAS" or "RADIOACTIVE"
2	TYPE OF CAR	ANY CAR (inc. flat cars and containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR

RESTRICTIONS

3	When Train Length Permits	Must not be nearer than 6th car from engine, occupied caboose or passenger car	X	X			X
4	When Train Length Does Not Permit	Must be near middle of train but not nearer than 2nd car from engine or occupied caboose.	X	X			X

MUST NOT BE PLACED NEXT TO

5	Loaded flat car. A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.	X ^①	X	X		X ^②
6	An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.	X	X	X		X
7	ENGINE	X	X	X	X	X
8	Except as provided in lines 9 and 10, a car occupied by any person or a passenger car or combination car that may be occupied.	X ^③	X ^③	X ^③	X	X ^④
9	OCCUPIED CABOOSE	X ^③	X ^③	X ^③	X	X
10	OCCUPIED GUARD CAR	X ^③	X ^③	X ^③		X
11	UNDEVELOPED FILM				X	
12	A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation.	X	X	X		X
13	A car containing lighted heaters, stoves, or lanterns.	X	X	X		
14	EXPLOSIVES A		X	X	X	X ^⑤
15	POISON GAS	X			X	X ^⑤
16	Loaded placarded car, other than a car placarded with the same placard or the "COMBUSTIBLE" placard.	X	X	X	X	X ^⑤
17	RADIOACTIVE	X	X	X	X	X ^⑤
18	Tank cars of Phosphorus placarded "FLAMMABLE SOLID."	X	X	X	X	X ^⑤

CONTAINING HAZARDOUS MATERIALS

	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR
	OTHER THAN PLACARDED "EXPLOSIVES A", "COMBUSTIBLE" GAS or "RADIOACTIVE"	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE	FLAMMABLE SOLID (Containing Phosphorus)

								X
								X
								X
								X
					X			X
					X			X
								X
								X ^⑤
								X ^⑤
								X ^⑤
					X			X ^⑤
					X			X ^⑤

FOOTNOTES:

HOW TO USE THIS CHART:

- To determine where a placarded car can be placed in a train follow these steps.
- Determine type of placard applied to car.
- Determine type of car to which placard is applied.
- Read across to determine correct placement.
- See footnotes for explanation.

^① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

^② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

^③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

^④ Applies only in mixed train service.

SPECIAL RULES:

Tank cars containing phosphorus placarded "FLAMMABLE SOLID" must be separated from each other and from any other loaded placarded car except one placarded "COMBUSTIBLE" in the train by 15 cars.

HAZARDOUS MATERIAL HANDLING

inspection:

When instructed to pick up placarded cars which have not been inspected by Car Department Inspectors, Train and Engine Crews will be governed as follows:

1. No car containing Hazardous Material based on information shown on shipping paper waybill or switch list for the car, will be picked up unless such car is placarded in accordance with placard "Notation and Endorsement" shown on these papers.
2. Such placarded cars must be inspected in accordance with existing instructions for Safety Instructions applying at points where Car Inspectors are not on duty.* If cars are safe for movement they may be placed in train but each car in train adjacent to such placarded cars must be inspected. Train may continue only when inspection indicates that all cars inspected are safe for movement.
3. Inspection of Tank Cars: Each loaded placarded Tank Car must be inspected, whether received at the originating point or in interchange to see that it is not leaking and that the air and hand brakes, journal boxes and trucks are in proper condition.
An empty tank car which previously contained a Hazardous Material picked up at such point must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs and plugs or caps or other coverings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.
4. No placarded EXPLOSIVE "A" will be picked up unless such car has been inspected by Car Inspector.
*CC Rule 904(A)

Notification of Placarded Cars in Train:

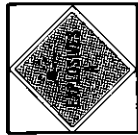
1. Cars placarded EXPLOSIVE A or POISON GAS: At each point where trains are made up or switched by crews other than the crew which will handle the department movement, the Conductor and Engineer must be issued information on Form 494 showing the location in train of each car placarded EXPLOSIVE A or POISON GAS. This form will be used until revised. At points where crews are relieved, the form must be transferred to the relieving crews. The form issued to each train must be numbered consecutively and a copy thereof must be kept on file at each location where such form is issued.
Information contained in the excerpt and no longer applicable is to be crossed out when issued.
2. Other Placarded Cars: The Conductor and Engineer must be furnished information as to the location of all placarded cars in train. This information may be furnished on wheel report or message.
3. **Agents will prepare message in four (4) parts** informing train crews that they have in their train cars containing flammable compressed gas.
 - A. The message shall contain the following information:
 - (1) Car contains flammable compressed gas
 - (2) Car initial and number
 - (3) Contents
 - (4) Destination
 - (5) Location of car in train
 - (6) Cars shall not be cut off in motion; no car moving under its own momentum shall be allowed to strike such cars, nor shall any such car be coupled into with more force than is necessary to complete the coupling
 - B. The message will be prepared on four (4) parts with the following distribution:
 - (1) Conductor
 - (2) Engineer
 - (3) Attached to front of each waybill
 - (4) Station copy

A similar message in three (3) parts will be made for such cars received at your station in interchange from other carriers and destined to any industry at your station. The switch foreman and engineer will each receive a copy of the message and the agent will retain a copy for his files. Switch lists given to yard crews will plainly indicate all cars containing flammable compressed gas.

All concerned, when receiving information pertaining to arrival of this type of car must maintain records as to the exact location in their respective yard at all times.

Yardmasters must inform train and engine switching crews the exact location of cars containing these commodities.

REFERENCE GUIDE FOR SWITCHING PLACARDED CARS



Any Car



Any Car

Placarded flat car or
Flat car carrying
placarded trailers
or containers

Tank Car



Tank Car

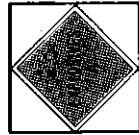
Loaded tank cars of
phosphorus placarded
"FLAMMABLE SOLID"Tank cars last containing
phosphorus filled with
waste water placarded
"EMPTY
FLAMMABLE SOLID"

Must not be "HUMPED" or "KICKED"

Must not be cut off in motion

Must not be struck by any car moving under its own momentum

Must not be coupled to with any more force than is necessary to make coupling



Any Car

ADDITIONAL REQUIREMENTS FOR ANY CAR PLACARDED "EXPLOSIVES A"

Must be separated from engine by at least one non-placarded car
Must have doors closed before moving

Must not be placed or left where there is any possible danger of fire

Must not be placed or left under bridges, under overhead highway crossings or along passenger stations



CARS WITH ANY OF THE FOLLOWING PLACARDS



IN SWITCHING OPERATIONS WHERE USE OF HAND BRAKES IS NECESSARY:

It must be determined by trial that the hand brake on the placarded car or the car in the cut being ridden is in proper working condition before a "loaded" placarded car or a cut containing a loaded placarded tank car is released.

A placarded loaded tank car, or cut containing a loaded placarded tank car, must not be cut off until preceding cars are clear of the lead.

A cut containing a placarded tank car must be clear of lead before releasing any cars to follow.



The above restrictions do not apply to cars placarded "COMBUSTIBLE" or "BLASTING AGENTS".



EXAMPLES OF EMPTY PLACARDS

There are no switching restrictions for empty tank cars which last contained a commodity whose residue could be harmful, except tank cars last containing phosphorus placarded "EMPTY FLAMMABLE SOLID".

**INSTRUCTIONS FOR
CREW
IN EVENT OF DERAILMENT**

Check other crew members for injuries — Give FIRST AID/CALL FOR HELP if Needed

Get WAYBILLS, WHEEL REPORT (or other documents with hazardous material information)

Find the WAYBILLS marked in UPPER LEFT CORNER as:

EXPLOSIVE
DANGEROUS
POISON GAS
RADIOACTIVE MATERIAL

(The conductor should have already reviewed the waybills)

When found, KEEP waybills until full details have been reported to the dispatcher, AND FIND LOCATION of cars in TRAIN by using WHEEL REPORT.

Head-End Crew: Survey derailment for FIRST CAR derailed

Rear-End Crew: Survey derailment for LAST CAR derailed

**IF HAZARDOUS MATERIALS ARE INVOLVED,
DO NOT GO NEAR DERAILED CARS**

Survey the AREA for ROADS, BUILDINGS, or other PUBLIC structures

Look for FIRES, LEAKING MATERIAL

Call DISPATCHER - give your location

**STAY IN CONTACT WITH DISPATCHER WHILE HE IS GETTING
INSTRUCTIONS FOR YOU TO FOLLOW**

Give Dispatcher the information he requests, which will include the following from the WAYBILLS of cars containing hazardous materials.

1. Car Initial and Number
2. Consignee Name
3. Consignee Location
4. Shipper Name
5. Shipper Location
6. Commodity Code Number (49 _____)
7. Wording that Appears in Bottom Left Corner of Waybill
(Description, Material Class, Placard - NOTE: Spell The Names Of Chemicals)

**STAY IN CONTACT WITH DISPATCHER WHILE HE IS GETTING
FURTHER INSTRUCTIONS**

Get READY for the following IF's:

If Local Authorities Appear —: Give them NAME of HAZARDOUS MATERIAL, 49 CODE NO.
Advise them to STAY AWAY, KEEP PUBLIC AWAY

If Local Authorities Insist on Taking Action Before You

Receive Further Instructions —: Tell them to CALL CHEMTREC
800 424-9300

If Dispatcher Relays Advice —: Give it to LOCAL AUTHORITIES

If Railroad Personnel Appear —: Warn them of DANGER
Get them to HELP CONTROL SPECTATORS

If A Supervisor Arrives —: Explain SITUATION, WHAT HAS BEEN DONE, WHO HAS BEEN NOTIFIED, AND ADVICE RECEIVED FROM DISPATCHER.
FOLLOW SUPERVISOR'S ORDERS.

As a man thinks—so he is.

How do you think regarding:

Safety?

Family?

Fellow Employes?

Your Job?

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 EMPLOYE 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 authorized 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:

ENGINEER:

"Engineer on CNW _____ calling man in charge about Form Y train order _____" (This call should be made sufficiently in advance to avoid any unnecessary delay to the train.)

EMPLOYE IN CHARGE: "This is C&NW section foreman (or other title) in charge of Form Y order No. _____ at MP _____
No. _____ (or Extra _____) may pass red flag at MP _____ without stopping on order No. _____"

or

No. _____ (or Extra _____) may pass red flag at MP _____ 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 and repeat acknowledged by employe in charge.**

A green flag indicates the end of the restriction.

Engine whistle signal 15(L) 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 employes 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 employe in charge should permit the train and/or engine to proceed at normal speed.

Additional Instructions for Train and Engine Crews

Train and engine crews will, if they find men and equipment are not in clear of track to be used or that in two or more track territory activity has not ceased and men and equipment are not in clear, bring their train to a stop, using a regular service application, unless emergency application is warranted, then proceed only after all activity has ceased and track is clear within their range of vision at a speed of Reduced Speed not to exceed 10 MPH through limits of order and report delay to train dispatcher from first available point of communication.

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.

FORM XL TRAIN ORDER (BROKEN RAIL)

Use of the following form of train order is authorized:

Form XL

DO NOT EXCEED _____ MPH OVER BROKEN RAIL AT MP _____ LOCATED BETWEEN _____ AND _____ UNLESS A DIFFERENT SPEED IS AUTHORIZED BY MAN IN CHARGE AT BROKEN RAIL.

Instructions

When radio communication is used to authorize a different speed, the procedures below must be followed: (Relaying through third party not permitted)

Engineer: "Engineer on C&NW No. _____ (or Extra _____) calling man in charge at M.P. _____ about order No. _____."

Man in Charge: "This is man in charge at M.P. _____
C&NW No. _____ (or Extra _____) proceed at _____ MPH (or normal speed) on order No. _____ at M.P. _____."

Engineer: "This is engineer of C&NW No. _____ (or Extra _____) proceed at _____ MPH (or normal speed) on order No. _____ at M.P. _____."

Man in Charge: "That is correct"

Additional Instructions

1. Verbal instructions to engineer of train or engine from man on ground will not change or modify any other speed restrictions or rules and will apply only to the train order specifically referred to by number.
2. Before increasing speed in response to authority received from man on ground, the engineer must notify crew member(s) on rear of train (except on suburban trains). If unable to notify crew member(s) on rear of train, the engineer must operate over broken rail at the speed authorized by the train order.
3. Yellow and green flags will not be used in connection with a Form XL train order.