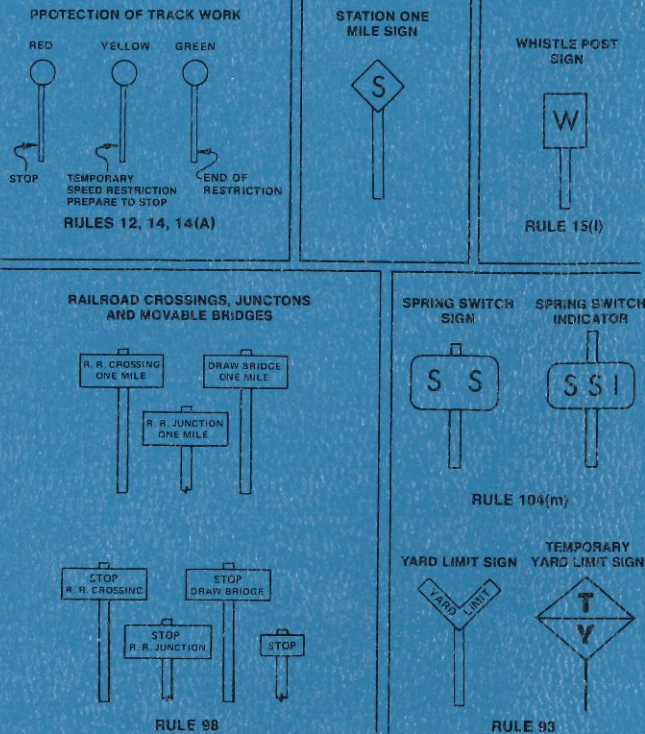


10 1/2
10
9
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2
1
AIR BRAKE RULER (IN INCHES)

ROADWAY SIGNS



**CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY**



TIMETABLE No. 8

EFFECTIVE

12:01 A.M., APRIL 27, 1986

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, Asst. Vice President—Transportation and General Manager
- G. R. HANSON, Asst. General Manager
- R. E. MORRIS, Asst. Vice President—Operations Control Center

**SAFETY IS.....NO ACCIDENT
TAKE PRIDE IN RULES OBSERVANCE**

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

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

DIVISIONS

Eastern
Central
Northern
Lake Shore
Western
Suburban

**ASSISTANT VICE PRESIDENT
AND DIVISION MANAGER**

J. H. Koch
G. F. Maybee
J. L. Bradshaw
J. R. Panning
D. B. Carlisle
J. C. McIntyre

HEADQUARTERS

West Chicago, IL
Boone, IA
St. Paul, MN
Escanaba, MI
Chadron, NE
Chicago, IL

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Additions, Applications, Deletions and Revisions of Definitions, Rules and Train Orders relative to the General Code of Operating Rules, Edition 1986, are contained herein. Employees must be conversant with these changes and refer to them, as well as to the General Code of Operating Rules, when using this Timetable.

General Orders and Special Orders will be signed by the Assistant Vice President—Division Manager on each Division. The initials of the Chief Train Dispatcher will be used on train orders and on clearances. This supersedes conflicting requirements in the General Code of Operating Rules.

Length of sidings shown in feet.

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

All lines are single track except where double track or multiple main tracks are specified.

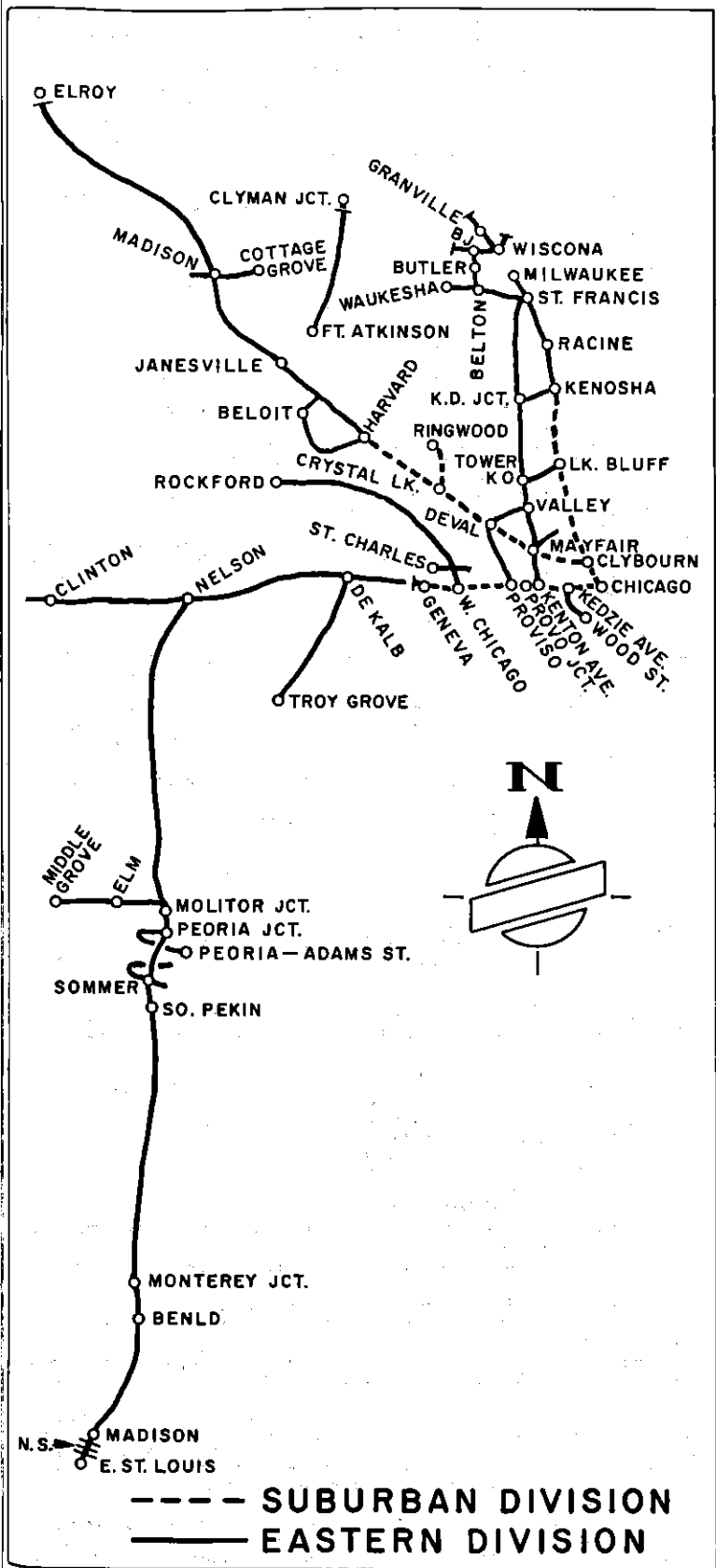
Station names on a subdivision page printed in *ITALICS*, are for information or clarity purposes only.

SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51

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SUBURBAN AND EASTERN DIVISION SPECIAL INSTRUCTIONS

Geneva, Kenosha and Harvard Subdivisions

Instructions governing movement between Chicago Station Tracks and Signal Bridges "D" and "K".

1. (a) All movements into Chicago passenger terminal must enter the train shed at restricted speed not exceeding 10 MPH. On back-up movements, back-up men will indicate by 1 long sound of the communicating signal that engineer should close throttle and permit stop to be made by back-up hose service application of the brakes. Speed must be so controlled that stop will be made by service application of the brakes short of the white line painted on the platforms 10 feet in advance of the bumping post.
- (b) When a reverse movement is made over Lake Street Interlocking with multiple units having a control unit (including a cab car) on either end, the movement must be controlled by the engineer from the lead unit or cab car in the direction of movement when practicable.
- (c) When engines are to be coupled to a passenger train or cars, they will stop not less than 20 feet from the cars and then couple to train on hand signal.
2. 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 signal governing westward movements from each of the train shed tracks.
 - (b) The second signal governing westward movements from track No. 16.
 - (c) The signal governing westward movements from each of the two pockets on lead tracks 1 and 6.

The 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 movements from the train shed tracks must not be made without an indication to proceed on the signal marked with TWO stars, except when a train or engine extends west of one or more signals, westward movement must not be made unless an indication to proceed is displayed on the first 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 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 721, 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, trains and engines will display a dim headlight.
6. On the main tracks at 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.

Additional Rules and Instructions:

Rule 14 (Application)

The bell must be rung not less than one-fourth mile in advance of station platforms where passengers are received or discharged, and must continue to ring until engine has passed the platform.

Rule 15 (Application)

On the Geneva and Harvard subdivisions and between Chicago and Kenosha on the Kenosha subdivision, whistle signal 15(l) must be sounded at all crossings at grade that are not protected by operating automatic gate warning protection.

Ordinances prohibit sounding engine whistle within city limits of:

Chicago	Evanston	South Milwaukee
Park Ridge	Wilmette	Dixon
Des Plaines	Highland Park	Milwaukee
Arlington Heights	Highwood	
Palatine	Lake Forest	
Barrington	Waukegan	
Fox River Grove	Zion	

and between Chicago and Winfield inclusive.

Glencoe—Passenger trains making schedule stop are not required to whistle. Other trains must whistle between 6:00 A.M. and 8:00 P.M. daily.

North Chicago—Westward trains whistle for 22nd Street east of station. Eastward trains whistle for crossing just west of station.

Westward trains and engines using track 2 between Chicago and WX and between Chicago and Barrington will sound whistle signal 15(e) preceding 15(k) when recalling flagmen.

Rule 83

Chicago is a register station for Eastward passenger trains only. Eastward passenger trains will register by register ticket and will leave register ticket and delay report at commuter control.

Rule 84

When a suburban train is ready to proceed, trainmen will close all the doors, which will actuate a light in the engineer's cab at which time train will proceed without a hand signal. If for any reason this procedure cannot be followed, proceed signal may be given by communicating buzzer or hand signal. When hand signal is used, the engineer must wait a minimum of seven seconds after hand signal to proceed is received before starting train.

Rule 104(A) (Addition)

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 to ascertain that they are properly lined and latched. This inspection must be made regardless of the indication of target on switch stand.

Rule 107. Refer to Rules Section.

Rule 214 (Application)

Between Chicago and Harvard, Chicago and Kenosha, and Chicago and Geneva, when a clearance is received at Chicago, West Chicago, Harvard, Crystal Lake, Barrington, Kenosha and Waukegan by suburban trains, slow and cautionary orders received on a prior trip during the same tour of duty must not be retained unless otherwise directed.

Rule 221 (Application)

Clearance for suburban trains at initial stations only [Rule 82(A)], need not be OK'd by the train dispatcher.

Rule 315(A) Exception to First Paragraph:

At the following locations:

Geneva Subdivision	Harvard Subdivision	Kenosha Subdivision
Kedzie	Seeger	Lake Bluff
Kenton Avenue	Barrington	
Lathrop Avenue		
Vale		
JN		
Provo Junction		
Wolf Road		
HM		
NI		
WX		

A crew member need not precede a passenger train enroute a dual control switch, but a crew member, or other qualified employe, must be on the ground to examine each dual control switch to see that it is properly lined.

Occupying Main Track at Initial Station

Passenger trains may occupy main track at initial station or initial loading station up to 10 minutes prior to scheduled leaving time for the purpose of loading passengers.

Cancelling Regular Stops

When a passenger train is directed to cancel regular stops or is operating on other than its normal track and will pass through stations where platforms may be crowded with people, such train will not exceed 30 MPH and sound warning whistle frequently approaching and passing these platforms.

Operating on Other Than Normal Tracks

When movements are made against the current of traffic or on tracks other than those normally used, the engineer must flash headlight at least five times while approaching a station sufficiently in advance to permit passengers to change platforms. Be sure that all passengers have crossed over before blocking crosswalk.

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL—GENEVA SUBDIVISION

Engines not equipped with ATC, or in-operative ATC, may move:

(a) Between Chicago and Kedzie, governed by signal indication, at restricted speed.

(b) Between Kedzie and JN, governed by signal indication and an absolute block established in advance of movement not exceeding 40 MPH.

(c) Between JN and Clinton under absolute block in advance of movement authorized by the train dispatcher.

(d) Between Chicago and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton and Clinton, and at West Chicago, DeKalb, Dixon, Nelson, Sterling and Clinton within switching limits, in accordance with signal indications, at restricted speed.

ATC main track test sections are located as follows:

Lake St.—	Tracks 1, 2, 3 and 4, starting 200 feet west of Bridge "A", extending westward 100 feet.
Provo Jct.—	On IHB connection track east of bridge.
Elmhurst—	Track No. 1 at York Road. Signal must indicate proceed to get proper ATC test.
West Chicago—	Track 7 at yard office.
Eastward—	Downtown lead.
	Belvidere Subdivision.
Westward—	Track 1 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—	East wye.
	Westward—West wye at NJ.

GENEVA SUBDIVN- SUBURBAN AND EASTERN DIVISION

Station Numbers	Miles	Distance Between Stations	Schedules of first class passenger trains between Chicago and Geneva 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.		Mile Posts	Length of Sidings
			WEST STATIONS	EAST		
0000	0.0	0.2	CHICAGO	ⓀⓀⓀⓀ	...	...
...	0.2	0.2	LAKE ST.	ⓀⓀⓀ	0.2	...
...	0.4	0.2	CLINTON ST.	ⓀⓀ	0.4	...
0005	2.6	1.0	WESTERN AVE	ⓀⓀⓀⓀ	2.6	...
...	3.6	0.9	KEDZIE	ⓀⓀⓀ	3.6	...
...	4.5	0.3	HARDING AVE.		4.5	...
0011	4.8	0.7	KEELER		4.8	...
...	5.5	3.0	KENTON AVE.	Ⓚ	5.5	...
0018	8.5	0.4	OAK PARK		8.5	...
...	8.9	0.8	LATHROP AVE.	Y	8.9	...
0020	9.7	0.3	RIVER FOREST		9.7	...
...	10.0	0.5	VALE	Ⓚ	10.0	...
0021	10.5	0.8	MAYWOOD		10.5	...
0022	11.3	0.5	MELROSE PARK		11.3	...
...	11.8	0.3	JN.	Ⓚ	11.8	...
0016	12.1	0.6	PROVO JCT.	Ⓚ	12.1	...
0017	12.7	1.5	BELLWOOD		12.7	...
...	14.2	0.1	WOLF ROAD	Ⓚ	14.2	...
0015	14.3	0.9	BERKELEY		14.3	...
0023	...	...	PROVISO	ⓀⓀⓀⓀⓀ	...	...
...	15.2	0.5	HM	Ⓚ	15.2	...
0024	15.7	2.1	ELMHURST		15.7	...
0025	17.8	2.1	VILLA PARK		17.8	...
0026	19.9	2.5	LOMBARD		19.9	...
0027	22.4	1.4	GLEN ELLYN		22.4	...
0028	23.8	1.2	COLLEGE AVE.		23.8	...
0029	25.0	2.5	WHEATON		25.0	...
0030	27.5	2.0	WINFIELD		27.5	...
...	29.5	0.5	NI	Ⓚ	29.5	...
...	30.0	0.3	WEST CHICAGO		30.0	...
...	30.3	1.8	JB Ⓚ EJ&E	ⓀⓀⓀ	30.3	...
0031	...	...	WEST CHICAGO YARD	ⓀⓀⓀⓀⓀ	...	...
...	32.1	3.4	WX	Ⓚ	32.1	...
0032	35.5	1.7	GENEVA	Ⓚ	35.5	...
...	37.2	6.8	GX	Ⓚ	37.2	...
0040	44.0	4.0	ELBURN		44.0	...
0033	48.0	0.5	MEREDITH		48.0	5816
...	48.5	2.1	MW	Ⓚ	48.5	...
0041	50.6	4.8	MAPLE PARK		50.6	...
0042	55.4	2.9	CORTLAND-CO	Ⓚ	55.4	...
0046	58.3	4.7	DE KALB	ⓀⓀ	58.3	...
...	63.0	1.3	MA	Ⓚ	63.0	...
0047	64.3	3.5	MALTA		64.3	...
...	67.8	1.9	HX	Ⓚ	67.8	...
0048	69.7	3.6	CRESTON		69.7	...
...	73.3	1.5	RX	Ⓚ	73.3	...
0049	74.8	0.5	ROCHELLE		74.8	...
...	75.3	3.7	NX Ⓚ BN	Ⓚ	75.3	...
0050	79.0	4.7	FLAGG		79.0	...
0051	83.7	4.3	ASHTON		83.7	8371
0052	88.0	4.9	FRANKLIN GROVE		88.0	...
0053	92.9	5.0	NACHUSA	Ⓚ	92.9	...
0054	97.9	5.1	DIXON		97.9	...
...	103.0	1.3	NQ	Ⓚ	103.0	...
0056	104.3	0.8	NELSON	ⓀⓀ	104.3	...
...	105.1	4.4	NJ	Ⓚ	105.1	...
0057	109.5	3.5	STERLING	Y	109.5	...
0058	113.0	1.8	GALT		113.0	...
0059	114.8	3.8	AGNEW		114.8	...
0060	118.6	5.2	ROUND GROVE		118.6	...
0061	123.8	3.8	MORRISON		123.8	...
0062	127.6	8.3	UNION GROVE		127.6	...
0065	135.9	0.8	EAST CLINTON		135.9	...
...	136.7	0.4	MISSISSIPPI RIVER BR.	Y	136.7	...
...	137.1	1.8	FIFTH STREET Ⓚ SOO LINE	Ⓚ	W0.3	...
0100	138.9	...	CLINTON	ⓀⓀⓀⓀ	W2.1	...

GENEVA SUBDIVN- SUBURBAN AND EASTERN DIVISION

SPEED RESTRICTIONS (In MPH)		TOFC	Frt.
		70	60
Maximum			
MP 0.0-0.3 Between Chicago and Signal Bridge A. Restricted speed not exceeding		10	10
MP 0.3-0.7 Signal Bridge A to Signal Bridge D. Restricted speed not exceeding		15	10
MP 0.7-1.6		35	30
MP 1.6-2.6		50	30
MP 2.6 Western Ave.			
Straight		30	30
Diverging		10	10
MP 2.6-3.6			
Tracks 1 and 2		40	30
Tracks 3 and 4		30	10
MP 3.6 Kedzie			
Straight		35	35
Diverging		15	10
MP 3.6-4.5			
Tracks 1 and 2		50	35
Tracks 3 and 4		20	10
MP 4.5-5.5			
Tracks 1 and 2		50	35
Tracks 3		20	10
MP 5.2-5.6 Track B		35	35
MP 5.5			
Kenton Ave.-			
Track 1 to track 1		40	30
Track 1 to track 2		40	30
Tracks 2 & 3 to track 2		40	30
Tracks 3 & 2 to track 3 (Eastward)		20	10
Track 3 to tracks 2 & 3 (Westward)		20	10
MP 5.6-9.9		50	
MP 8.9-9.9 Track A		35	30
MP 9.9 Vale-			
Tracks 1 & 2 to westward track		40	30
Eastward track to tracks 2 & 3		40	30
MP 10.0-10.4		50	40
MP 11.8 JN			
Straight		50	40
Diverging		15	10
MP 12.1 Provo Jct.			
Diverging		35	30
To and from IHB conn. track		10	10
MP 14.2 Wolf Rd.			
Diverging		35	30
MP 15.1 HM			
Straight		50	35
Diverging		35	30
To and from Provo lead		30	30
To and from 30 Main		20	20
Except loaded unit trains with 40 or more cars		10	
MP 20.8-21.0		55	50
MP 22.3-25.4		55	50
MP 29.5 NI			
Straight		55	40
Diverging		30	30
MP 29.5-30.0		55	40
MP 30.0-30.5			
Straight		45	35
Diverging		10	10
MP 32.1 WX-Only the route from track 2 to track 3 EW and track 3 to track 2 WW are straight routes.			
Straight		50	40
Diverging		30	30
MP 35.2-35.5		50	50

Between Geneva and Clinton			
	Track 1	Track 2	
	TOFC	Frt.	TOFC Frt.
Maximum Straight	70	60	70 60
Maximum Diverging	35	30	35 30
MP 57.5-59.0	50	50	50 50
MP 75.3 BN-			
Crossing	40	35	40 35
MP 97.0-100.0			
Curves	45	45	45 45
MP 105.1 (NJ)			
Diverging: Track 2 to Track 1	30	30	30
All Other Diverging Routes	10	10	10
MP 107.9-109.6	60	50	60 50
MP 135.3-135.9	40	40	40 40
MP 135.9-2.1	30	30	30 30
Loaded unit train (40 cars or more) must not exceed the following maximum speeds:			
10 MPH on Tracks 1 and 2 between MP W0.0 and MP 135.9.			
5th Street Crossovers	30	30	30

Rock and Roll Restrictions do not apply

Track 1 MP 1.0-10.2
MP 11.7-16.2
MP 30.4-W2.1

Track 2 MP 1.0-10.2
MP 11.7-13.0
MP 16.5-W2.1

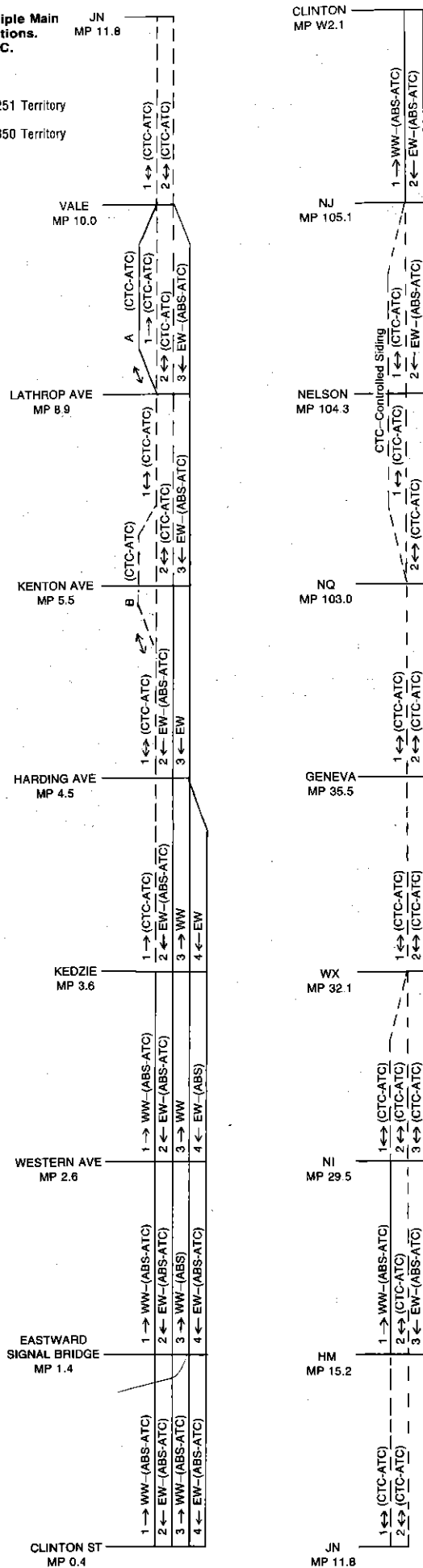
Track 3 MP 5.5-10.0
MP 15.1-32.1

Yard Limits:
Chicago-MP 17.0
MP 109.0-114.0
MP 135.0-Clinton

Clearance Requirements:
Rule 82(A) does not apply at Kedzie.
Westward TOFC and Frt. trains must obtain a clearance at Provo.
Trains from Proviso and Clinton enroute the St. Louis Subdivn. must obtain a separate clearance for the St. Louis Subdivn. at Proviso or Clinton.
Trains originating at West Chicago Yard must obtain a clearance at West Chicago Yard.
Trains from Proviso enroute the Belvidere Subdivn. must obtain a separate clearance at Provo for the Belvidere Subdivn.

Rule 153—Multiple Main
Track designations.
ABS—ATC—CTC.

— Rule 251 Territory
- - - Rule 350 Territory



GENEVA SUBDIVN— SUBURBAN AND EASTERN DIVISION

Movements against the current of traffic in accordance with Rule 152(A) may be made between:

Clinton St. and Western Ave.
on tracks 1 and 2 as directed by the train dispatcher. On tracks 3 and 4 on signal indication. Movements from the Low Line at MP 1.4 must obtain permission from the Control Operator at Kedzie to enter track 1. (Control Operator at Kedzie must, before permitting movement, confer with Control Operator at Lake Street, regarding the location of trains.) After receiving permission, a member of the crew must operate the switch and then wait 5 minutes before fouling or entering track 1, in accordance with Rule 317.

Western Ave. and Kedzie
on track 3 as directed by train dispatcher, 2 and 4 as directed by train dispatcher.

Kedzie and Harding Ave.
on tracks 2, 3 and 4 as directed by train dispatcher.

Harding Ave. and Kenton Ave.
on track 3 when authorized by the train dispatcher to service the Elmhurst Stone Co. at MP 15.8 and F.E. Whealon at MP 25.0.

HM and Signal Bridge at MP 16.5 and between NI and Wheaton
on track 3 when authorized by the train dispatcher to service the Elmhurst Stone Co. at MP 15.8 and F.E. Whealon at MP 25.0.

Rule 99—Minimum flagging distance—1½ miles.

Rule 315—Dual Control Switches: Kedzie, Kenton Ave., Lathrop Ave., Vale, JN, Provo Jct., Wolf Road, HM, NI and WX.

Rule 701—Proviso is a designated terminal.

Talking Detectors:

Location	Tracks
MP 29.0 (West Chgo)	1-2-3
MP 46.1 (Elburn)	1-2
MP 64.0 (Malta)	1-2
MP 78.8 (Flagg)	1-2
MP 95.0 (Dixon)	1-2
MP 113.2 (Galt)	1-2
MP 127.9 (Union Grove)	1-2

A Draggling Equipment Detector is located 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 unless otherwise instructed by the train dispatcher.

A High Load Detector governing eastward freight movements only, except trains consisting entirely of double stack containers, is located on tracks 1 and 2 east of JN at MP 11.6. Automatic approach lighted high load indicators at MP 10.5, Maywood, and east of River Forest at MP 9.5 will display three lunar lights horizontally for "STOP-inspect train" indication and will govern eastward freight train

movements on all tracks. When the indicator displays a "Stop-inspect train" indication, it indicates there is one or more suspected excessive height cars in the train. The train must stop before passing under Soo Line bridge at MP 9.4, notify train dispatcher and inspect train for excessive height cars. If train has been previously inspected and it is known there are none, train need not stop but must notify train dispatcher that indicator displayed a "Stop-inspect train" indication.

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

Kenton Ave.—Track B
Permission must be obtained from the train dispatcher to enter track B at Kenton Ave. Through hand operated switches. Maximum height ATR is 21 feet 0 inches. No clearance for man on side of car.

West Chicago
Due to close clearance, the side track (known as Track 56) adjacent to Track 1 between NI Interlocking and West Chicago, is not to be occupied by cars or engines unless authorized by the Train Dispatcher. When cars are spotted on Track 66, there is no clearance for man riding on side of car on Track 1.

Geneva
Conductors on eastward passenger trains must communicate with train dispatcher before leaving Geneva.

Barber Green Spur extends 2.5 miles between DeKalb and Barber Green facility. Rule 103(AA) applies at State St. and Pleasant St. Maximum speed 5 MPH. Maximum Wt. 263,000 lbs.

Rochelle
Trains approaching NX (the BN Interlocking) must be prepared for an ATC restriction and stop indication at the absolute signals at the interlocking IF—

Unable to maintain an average speed of 21 MPH between the "Approach Clearing" signs located at MP 78.54 for Eastward trains and MP 72.37 for Westward trains and the "Approach Reclearing" signs located at MP 75.93 for Eastward trains and MP 75.0 for Westward trains.

Dixon River Track Spur extends 3.4 miles between Dixon and Dixon-Marquette cement facility. Track is jointed used with ICG. Maximum speed 5 MPH. Maximum Wt. 263,000 lbs.

Spring Switches:
Clinton, MP 4.6 West End Camanche lead. Normal position for westward track.

Maximum Wt:
Clinton St.—HM 263,000 lbs.
HM—Clinton 315,000 lbs.

KENOSHA SUBDIVN-SUBURBAN AND EASTERN DIVISIONS

Station Numbers	Distance From Chicago	Schedule of first class passenger trains between Chicago and Kenosha 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.		Mile Posts
		WEST STATIONS	EAST	
0000	0.0	CHICAGO	⑥④③②	0.0
	0.3	LAKE ST	①①①	0.3
	0.5	CLINTON ST.	①①①	0.5
	2.7	CY @ SOO	①①①①	2.7
0501	2.9	CLYBOURN		2.9
0503	3.3	DEERING BR.	①	3.3
0506	6.5	RAVENSWOOD		6.5
0511	9.4	ROGERS PARK		9.4
0513	11.0	MAIN ST.		11.0
0514	12.0	EVANSTON		12.0
	12.7	CANAL		12.7
0516	13.3	CENTRAL ST.		13.3
0517	14.4	WILMETTE		14.4
0518	15.2	KENILWORTH		15.2
0520	15.8	INDIAN HILL		15.8
0519	16.6	WINNETKA		16.6
0521	17.7	HUBBARD WOODS		17.7
0523	19.2	GLENCOE		19.2
0526	20.5	BRAESIDE		20.5
0525	21.5	RAVINIA		21.5
0527	23.0	HIGHLAND PARK		23.0
0528	24.5	HIGHWOOD		24.5
0529	25.7	FT. SHERIDAN		25.7
0531	28.3	LAKE FOREST		28.3
0532	30.2	LAKE BLUFF	①①	30.2
0549	32.2	GREAT LAKES		32.2
0533	33.2	NORTH CHICAGO		33.2
0534	35.9	WAUKEGAN Y	⑥④③②①	35.9
0530	42.1	ZION		42.1
0537	44.5	WINTHROP HARBOR		44.5
0538	51.6	KENOSHA Y	⑥④③②①	51.6
0539	60.5	RACINE Y	⑥④③	60.5
0542	72.6	OAK CREEK	①	72.6
0543	74.7	SO. MILWAUKEE		74.7
0544	78.2	CUDAHY		78.2
0545	79.9	ST. FRANCIS	①①①①	79.9

SPEED RESTRICTIONS (In MPH)

Between Chicago and CY

MP 0.0-0.3	Psg. Frt.	10 10
MP 0.3-0.7		15 10
MP 0.7-2.4		35 10

Between Chicago and MP 0.6 Restricted Speed

MP 2.4-CANAL	Psg. Frt.	
Maximum		70 35
MP 2.4-3.3		
Straight		35 30
Diverging		30 30
MP 3.5-3.9		50 ..
MP 12.0		50 ..
MP 12.7 Canal		60 35

CANAL-LAKE BLUFF

Maximum		70 40
MP 12.7-13.9		
Eastward		60 ..
MP 30.4 Lake Bluff		
Diverging		30 30

LAKE BLUFF-KENOSHA

Maximum		70 60
MP 50.8-51.6		60 40

KENOSHA-ST. FRANCIS

Maximum		40
MP 79.9		25

Rock and Roll Restrictions do not apply:

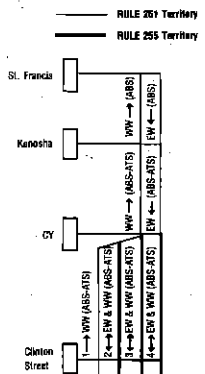
WW: MP 3.3-13.9
MP 15.3-22.6
MP 30.3-38.0
MP 70.0-74.0

EW: MP 30.3-25.8
MP 13.2-11.0
MP 7.4- 3.4

Yard Limits:
MP 35.2-40.4
MP 48.4-54.1
MP 58.0-65.5
MP 67.7-St. Francis

Clearance Requirements:
Rule 82(A) does not apply at CY or St. Francis.

Multiple Main Tracks:



Movements against the current of traffic may be made between Clinton St. and Canal on signal indication and verbal authority. Rule 152(A) applies.

KENOSHA SUBDIVISION SUBURBAN AND EASTERN DIVISIONS

Rule 83-Waukegan and Kenosha are register stations only for passenger trains originating or terminating. Passenger trains terminating at Kenosha when train order office is closed register in yard office and telephone reports to operator at Waukegan.

Rule 99: Minimum flagging distance 1 mile.

Rule 315 Dual Control Switches:
Lake Bluff

Hot Box Detector

Location	Phone
MP 46.1	MP 39.2 EW
(Winthrop Harbor)	

National Ave. Spur extends 4.0 miles from St. Francis to Milwaukee (Sta. No. 0547).
MP 81.8-① Soo Line ④
MP 82.5-KK River Br. ①①①
MP 83.1-Milw River Br. ①① Stop

Whistle signal 15(l) must be sounded for Conway St. Maximum Wt: 315,000 lbs.

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.**

ST. FRANCIS-At end of double track. Normal position is for eastward track **

Automatic Train Stop-Clinton St.-MP 52.1 Non-equipped engines may be operated:

(a) Between Chicago and Canal at not exceeding 40 MPH in accordance with automatic block signal indications and an absolute block in advance of movement.

(b) At Waukegan within yard limits at restricted speed.

(c) Between Waukegan and Chicago for inspection and repairs not exceeding 40 MPH. Such movements must be made in accordance with automatic block signal indications and an absolute block in advance of movement.

Maximum Wt:

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

HARVARD SUBDIVN—SUBURBAN AND EASTERN DIVISIONS

HARVARD SUBDIVISION SUBURBAN AND EASTERN DIVISIONS

Station Numbers	Distance From Chicago	Schedule 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.		Mile Posts
		WEST STATIONS	EAST	
0000	0.0	CHICAGO	ⓐⓑⒸⒹ	0.0
	2.7			
0501	2.9	CY ⓐ SOO	ⓐⓑⒸⒹ	2.7
	4.1			
0605	7.0	CLYBURN		2.8
	0.8			
0607	7.8	MAYFAIR ⓐ SOO—C&NW	ⓐⓑⒸⒹ	7.6
	1.3			
0614	9.1	JEFFERSON PARK		8.7
	1.0			
0615	10.1	GLADSTONE PARK		9.7
	1.3			
0616	11.4	NORWOOD PARK		11.1
	1.2		Y	
0618	12.6	EDISON PARK		12.3
	0.9			
0621	13.5	PARK RIDGE		13.1
	1.5			
0622	15.0	DEE ROAD		14.6
	2.1			
0623	17.1	DES PLAINES		16.7
	0.6			
8003	17.7	DEVAL ⓐ SOO—C&NW	ⓐⓑⒸⒹ	17.3
	0.9		ⓐⓑⒸⒹ	
0624	18.6	CUMBERLAND		18.2
	0.3			
0620	18.9	SEEGER	ⓐⓑⒸⒹ	18.5
	1.1			
0625	20.0	MT. PROSPECT		19.6
	2.8			
0627	22.8	ARLINGTON HEIGHTS		22.4
	1.6			
0628	24.4	ARLINGTON PARK		24.2
	2.4			
0630	26.8	PALATINE		26.5
	5.1			
0632	31.9	BARRINGTON	ⓐⓑⒸⒹ	31.5
	0.4		ⓐⓑⒸⒹ	
	32.3	ⓐ EJ&E	ⓐ	31.9
	5.0			
0635	37.3	FOX RIVER GROVE		37.0
	1.3			
0634	38.6	CARY		38.3
	4.2			
0636	42.8	CRYSTAL LAKE JCT.	ⓐⓑⒸⒹ	42.5
	0.4		Y	
0636	43.2	CRYSTAL LAKE	ⓐⓑⒸⒹ	42.9
	2.8		ⓐⓑⒸⒹ	
0637	46.0	RIDGEFIELD		45.7
	5.6			
0638	51.6	WOODSTOCK	ⓐ	51.3
	4.4			
0640	56.0	HARTLAND		55.7
	7.1			
0641	63.1	HARVARD Y	ⓐⓑⒸⒹ	62.8
			ⓐⓑⒸⒹ	

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.

MP	Track	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			
Track 2 to 1	30	10
Track 2 to 3	35	30
MP 13.2			
Tracks 2 and 3	55	40
MP 16.5-18.9			
Straight	50	30
MP 17.2-17.4 Deval:			
Track 2 to 1	30	25
Track 3 to 2	30	25
MP 17.5			
Track 2 to 3	35	30
MP 18.7 Seeger:			
Diverging	10	10
MP 22.2-22.6			
Straight	40	40
MP 26.1-26.3			
Straight	40	40
MP 29.0-29.4			
Track 1	55	50
MP 31.0 Interlocking:			
Straight	50	40
Diverging	35	30
MP 31.0-32.0			
Straight	50	40
MP 37.3 Bridge			
Straight	50	40
MP 42.5-43.5			
Straight	50	40
MP 50.5-52.0			
Straight	40	40
MP 62.4-63.0			
Straight	30	30

Rock and Roll Restrictions

Do not apply on
Track 1 ... MP 2.9-30.8
Track 2 ... MP 2.9-11.6
 MP 11.8-16.9
 MP 17.4-18.6
Track 3 ... MP 2.9-15.0
 MP 17.5-18.6
WW: ... MP 31.0-62.9
EW: ... MP 39.1-36.1

Yard Limits:

CY-19.0
 MP 42.4-43.6
 MP 62.0-Harvard

Clearance Requirements:

Rule 82(A) does not apply at CY.
 No. 620, No. 630 and No. 708 must obtain a clearance at Crystal Lake Jct.

ABS-ATS:

CY-Harvard

Double Track:

Harvard-Barrington

Multiple Main Tracks:

CY-Barrington

Track 1-WW-Rule 251

Track 2-EW and WW-Rule 255

Track 3-EW-Rule 251

Movements against the current of traffic may be made between CY and Mayfair on signal indication and verbal authority. Rule 152(A) applies.

Rule 83-BARRINGTON-trains terminating at coach yard leave register ticket and delay report in bill box on westward platform.
HARVARD-only trains originating or terminating register.

Rule 99: Minimum flagging distance 1 mile.

Rule 315-Dual Control Switches: Seeger and Barrington

Hot Box Detector

Location Phone
 MP 47.4 MP 42.5 EW
 (Ridgefield) MP 53.5 WW

Between Mayfair and Barrington: 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.

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

HARVARD-Junction of Madison and Beloit Subdivisions-Normal position is for Madison Subdivision. Exception: Between Trains No. 608 and 628 and between Nos. 633 and 639 daily except Sat. & Sun., normal position is for Beloit Subdivision.

HARVARD-End of double track for eastward track.

Automatic Train Stop CY-Harvard

Non-equipped engines may be operated:
(a) Between CY and MP 25.0 west of Arlington Park, not exceeding 40 MPH, in accordance with automatic block signals and an absolute block in advance of the movement.

(b) Between Harvard and CY for inspection and repairs not exceeding 40 MPH. Such movements must be made in accordance with automatic block signal indications and an absolute block in advance of the movement.

Crystal Lake-Eastward trains waiting for trains from McHenry Subdivn. stay west of Signal 776.

Maximum Wt:

CY-Mayfair 232,000 lbs.

Mayfair-Harvard 263,000 lbs.

NEW LINE SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
0023	0.0	PROVISO	②③④ ⑧⑨⑩	...	...
...	2.7	GRAND AVENUE		2.6	...	
8001	7.5	BRYN MAWR	①②	7.4	...	
8002	11.0	NORMA	①②③④	10.9	...	
0620	...	SEEGER	①②③④	...	...
8003	12.1	DEVAL	①②③④⑤⑥⑦⑧⑨⑩	12.0	...	
...	17.6	SHERMER	①②	17.5	...	
8015	21.2	VALLEY	①②	21.2	...	
8017	23.4	BLODGETT		23.8	W1285	
8020	29.3	KO	①②③④	29.7	...	
8023	31.5	UPTON	①②③④⑤⑥⑦⑧⑨⑩	31.9	...	
8027	37.8	GURNEE		38.2	...	
8035	51.3	BAIN	①②③④⑤⑥⑦⑧⑨⑩	51.7	MP 40.3-47.5	
8043	60.4	WAXDALE		60.8	MP 55.0-66.4	
8045	65.1	KAY		65.5	10016 MP 66.4-76.6	
8050	76.2	AIRPORT	①	76.6	...	
8055	78.0	LAYTON AVE.		78.4	...	
0545	79.6	ST. FRANCIS	①②③④⑤⑥⑦⑧⑨⑩	80.1 0.0M	...	
0553	82.0	CHASE		2.3M 3.6M	...	
1301	83.9	MITCHELL	①②③④⑤⑥⑦⑧⑨⑩	5.5M	...	
1302	86.9	WEST ALLIS		8.5M	...	
...	88.5	BELTON	①②	10.1M	...	
5716	94.9	BUTLER	①②③④⑤⑥⑦⑧⑨⑩	16.5M	...	

SPEED RESTRICTIONS (In MPH)

GRAND AVE-VALLEY	
Maximum	50
MP 7.2 Bryn Mawr: Diverging	40
MP 11.9-12.3	30
MP 17.5 Shermer: Diverging	30
MP 21.2 Valley: Diverging	25
VALLEY-KO	
Maximum Westward	60
Maximum Eastward	40
MP 21.2-21.8	30
MP 29.8 KO:	
Diverging	30
KO-BUTLER	
Maximum	50
MP 38.2 WW	40
MP 80.1 St. Francis: Int. Limits	30
Diverging	25
MP 2.3M-2.6M	25
MP 10.0M	30
MP 15.0M-16.5M	30
Rock and Roll Restrictions do not apply	
WW: MP 2.8- 5.1 EW: MP 12.0M-0.0M	
MP 7.6-17.5	MP 17.5- 9.0
MP 21.2-30.0	
MP 0.0M-9.9M	

Yard Limits:

Proviso to Deval & Seeger:	
MP 31.9-40.0	MP 60.4-61.6
MP 47.5-55.0	MP 76.6-Butler

Clearance Requirements:

Westward trains originating at Proviso including Grand Ave., except Elk Grove Switch Runs, must obtain clearance at Proviso.

Rule 82(A) does not apply at Deval.

Rule 82(A) does not apply at St. Francis for Westward movements from Kenosha Subdivn. Movements from National Ave. Spur enroute Mitchell or Butler must obtain a clearance at St. Francis, unless otherwise directed by the Train Dispatcher.

ABS: Grand Ave.-Butler.

Double Track:

Grand Ave. -Gurnee
Airport-Butler

Movements against the current of traffic may be made between:

Grand Ave. and Bryn Mawr as prescribed by Rule 93 protected by Control Operator at Bryn Mawr (B-17) and the yardmaster at Yard 9, Proviso.

Bryn Mawr and Deval as prescribed by Rule 93, protected by Control Operators at Bryn Mawr (B-17) and Deval under direction of Train Dispatcher.

Deval and Shermer, Valley and KO, KO and Gurnee, Airport and St. Francis when verbally authorized by train dispatcher. Rule 152(A) applies

Belton and Butler westward movements on eastward track may be made on verbal authority of train dispatcher. Rule 152(A) applies.

Special Instructions continued on next page

NEW LINE SUBDIVN—EASTERN DIVISION

Rule 15—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.

Rule 99—Minimum flagging distance 1 mile.

Rule 315—Dual Control Switches:

Bryn Mawr	Shermer
Norma	Valley
Seeger	

Hot Box Detectors:

Location	Phone
MP 21.8 (Valley)	MP 28.0 WW MP 17.5 EW—New Line Subdivision MP 18.0—Skokie Subdivision
MP 44.6 (Gurnee)	MP 51.7 WW MP 39.0 EW

Between Bryn Mawr and Shermer:

(a) Soo Line 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 Soo Line 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.

Between Bryn Mawr and Valley and

Between Norma and Seeger:

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

2. Crossover movements must not be made until a member of crew has obtained permission from the control operator at Deval. The control operator must be notified when movement has been completed.

3. Switch runs and way freights must not enter the main track or the running track until a member of the crew has obtained permission from the control operator at Deval. The control operator must be notified each time their movement clears the main track at a hand operated switch.

Budgett—When signal 516 (MP 22.5) displays a "Stop and Proceed" indication, crossing warning device for Clavey Road crossing will not activate until the engine or lead car of train passes signal 516.

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

Bain—Trains meeting at Bain will be governed by track instructions from operator or train dispatcher.

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

Spring Switches:

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

KAY—East end of siding-equipped with facing point lock.

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

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

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.

Maximum Wt: 315,000 lbs.

CLYMAN SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
0652	0.0	FT. ATKINSON		111.5	
...	5.7	JEFFERSON		117.2	
1318	8.1	JEFFERSON JCT	①②③④⑤⑥⑦⑧⑨⑩	119.6	
0654	11.0	JOHNSON CREEK	①②③④⑤⑥⑦⑧⑨⑩	122.5	
...	19.1	SOO	①	130.6	
0656	19.4	WATERTOWN		130.9	
0658	27.4	CLYMAN		138.9	MP 120.6-140.0
5752	28.5	CLYMAN JCT	①	140.0	

NOTE: Clyman Subdivn. is under the jurisdiction of Northern Divn. train dispatchers.

SPEED RESTRICTIONS (In MPH)

FT. ATKINSON-JEFFERSON JCT.	
Maximum	10
MP 117.4 Candice St	
Jefferson	Stop
JEFFERSON JCT.	
MP 119.6 C&NW Crossing	Stop
JEFFERSON JCT.—CLYMAN JCT.	
Maximum	30
MP 119.6-120.6	10
MP 130.6 Soo Line Crossing	20*
MP 139.4-140.0	10

Yard Limits:

Ft. Atkinson—MP 120.6

Rule 10(D) applies.

Rule 15—Ordinance prohibits sounding of engine whistle within city limits of Ft. Atkinson and Watertown.

Rule 99—Minimum flagging distance 3000 feet.

Rule 103(AA) applies at Sherman Ave. and Milwaukee Ave., Ft. Atkinson.

Watertown-Soo Line Interlocking—Do not leave cars on Main Track between reclearing signs located 300 feet in advance of interlocking Absolute Signals and the Absolute Signals.

Maximum Wt: 263,000 lbs.

McHENRY SUBDIVN— SUBURBAN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
0000	...	CHICAGO		...
...	0.0	CRYSTAL LAKE JCT.	ⓐⓑⒸⒹ	58.0
...	0.4	WEST WYE SWITCH	ⓐ	58.4
0090	3.3	TERRA COTTA		61.3
0091	7.8	McHENRY	ⓐⓑ	65.8
0092	11.2	RINGWOOD		69.2

Rule 99—Extra trains must not operate between Crystal Lake Jct. and McHenry Monday through Saturday between
601am—801am
501pm—801pm

During these hours, First Class trains are not required to protect against following extra trains. Minimum flagging distance 4500 feet.

The Main Track at McHenry between MP 65.2 and MP 65.9 is occupied by engines and passenger equipment during the time between the arrival of the first passenger train and departure of the last passenger train.

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

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)
Maximum Psgr. Frt.
MP 58.0—58.4 ... 20 10
MP 58.4—65.0 ... 35 30
MP 65.0—65.8 ... 15 10
MP 65.8—69.2 ... - 10

Clearance Requirements:
No. 623 and No. 635 must obtain a clearance at Crystal Lake Jct.

Rule 10(D) applies.

Rule 83
CRYSTAL LAKE JCT.—Register ticket authorized for passenger trains.
McHENRY—Register station for passenger trains only.

Yard Limits
Crystal Lake
Jct.—MP 59.1
MP 65.4—Ringwood

LAKE SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
8020	0.0	KO	ⓐⓑⒸⒹ	29.8
0632	1.9	LAKE BLUFF	ⓐⓑ	31.7

SPEED RESTRICTIONS (In MPH)
Maximum..... 30

Clearance Requirements:
Rule 82(A) does not apply at KO.

ABS: KO—Lake Bluff
Double Track: KO—LAKE BLUFF. Movements against the current of traffic may be made on signal indication.

Rule 315: Dual Control Switches:
Lake Bluff

Maximum Wt: 315,000 lbs.

FARM SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
0538	0.0	KENOSHA	ⓐⓑⒸⒹ	0.0
...	1.2	FARM YARD	ⓐ	1.2
8035	4.2	BAIN	ⓐⓑⒸⒹ	4.2

SPEED RESTRICTIONS (In MPH)..... 10

Clearance Requirements:
Rule 82(A) does not apply at Bain.

Rule 10(D) applies.

Rule 103(AA) applies at all grade crossings except those where crossing warning device is operative.

Maximum Wt: 263,000 lbs.

BELOIT SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Direct Traffic Control System Rules 460-487 Block Limits
0641	0.0	HARVARD	ⓐⓑⒸⒹ	62.8	
0810	2.6	CHEMUNG		65.4	
0811	6.7	CAPRON		69.5	MP 65.0—69.5
0812	11.8	POPLAR GROVE		74.6	
0813	15.5	CALEDONIA		78.3	MP 69.5—78.3
0902	27.9	BELOIT	ⓐⓑ	90.7	MP 78.3—87.0

SPEED RESTRICTIONS (In MPH)
Maximum..... 30
except 10 MPH handling 10 or more loaded Ore cars OR 10 or more loaded 100 ton hoppers.
MP 63.0 Int. limits 10
MP 90.6—Beloit 10

Yard Limits:
Harvard—MP 65.0
MP 87.0—Beloit

Rule 10(D) applies.

Rule 83
Harvard—Only trains originating or terminating register.

Rule 99—Minimum flagging distance 3000 feet.

Rule 103(AA) applies at:
Harvard—Switching movements over Ratzlaff St MP 63.4.

Beloit—Eastward movements Maple Ave. MP 92.2, stop before crossing.

Rule 104(B) (Addition)
Beloit—Main Track switches between MP 89.2 and MP 89.4 may be left lined for either Main track or for yard.

Spring Switches:
HARVARD—Junction of Madison and Beloit Subdivisions—Normal position is for Madison Subdivision.

Exception: Between Trains No. 608 and 628 and between Nos. 633 and 639 daily except Saturday and Sunday, normal position is for Beloit Subdivision.

HARVARD—End of double track—for Eastward track.

Maximum Wt: 263,000 lbs.

WAUKESHA SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
5716	0.0	BUTLER	ⓐⓑⒸⒹ	18.5M	...
1303	6.4	BELTON	ⓐⓑ	10.1	...
1305	10.8	NEW BERLIN		14.2	...
...	14.3	HALLS SIDING	ⓐ	17.7	1984
1308	16.1	WAUKESHA	ⓐⓑ	19.5	...
...	17.0	CWRC	ⓐ	20.4	...

SPEED RESTRICTIONS (In MPH)
Maximum..... 10

Rule 10(D) applies.

Rule 15—Ordinance prohibits sounding of engine whistle within city limits of Waukesha.

Rule S-227—
Absolute Block Register territory.
Register at Butler.

Belton—Permission must be obtained from the Train Dispatcher to enter New Line Subdivn.

Maximum Wt: 263,000 lbs.

MADISON SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System	Rules 480-487	Block Limits
		↓	↑					
0641	0.0	HARVARD Y	ⓐⓑⓒⓓ	62.8				
		8.1	ⓓⓔⓕ					
0643	8.1	SHARON		70.9	3978	MP 64.6-70.7		
		7.6						
0645	15.7	CLINTON JCT. Y	ⓓ	78.5	2838	MP 70.7-77.8		
		4.0						
0646	19.7	TIFFANY		82.5		MP 77.8-82.5		
		5.7						
0648	25.4	JANESVILLE Y	ⓑⓒⓓⓔⓕ	88.2		MP 82.5-85.9		
		3.2	ⓓⓔⓕⓖ					
	28.6	ⓧ SOO	ⓐⓓ	91.4				
		6.7						
0649	35.3	LEYDEN		97.5	2049	MP 91.6-97.4		
		9.2						
				106.7				
0908	44.5	EVANSVILLE		115.9	5813	MP 97.4-116.8		
		6.6						
0910	51.1	BROOKLYN		122.5				
		5.6						
0911	56.7	OREGON		128.1	7373	MP 116.8-128.0		
		9.1						
	65.8	MX ⓧ WIWR	ⓓⓔ	137.3				
		3.0	Y					
0913	68.8	MADISON	ⓑⓒⓓⓔⓕⓖ	140.3		MP 128.0-133.5		
		3.2	ⓓⓔⓕⓖ					
0914	72.0	MENDOTA TY		143.5				
		4.9						
0915	76.9	WAUNAKEE		148.4	4847	MP 142.0-147.4		
		4.8						
0916	81.7	DANE		153.2				
		4.8						
0917	86.5	LODI		158.0		MP 147.4-158.0		
		10.5						
0922	97.0	BADGER	ⓖ	168.4	2604	MP 158.0-168.3		
		7.0						
0923	104.0	BARABOO Y	ⓓ	175.5	8506	MP 168.3-174.1		
		6.2						
0925	110.2	NORTH FREEDOM TY		181.8				
		3.1						
0926	113.3	ROCK SPRINGS Y		184.8		MP 176.6-183.5		
		6.3						
0927	119.6	REEDSBURG		191.2	7934	MP 183.5-189.3		
		7.8						
0930	127.4	LA VALLE		199.0		MP 189.3-199.0		
		7.1						
0932	134.5	WONEWOC		206.1				
		2.9						
0933	137.4	UNION CENTER		208.9				
		3.9						
0934	141.3	ELROY Y		212.8		MP 199.0-212.0		

MADISON SUBDIVN—EASTERN DIVISION

SPEED RESTRICTIONS (In MPH)

Harvard-MP 87.2 Maximum	40
MP 63.0 Int. limits, Harvard	10
MP 87.2-Elroy Maximum	30
MP 91.2-91.6	10
MP 137.3 WIWR Crossing	Stop
MP 138.6	Stop
MP 138.7-141.0	10
MP 183.5-186.7	10
Franklin St., Elroy	10

Rock and Roll Restrictions do not apply between MP 78.5 and MP 86.0.

Yard Limits

Harvard-MP 64.6	
MP 77.0-79.0	
MP 85.9-91.6	
MP 133.5-142.0	
MP 174.1-176.6	
MP 183.5-186.7	
MP 212.0-Elroy	

Temporary Yard Limits:
Mendota (MP 142.0-146.0)
No. Freedom (MP 181.0-183.0)

Clearance Requirements:
Trains must obtain a clearance at Madison when train order office is open.

ABS: Harvard-MP 137.8

Rule 83
HARVARD—only trains originating or terminating register.
JANESVILLE—only trains originating or terminating register. Register ticket is authorized at Janesville with crews in turnaround service.

Rule 99—Minimum flagging distance 1 mile.

Hot Box Detectors:

Location	Phones
MP 73.7	MP 67.1 EW
(Sharon)	MP 78.4 WW

Central Soya Spur extends 6.6 miles between MX and MP 89.9. Rule 103(AA) applies at crossing at MP 88.4. Maximum Wt: 251,000 lbs.

Janesville Spur extends 3.5 miles between Janesville and MP 94.9. Maximum Wt: 263,000 lbs. ⓧ Soo Line ⓐ located at MP 94.3

Soo Line operates over C&NW between MP 138.4 and MP 138.7. Soo Line must obtain permission from the C&NW train dispatcher to enter this track and must notify the train dispatcher when clear. Rule 93 governs.

Madison:
Trains must stop before passing stop signs located on either side of multiple street crossings, Blair, East Wilson and Williamson St. at MP 138.7. Street lights are coordinated to operate automatically when actuated by a train or engine occupying the approach circuits.
Color light type indicator for both eastward and westward movements will display a red or yellow aspect.

After stopping, movement may proceed when Yellow aspect is received.
If, after entering the approach circuit the indicator displays a red aspect, a crew member must operate the "PUSH BUTTON" located in a box on either side of crossing.

If, after actualizing the "PUSH BUTTON" the indicator continues to display a red aspect, the movement may be made over the street crossing as per Rule 103(A) (Addition).

Madison: MP 137.7 Broom St.—When Eastward absolute signal displays a stop indication, the crossing warning devices do not activate until lead wheels of movement have passed the absolute signal. Crossing must not be fouled until crossing warning devices have operated a sufficient time to afford warning and sound whistle signal 15(l).

Janesville—Trains meeting at Janesville will be governed by instructions from yardmaster or operator.

Spring Switches:
HARVARD—Jct. of Madison and Beloit Subdivisions normal position is for Madison Subdivision. Exception: between Psgr trains Nos. 608 and 628 and between Nos. 633 and 639 daily except Sat. & Sun. Normal position is for Beloit Subdivision.
HARVARD—End of double track—for Eastward track.

Maximum Wt: 263,000 lbs.

COTTAGE GROVE SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	EAST STATIONS WEST		Mile Posts
		↓	↑	
0913	9.9	MADISON ⓓ SOO	ⓐⓑⓒⓓⓔⓕ	81.4
		1.7	ⓓⓔⓕⓖ	
	1.7	ⓧ SOO	Y ⓐ	79.7
		8.2		
1330	9.9	COTTAGE GROVE		71.5

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 79.7 Soo Line Crossing	20

Yard Limits:
Madison-MP 76.8

Rule 10(D) applies.

Rule S-227—Absolute Block Register Territory between MP 76.8 and Cottage Grove. Register at Madison.

Maximum Wt: 263,000 lbs.

ROCKWELL SUBDIVN—EASTERN DIVISION

Station Numbers	WEST STATIONS EAST		Mile Posts and Miles
	↓	↑	
0004	WOOD STREET		2.5
	0.3		
	OGDEN AVENUE		2.2
	0.3		
	TAYLOR ST.	Y	1.9
	1.2		
ABS	ROCKWELL JCT.		0.7
	0.7		
	KEDZIE	ⓄⓈⓈⓈⓈ	0.0

SPEED RESTRICTIONS (In MPH)

Maximum 10
TOFC Trains and light engines
Track 2 20

Clearance Requirements:
Rule 82(A) does not apply at Kedzie.

ABS: Rockwell Jct.—Kedzie.

Double Track:
Kedzie—Wood St.

Between Wood St. and Taylor St. the westerly track is track 1 and the easterly track is track 2.

Between Taylor St. and Rockwell Jct. the westerly track is track 3 and is the scale and industry track. The center track is track 1. The easterly track is track 2.

Movements against the current of traffic between Wood Street and Rockwell Jct. or Kedzie will be arranged between the Yardmaster—Wood Street and the Control Operator at Kedzie.

Rule 315—Dual Control Switches: Kedzie, Rockwell Jct.

Between Wood St. and Kedzie and between Rockwell Jct. and Tower A-2, Western Ave. trains and engines of other railroads operate over C&NW.

Trains enroute to or from B&OCT or Conrail will contact the Yardmaster—Wood Street for authority, before entering B&OCT, Conrail, or C&NW trackage.

High HP Units (3000 HP or more) and SD-38 Units must not be operated on track 1 or on track 3—scale and industry track, between Taylor Street and Rockwell Jct. due to weight limitations.

Between Wood St. and Rockwell Jct. trains and engines must be prepared to stop short of switch not properly lined.

Maximum Wt: 263,000 lbs. Except 251,000 lbs. on track 1 between Taylor St. and Rockwell Jct. and on track 3.

BELVIDERE SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
0031		WEST CHICAGO YARD Y				
		ⓄⓈⓈⓈⓈⓈ				
		Ⓢ C&NW		30.4		
		9.3				
0067	9.3	SOUTH ELGIN		39.4		
		1.6				
	10.9	ELGIN JCT.		41.0		MP 33.2-55.0
		1.5				
	12.4	WEST ELGIN		42.5		
		13.0				
0072	25.4	HUNTLEY		55.5	1529	
		7.2				
0073	32.6	UNION		62.7		
		3.4				
0074	36.0	MARENGO		66.1	1462	
		6.0				
0075	42.0	GARDEN PRAIRIE		72.1		
		8.4				
0076	50.4	BELVIDERE Y		80.5		MP 55.0-77.8
		ⓈⓈⓈⓈⓈⓈ				

SPEED RESTRICTIONS (In MPH)

Maximum 40
MP 41.7-43.5 30
MP 77.8-80.3 WW 10
MP 80.3-80.5 10
Sidings 5

Rock and Roll Restrictions do not apply:
MP 31.3-MP 80.3

Yard Limits:
West Chicago Yard—33.2
MP 77.8—Belvidere

Clearance Requirements:
Rule 82(A) does not apply at West Chicago Yard to trains from Geneva Subdivn.

Trains from Belvidere enroute the Geneva Subdivn. must obtain a separate clearance for the Geneva Subdivn. at Belvidere.

Rule 99—Minimum flagging distance 3000 feet.

Westward approach signal at MP 39.5 governs B-35 interlocking located on East Elgin Spur.

West Chicago Yard:

Permission must be obtained from West Chicago Yard before entering yard limits at West Chicago Yard.

St. Charles Spur extends 6.4 miles from MP 32.1 to St. Charles (Sta. No. 7122). Rule 103(AA) applies at Ohio Street crossing on track serving Swift Co. Maximum weight 263,000 lbs.

East Elgin Spur extends 2.8 miles from MP 41.0 to East Elgin (Station No. 0086). B-35 manual interlocking located at MP 41.0. Maximum speed 5 MPH. Maximum weight 251,000 lbs. Rule 103(AA) applies at Prairie St., National St. and Lake St.

Carol Stream Spur extends 7.7 miles from West Chicago Yard to Carol Stream (Station No. 7109). Intermediate Stations: EJ&E Jct. MP 31.8, Ingallon (Station No. 7111).
Trains must be prepared to stop short of grade crossings which have automatic warn-

ing devices unless it is known that the automatic protection is operating or the movement is protected by a member of the crew.

Between West Chicago Yard and EJ&E Jct. trains and engines operate over EJ&E. Do not exceed 5 MPH on sidings and yard tracks. Maximum Wt. 263,000 lbs.

Rockford Spur extends 13.0 miles from Belvidere to Rockford (Station No. 0080). Intermediate station Cherry Valley (Station No. 0077). Maximum speed 10 MPH. Rule 103(AA) applies at Mulford crossing at MP 86.7 during hours of darkness. Do not exceed 5 MPH between MP 82.0-93.5.

Maximum Wt:
263,000 lbs—MP 80.5-82.5
210,000 lbs—MP 82.5-93.8

KD Spur extends 5.4 miles from MP 92.4 to Loves Park. Refer to General Order for special instructions on this spur.
Maximum Wt: 263,000 lbs.

SKOKIE SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
	0.0	HARDING AVENUE			
0612	1.2	AUGUSTA BLVD.		1.2	
		1.1			
0611	2.3	CRAGIN Ⓢ SOO		2.3	
		2.5			
	5.0	GRAYLAND Ⓢ SOO	Y	5.0	
		0.6			
0607	5.6	MAYFAIR Ⓢ C&NW	ⓈⓈⓈⓈⓈ	5.6	
		4.7			
8007	10.3	SKOKIE		12.9	MP 9.5-21.6
		5.3			
8012	15.6	NORTHFIELD		17.8	
		3.8			
8015	19.4	VALLEY		21.6	

SPEED RESTRICTIONS (In MPH)

Between Augusta Blvd. and Mayfair
Maximum 10
Except on westward track between Cragin and Grayland 20

Between Mayfair and Valley
Maximum 30
MP 5.6-6.0 10
MP 21.6-Interlocking Limits Valley WW 20
EW 25

Rock and Roll Restrictions do not apply between MP 6.0 and 19.1 located between Mayfair and Valley and on westward track between MP 2.3 and MP 5.0.

Yard Limits:
MP 0.0-9.5

Clearance Requirements:

Westward trains must obtain a clearance at Mayfair.

Double Track:
Mayfair—Augusta Blvd.

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

Rule 10(D) applies between Augusta Blvd. and Mayfair.

Rule 15
Ordinance prohibits sound of engine whistle within Chicago (MP 0.0 to MP 8.4) and between 7:01 p.m. and 7:01 a.m. at Skokie, MP 11.8 and MP 14.9.

Rule 99—Minimum flagging distance 3/4 mile.

Rule 315—Dual Control Switches: Grayland, Valley.

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

Auxiliary Track designated as the Weber Line extends 4.7 miles between Mayfair and Canal. Maximum Wt. 263,000 lbs.

Proceed over Bryn Mawr Crossing located at MP 9.5 at Restricted Speed until crossing is occupied sounding engine whistle Signal 15(I).

MP 7.1 and MP 9.3 are the same location.

Maximum Wt: 263,000 lbs.

ST. LOUIS SUBDIVN—EASTERN DIVISION

SOUTH				NORTH				Direct Traffic Control System		
SECOND CLASS		Station Numbers	Miles	Rule 255 Applies Between Peoria Jct. and Molitor Jct.		SECOND CLASS		Mile Posts	Length of Sidings	
No. 3	No. 1			Southward Trains are Superior to Northward Trains of the Same Class		No. 2	No. 4			
Daily	Daily			SOUTH STATIONS NORTH		Daily	Daily	Rules 480-487		
PM	AM					PM	AM	Block Limits		
5:01	2:01	0056	0.0	NELSON Y	①④⑥	N 0.0	11080	7:42	5:00	
		3103	6.9	VAN PETTEN		N 6.9				
		3105	11.7	HANNAMAN		N 11.7				MP N 1.8-N 11.7
		3106	16.8	NORMANDY		N 16.8				MP N 11.7-N 16.8
5:40	2:40	3109	24.0	MANLIUS		N 24.0	12784	7:02	4:20	MP N 16.8-N 24.1
		3113	34.4	BUDA		N 34.4				MP N 24.1-N 34.4
		3116	41.4	MORSE		N 41.4				MP N 34.4-N 41.4
(2)	(4)	3118	44.9	STORAGE		N 44.9	10099	6:31	3:30	MP N 41.4-N 46.3
6:31	3:30	3119	46.7	BROADMOOR		N 46.7				
		3121	51.3	CAMP GROVE		N 51.3				
6:51	3:50	3123	57.8	SPEER		N 57.8	4737	6:11	3:10	MP N 46.3-N 58.2
		3125	63.6	AKRON		N 63.6				
7:14	4:13	3127	72.1	PIONEER		N 72.1		5:46	2:47	MP N 58.2-N 71.8
		3129	78.2	POTTSTOWN		N 77.1		5:09	2:02	MP N 71.8-N 74.0
7:22	4:21	3129	78.2	LIMESTONE		N 78.2		5:05	1:59	MP N 74.0-0.0
7:24	4:23	3129	78.2	MOLITOR JCT.	①④	N 80.0		4:31	1:54	
7:28	4:27	3130	80.3	PEORIA JCT.	①④	N 80.3		4:30	1:53	
7:29	4:26	3130	80.3	ADAMS ST.	④⑥⑧					
		3131	84.3	P&PU JCT.	④	N 84.3				
8:15	4:41	3126	86.0	SOMMER	④	N 86.0	6248	3:45	1:36	MP 0.0-5.4
		3127	89.1	IL. RIVER BRIDGE	④①	N 89.1	5.7			
9:30	5:05	3135	93.5	SOUTH PEKIN Y	④⑥⑧⑨	N 93.5	14300	1:56	1:21	MP 5.4-12.0
10:01	5:35	3139	106.6	ALLEN	④	N 106.6	6914	1:04	12:51	MP 12.0-27.6
		3141	114.1	LUTHER	④	N 114.1				MP 27.6-39.8
		3145	124.3	SWEETWATER	④	N 124.3				MP 39.8-44.0
		3146	127.4	CULVER	④	N 127.4				
10:36	6:10	3147	131.7	BARR C&M	④	N 131.7	10800	12:31	12:16	MP 44.0-50.2
10:56	6:30	3151	143.6	ARCHER	④	N 143.6	3608	12:11	11:56	MP 50.2-63.8
		3153	151.0	LICK	④	N 151.0				
		3155	157.3	COMPRO	④	N 157.3				MP 63.8-77.0
(4)	11:26	7:00	3160	VIRDEN	④	N 163.6	11050	11:41	11:26	MP 77.0-84.5
		3163	167.7	GIRARD	④	N 167.7				
		3165	171.1	NILWOOD	④	N 171.1				
		3167	180.1	WOMAC	④	N 180.1				MP 84.5-99.8
12:11	7:30	3169	185.2	MONTEREY JCT.	④⑥	N 185.2	104.9	11:05	10:50	MP 99.8-104.9
12:26	7:40	3171	192.0	BENLD	④	N 192.0	5683	10:55	10:40	MP 104.9-110.2
12:45	7:52	3181	200.1	DE CAMP N&W	④	N 200.1		10:40	10:25	MP 110.2-119.8
		3178	203.8	WORDEN	④	N 203.8				MP 119.8-134.5
1:15	8:15	3183	214.8	EDWARDSVILLE	④	N 214.8		10:05	9:50	
1:18	8:18	3177	216.5	LE CLAIRE	④	N 216.5		10:00	9:45	MP 134.5-136.2
		3184	219.4	GLEN	④	N 219.4				MP 136.2-140.7
1:30	8:30	3186	224.3	STALLINGS	④	N 224.3	8215	9:45	9:30	
AM	AM	3187	226.8	GRANITE CITY	④	N 226.8		AM	PM	
		228.1	1.3	A&S	④	N 228.1				
		3188	229.6	MADISON	④⑥⑧⑨	N 229.6				

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP N 60.5-N 62.3 (Curves)	40
MP N 67.0-N 68.5 (Curves)	40
MP N 71.6 Over Spring Switch, North End of Double Track, Pioneer, Northward	25
MP N 71.6-N 77.1 Between Pioneer and Pottstown	30
MP N 77.1 Over Spring Switch, South End of Double Track, Pottstown, Northward	25
Southward	30
MP N 77.1-N 80.0 (Curves)	40
MP N 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 Jct.)	30
MP 8.7-9.0 Bridge 1731. Exception: Loaded unit trains, 40 Cars or more	10
MP 12.9-14.5	30
MP 50.6-51.4 SW Trains	30
MP 51.4 (Over CIM)	40
MP 119.2 (Over N&W)	40
MP 119.8 (Over Switch)	30
MP 130.5-133.0 (Curves)	40
MP 133.5-138.8 (Curves & Crossings)	30
MP 147.0-Madison	10

ST. LOUIS SUBDIVN—EASTERN DIVISION

Rock and Roll Restrictions do not apply:
 MP N 1.8-N 71.7 MP 0.0-6.0
 NW MP N 77.1-N 71.7 MP 13.2-30.0
 SW MP N 71.7-N 77.1 MP 44.0-56.0
 MP N 77.1-N 80.3 MP 62.0-93.8
 MP 97.2-148.0

Adams Street
 Between East Peoria and Adams Street C&NW operates over P&PU and must obtain permission from P&PU train dispatcher to enter this track.

Yard Limits:
 Nelson-MP N 1.8
 MP 3.7-6.2 (P&PU Jct.-Sommer)
 MP 12.0-15.5 (South Pekin)
 MP 140.7-Madison

Sommer to Iowa Jct. via ATSF
 Verbal authority from the ATSF train dispatcher must be obtained to operate between Sommer and Iowa Jct. and, in addition, governed by Rule 93. Maximum speed on tracks other than main tracks is 5 MPH.

Clearance Requirements:
 All trains must obtain a clearance at South Pekin.
 Rule 209(B) applies at South Pekin. Contact operator at the Il. River Bridge.
 Northward trains originating at Madison, Granite City or Stallings must obtain a clearance from Madison. Trains operating exclusively between Madison and Stallings need not obtain a clearance.

Nelson
 Southward trains are authorized to use the main track at Nelson unless otherwise directed by the train dispatcher.
 Northward trains must take siding at Nelson unless authorized by the train dispatcher to use the main track.
 The normal position of the wye switch at MP N 0.7 is lined and locked for the west wye.

Hot Box Detectors:
 Location Phones
 MP N 16.9 MP N 11.8 NW
 (Normandy) MP N 24.0 SW
 MP N 51.2 MP N 44.5 NW
 (Camp Grove) MP N 57.1 SW
 MP 43.9 MP 37.8 NW
 (Sweetwater) MP 49.5 SW
 MP 68.1 MP 63.3 NW
 (Lick) MP 73.0 SW
 MP 90.9 MP 87.4 NW
 (Nilwood) MP 94.9 SW
 MP 123.3 MP 119.8 NW
 (Worden) MP 128.2 SW

ABS: Pioneer-Peoria Jct.
 Glen-MP 147.7 (A&S Crossing)
Double track: Pioneer-Pottstown
Rule 99-Minimum flagging distance 1 mile.
Rule 152(A) applies between Pioneer and Pottstown.

Permission must be obtained from the train dispatcher before entering territory between Madison and Stallings. Northward movements must report when clear of Stallings.
Train Location Reports (line-ups) not issued between Glen and Madison and do not include movements against the current of traffic or unanticipated movements with the current of traffic between Pottstown and Pioneer.
Monterey Mine Spur extends 4.5 miles from Monterey Jct. to Monterey Mine. No. 1 (Sta. No. 3170). Maximum weight 315,000 lbs.
Spring Switches:
 **MP N 21.8-North end Manlius
 **MP N 44.5-North end Storage
 MP N 71.7-Pioneer, for southward track
 MP N 77.1-Pottstown, for northward track
 **MP 48.3-Barr, north end of siding
Maximum Wt: 315,000 lbs.

P&PU and ATSF operate between MP 3.7 and 5.8 without Form G train orders and must obtain permission from train dispatcher before entering St. Louis Subdivn. All trains and engines must move at Restricted Speed through these limits.

A&S Crossing MP 147.8-in addition to the requirements of Rule 312 Item (3) the following applies:
 When a train or engine is stopped by a STOP indication at the absolute signal and no conflicting movement is evident, the movement will be governed as follows:
 Crew member will depress push button mounted on the mast of the governing absolute signal. Signal may clear. If signal does not change its indication after expiration of a 5 minute time interval and no conflicting movement is evident, train or engine will pull by absolute signal and stop before fouling conflicting route, wait 5 minutes then if no conflicting movement is evident, proceed at Restricted Speed through the interlocking limits.

Bend and Stallings
 Loaded unit trains must not operate on siding or yard tracks.

TROY GROVE SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	↓ SOUTH STATIONS NORTH ↑		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
0046	0.0	DE KALB Y	①②	26.7	
		5.1			
3011	5.1	ELVA		31.8	
		7.1			
	12.2	BX ② BN	①	38.9	
		7.3			
3017	19.5	ROLLO		46.2	
		6.2			
3020	25.7	EARLVILLE ② BN	①	52.4	MP 29.5-53.0
		7.7			
3022	33.4	TRIUMPH		60.1	
		3.7			
3024	37.1	TROY GROVE Y		63.8	MP 53.0-63.0

SPEED RESTRICTIONS (In MPH)

Between DeKalb and Troy Grove

Maximum	40
MP 38.3-38.9	20*
MP 38.9 BN crossing	Stop
MP 38.9-39.2	20*
MP 51.7-52.8	20*
MP 63.8-64.5	10

Rock and Roll Restriction

does not apply:
MP 29.2-41.3
MP 51.5-63.8

Yard Limits:
DeKalb-MP 29.5
MP 63.0-Troy Grove

Rule 99-Minimum flagging distance 3000 feet.
Rule 99 Item (4) applies.

BX Interlocking is controlled by BN train dispatcher and protected by hand operated derails. Crew member must communicate with BN train dispatcher and be governed by his instructions before operating derails.

Maximum Wt: 263,000 lbs.

ELM SUBDIVN—EASTERN DIVISION

Station Numbers	Miles	↓ WEST STATIONS EAST ↑		Mile Posts	Length of Sidings
...	0.0	MOLITOR JCT. ② BN ①②③		486.2	...
		2.9			
3191	2.9	MAXWELL		483.3	...
		4.8			
3192	7.7	HANNA CITY		478.5	...
		5.0			
3194	12.7	TRIVOLI		473.5	...
		1.2			
3200	13.9	ELM		472.3	...
		1.8			
3195	15.7	CRAMERS		470.5	4151
		3.1			
3196	18.8	FARMINGTON		467.4	...
		5.1			
3197	23.9	MIDDLE GROVE		462.3	...

SPEED RESTRICTIONS (In MPH)

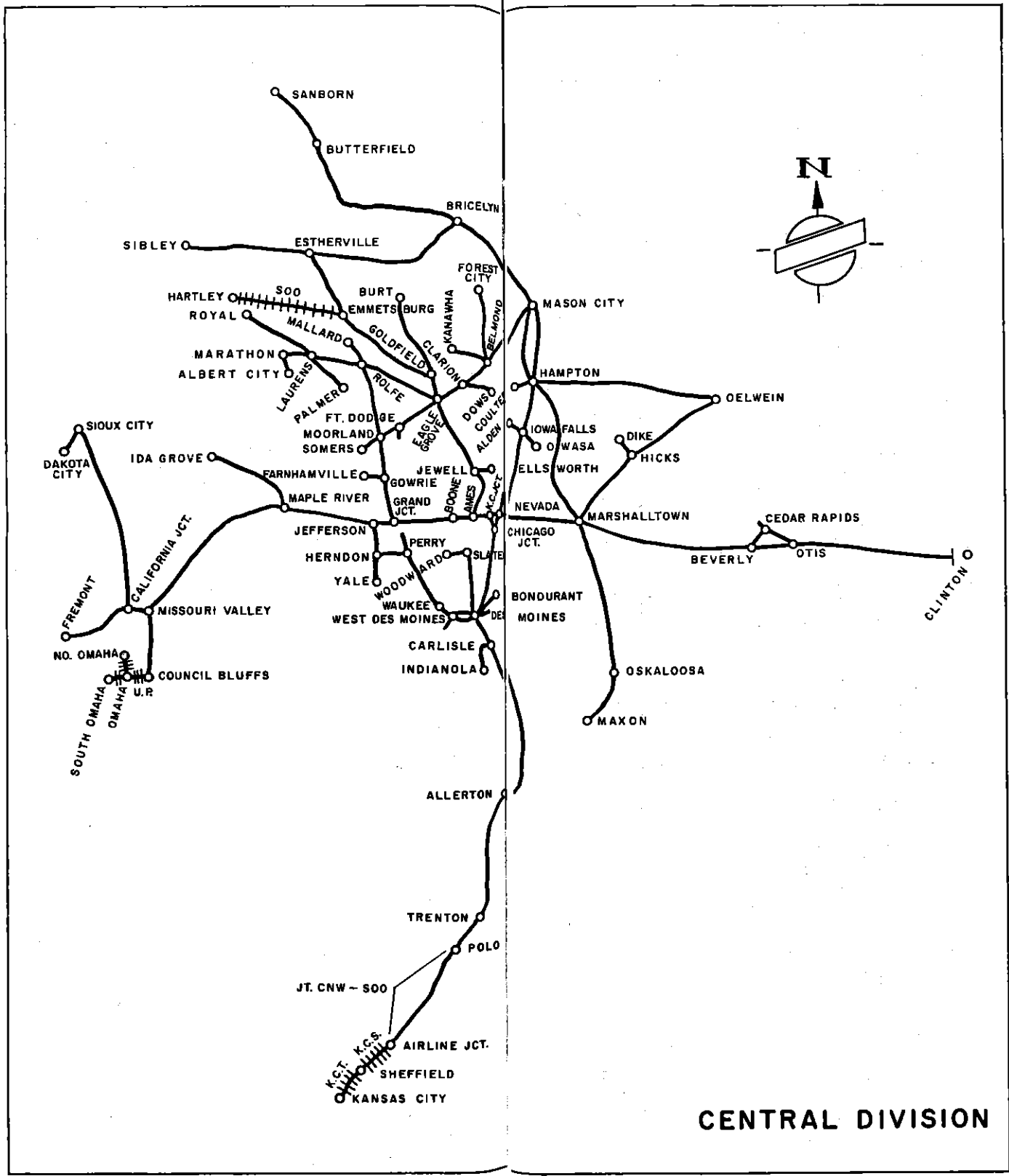
Maximum 10

ABS: Maxwell-Molitor Jct.
Rule 10(D) applies.
Rule S-227-Absolute Block Register Territory.

West of Maxwell trains must be prepared to stop short of grade crossings which have automatic warning devices unless they are operating properly or the movement is protected by a member of the crew.

Eastward Trains must contact train dispatcher before leaving Maxwell specifying route to be used.

Maximum Wt: 315,000 lbs.



EAST IOWA SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
100	0.0	CLINTON	ⓑⓐⓐⓐⓐⓐ	2.1	...
	7.5	LOW MOOR	Y	9.6	...
102	9.6	DEWITT		19.2	...
104	17.1	GRAND MOUND		25.0	...
105	22.9	CALAMUS		30.5	...
106	28.4	WHEATLAND		34.9	...
107	32.8	LOWDEN		39.7	W7200
108	37.6	CLARENCE		46.4	...
110	44.3	STANWOOD	ⓐ	51.6	...
111	49.5	MECHANICSVILLE		56.9	...
114	54.8	LISBON		64.1	...
115	62.0	OTIS	ⓐ	77.8	...
118	75.7	CEDAR RIVER BR.	ⓐ	78.6	...
...	76.5	BEVERLY	ⓑⓐⓐⓐ	86.3	...
109	80.7	NORWAY		97.4	...
123	91.8	BLAIRSTOWN		106.3	...
125	100.7	BELLE PLAINE	ⓐ	116.4	...
127	110.8	CHELSEA		123.0	...
131	127.3	TAMA		132.9	E7300 W7550
134	137.2	LE GRAND		142.8	...
...	142.9	E. MARSHALLTOWN	ⓐ	148.5	...
136	145.7	MARSHALLTOWN	ⓑⓐⓐⓐ	151.3	...
...	148.3	W. MARSHALLTOWN	ⓑⓐⓐⓐ	153.9	W10000
137	153.1	LAMOILLE		158.7	...
138	159.8	STATE CENTER		165.4	...
142	167.9	COLO		173.5	...
143	175.0	NEVADA		180.6	...
...	175.9	KANSAS CITY JCT. EAST	ⓐⓐⓐⓐ	181.5	...
...	176.4	KANSAS CITY JCT. WEST	ⓐⓐⓐⓐ	182.0	...
144	179.4	AMES YARD		185.0	...
145	183.4	AMES JCT.	ⓐⓐ	189.0	...
147	186.8	ONTARIO		192.4	...
150	196.6	BOONE	ⓑⓐⓐⓐⓐ	202.2	...

SPEED RESTRICTIONS (In MPH)

	Westward Track		Eastward Track		MP 150.6-154.6	Westward Track		Eastward Track	
	TOFC Trains	FRT Trains	TOFC Trains	FRT Trains		TOFC Trains	FRT Trains	TOFC Trains	FRT Trains
Maximum	70	60	70	60	50	50	50	50	
MP 0.0-3.0	30	30	30	30	30	30	30	30	
MP 3.0-7.0	...	...	40	40	30	30	30	30
MP 71.4-73.6	60	50	60	50	30	30	30	30	
MP 78.6-78.9 (Cedar River Bridge)	40	40	...	...	30	30	30	30
MP 113.7-116.8	45	40	45	40	40	40	40	40	
MP 132.9 (cross-over movements)	30	30	30	30	40	40	40	40	

EAST IOWA SUBDIVN-CENTRAL DIVISION

Yard Limits:

Clinton-MP 8.0
MP 76.4-88.5
MP 147.0-153.9
MP 181.0-190.0
MP 198.0-Boone

Clearance Requirements:

Eastward trains enroute Iowa Falls Subdivn. must obtain a clearance at Boone.
Westward trains enroute Iowa Falls Subdivn. must obtain a clearance at Marshalltown.

ATC: Clinton-Boone

Test Sections:
WB-MP 8.0
EB-MP 195.4

Non-ATC equipped engines may be operated within yard limits at the following locations:

Otis-MP 88.5
Kansas City Jct. East-Ames Jct
Marshalltown
Boone

Double Track: Clinton-Boone except Cedar River Bridge between MP 78.6-78.9.

Movements against the current of traffic may be made when verbally authorized. Rule 152(A) applies.

Rule 99-Minimum flagging distance 1 1/2 miles.

Talking Detectors:

MP 9.1 Low Moor
MP 24.9 Grand Mound
MP 40.1 Lowden
MP 57.2 Mechanicsville
MP 76.2 Otis
MP 97.5 Norway
MP 117.1 Belle Plaine
MP 135.5 Between Tama and Le Grand
MP 158.6 Lamaille
MP 173.3 Colo
MP 192.3 Ontario

Cedar Rapids Spur extends 8.6 miles between Beverly and Otis via Cedar Rapids. (Sta. No. 1120.). Maximum Wt: 263,000 lbs.

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-Mechanicsville
MP 77.8-Otis
MP 86.4-Beverly
MP 92.5-Between Beverly and Norway
MP 102.0-Between Norway and Blairtown
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 E. Marshalltown
MP 153.9-Between Marshalltown and W. Marshalltown
MP 170.1-Between State Center and Colo

MP 182.1-Between Kansas City Jct. West and Ames Yard
MP 185.4-Ames Yard
MP 189.3-Ames Jct.

Between Dewitt and Grand Mound-Vertex Spur at MP 22.7 is to be used only for spotting chlorine gas.

Maximum Wt: 315,000 lbs.

NEVADA SUBDIVN-CENTRAL DIVISION

Station Numbers	SOUTH STATIONS NORTH		Mile Posts and Miles
	↓	↑	
...	KANSAS CITY JCT. SOUTH	ⓐⓐⓐⓐ	0.4
...	CHICAGO JCT. WEST	ⓐⓐⓐⓐ	1.4

SPEED RESTRICTIONS (In MPH)

Maximum 30
Wye tracks and switches 30

CTC Entire Subdivn.

ATC-MT Test Section: MP 0.5.

Rule 99-Minimum flagging distance 300 ft.

Wye tracks connecting Kansas City Jct. South with the East Iowa Subdivn. and Chicago Jct. West with the Iowa Falls Subdivn. are part of the Nevada Subdivn.
Maximum Wt: 315,000 lbs.

WEST IOWA SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
150	0.0	BOONE	Ⓚⓐⓐⓐ	202.2	...
	9.3	OGDEN		214.5	...
152	9.3	OGDEN		214.5	...
153	14.7	BEAVER		219.9	...
154	19.9	GRAND JCT.	ⓐⓐ	225.1	...
155	26.6	JEFFERSON	ⓐ	231.8	...
157	35.4	SCRANTON		241.0	...
158	40.3	RALSTON		245.9	...
160	44.9	GLIDDEN		250.5	...
162	52.8	CARROLL		258.46	...
163	56.8	MAPLE RIVER	ⓐ	262.4	...
164	62.8	ARCADIA		268.4	...
165	65.9	WESTSIDE		271.5	...
166	71.9	VAIL		277.5	...
168	80.8	DENISON		286.4	...
9869	85.5	WEST DENISON	ⓐ	291.1	...
169	87.5	ARION		293.1	...
173	97.7	DUNLAP		303.3	...
9870	98.5	EAST DUNLAP	ⓐ	304.1	9000
9871	100.3	WEST DUNLAP	ⓐ	305.9	...
175	107.5	WOODBINE		313.1	...
9872	108.1	EAST WOODBINE	ⓐ	313.7	13000
9873	110.7	WEST WOODBINE	ⓐ	316.3	...
176	115.6	LOGAN		321.2	...
9874	121.6	EAST MO. VALLEY	ⓐ	327.2	...
178	123.8	MO. VALLEY		329.4	...
...	124.0	MO. VALLEY JCT.	ⓐⓐⓐ	329.6	0.4
...	124.5	NORTH WYE	ⓐⓐⓐ	0.9	...
4703	129.5	CAL. JCT. EAST	ⓐⓐⓐ	5.9	5200
...	129.9	CAL. JCT. WEST	ⓐⓐⓐ	6.3	...
6007	136.8	BLAIR		13.2	...
9875	144.0	EAST KENNARD	ⓐ	20.4	10000
9876	146.1	WEST KENNARD	ⓐ	22.5	...
6017	153.0	ARLINGTON		29.4	...
9877	158.8	EAST FREMONT	ⓐ	35.2	...
6023	160.6	FREMONT	ⓐⓐⓐⓐⓐ	37.0	...

WEST IOWA SUBDIVN-CENTRAL DIVISION

SPEED RESTRICTIONS (In MPH)
Between Boone and W. Denison

	Westward Track		Eastward Track	
	TOFC Trains	FRT Trains	TOFC Trains	FRT 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	50	50	...	...
MP 257.6-258.4	35	35	55	55
MP 291.1 (Switch-W. Denison)	40	40	...	...

Between W. Denison and East Missouri Valley

	TOFC Trains		FRT Trains	
	Maximum	70	60	...
MP 320.9-321.4	50	50	...	...
East and West Woodbine through turnouts and on sidings	30	30	...	...
East and West Dunlap through turnouts and on sidings	30	30	...	...

Between East Missouri Valley and Missouri Valley Jct.

	Track No. 1		Track No. 2	
	TOFC Trains	FRT Trains	TOFC Trains	FRT Trains
Maximum	60	50	40	40
MP 327.2 (Switch-E. Mo. Valley)	...	...	40	40
MP 329.0-329.6	40	40	40	40
MP 329.6 (cross-over movements)	40	40	40	40

Between Missouri Valley Jct. and Blair

	TOFC Trains		FRT Trains	
	Maximum	70	60	...
MP 0.4-1.3	40	40	...	...
MP 11.1-13.2 (Blair)	40	40	...	...

Between Blair and East Fremont

	TOFC Trains		FRT Trains	
	Maximum	60	60	...
MP 13.2 (Blair)-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	...	...
East and West Kennard through turnouts and on sidings	30	30	...	...
East Fremont through turnouts	25	25	...	...

Trains and engines must operate in accordance with Rule 105 not exceeding 25 MPH on south 1 track and between East Fremont and MP 35.6 (Luther Road) on north 1 track in Fremont yard.

Yard Limits:
Boone-MP 208.0
MP 257.0-262.5
MP 35.2-Fremont

CTC: West Denison-East Fremont

ATC: Boone-Missouri Valley Jct.
ATC MT Test Sections:
WB-MP 223.8 (Grand Jct.)
EB-MP 0.8 (North Wye)

Non ATC equipped engines may be operated within yard limits at Boone and between Carroll and Maple River.

Double Track: Boone-West Denison.

Movements against the current of traffic may be made when verbally authorized. Rule 152(A) applies.

Rule 99-Minimum flagging distance 1 1/2 miles.

Rule 103(AA) applies at 13th, 16th and 19th St. crossings at Grand Jct.

Rule 350(B) applies at Logan, Woodbine, Kennard and Arlington.

Talking Detectors:

MP 219.7	Beaver
MP 240.9	Scranton
MP 257.6	Carroll
MP 278.6	Vail
MP 297.4	Between Arion and Dunlap
MP 312.4	Woodbine
MP 2.8	Between North Wye and Cal Jct. East
MP 24.8	Between West Kennard and Arlington

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 must be operated to extinguish light.

Boone Spur extends northward 1.5 miles from Boone to MP 41.0 and southward 1.7 miles from Boone to MP 44.2. Switching movements must not proceed by gate X located west of Crawford Street until gate is opened by a representative of the Boone and Scenic Valley RR. Rule 103(AA) applies at Story street at Boone. Maximum Speed 10 MPH. Maximum Wt. 210,000 lbs.

High Bridge (No. 615)-When absolute signal displays "Stop" indication, Rule 312 Item (4) and Rule 364(A) Item (9) apply. Only one train may occupy this bridge at any time.

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 262.2	-Maple River
MP 277.5	-Vail

Maximum Wt: 315,000 lbs.

COUNCIL BLUFFS SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts	Length of Sidings
		SOUTH	NORTH		
...	0.0	MO. VALLEY JCT.	①②③	329.6	...
...	0.4	SO. WYE Y	①②③	330.0	...
...	2.2	SO. MO. VALLEY ①		331.8	...
180	4.4	LOVELAND ①		334.0	...
...	17.4	NO. CO. BLUFFS ①		347.0	...
183	20.3	CO. BLUFFS ①②③④		349.9	...

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 329.6-330.2	
(SW)	30
(NW)	30
MP 330.0 (Switch-So. Wye diverging route)	
(NW)	25
MP 330.2-331.8	
(SW)	30
(NW)	40
MP 331.8 (Switch-So. Mo. Valley diverging route)	
(NW)	40
MP 347.0 (Switch-No. Co. Bluffs diverging route)	
(SW)	30
MP 347.0-348.9	
(SW)	30
(NW)	40
MP 348.9-350.4	
(SW)	10
(NW)	10
MP 0.9 (No. Wye)-MP 330.0 (So. Wye) switches and West Wye track connecting West Iowa and Co. Bluffs Subdivns.	25

Yard Limits:

MP 329.6-331.8
MP 347.0-Co. Bluffs

Double Track:

Mo. Valley Jct.-So. Mo. Valley
No. Co. Bluffs-Co. Bluffs
ATC-Mo. Valley Jct.-Co. Bluffs
ATC-MT test section at MP 341.9.

CTC:

So. Mo. Valley-No. Co. Bluffs
West leg of wye between No. wye and So. wye.

Non-ATC equipped engines may be operated within yard limits between Co. Bluffs and No. Co. Bluffs and between Mo. Valley Jct. and So. Mo. Valley.

Non-ATC equipped engines may be operated: So. Mo. Valley-No. Co. Bluffs in accordance with CTC signal indication.

Rule 99-Minimum flagging distance 1 1/2 miles.

Co. Bluffs:

Between 3rd Ave. Co. Bluffs and Summit at Omaha, C&NW trains and engines operate over the Union Pacific and are governed by UP-Bridge Subdivn. rules.

Spring Switch:

Co. Bluffs-North end of Lake Lead, normal position for northward track.

Maximum Wt: 315,000 lbs.

SIoux CITY SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts	Length of Sidings	Direct Traffic Control System
		SOUTH	NORTH			
4738	0.0	SIoux CITY ①②③④⑤⑥		76.3	...	Rules 480-487
...	1.6	BN/CC ⑥		74.7	...	Block Limits
...	2.4	STOCK YARDS Y		73.9	3100	
...	5.8	WICKHAM SPUR ①		70.5	...	
4735	7.9	SERGEANT BLUFF ①②		68.4	5900	
4730	15.4	SALIX ①		60.9	...	
4727	21.5	SLOAN ①		54.8	...	MP 65.2-46.6
4723	29.8	WHITING ①		46.5	4150	
0320	37.6	ONAWA ①		38.7	2600	
4719	44.1	BLENCOE ①		32.2	6100	MP 46.6-31.0
4715	53.2	RIVER SIoux ①		23.1	...	
0395	59.7	MONDAMIN ①		16.6	6350	MP 31.0-16.6
4707	66.1	MODALE ①		10.2	...	MP 16.6-10.2
4703	70.4	CAL. JCT. Y ①②③④		5.9	...	MP 10.2-7.7

SPEED RESTRICTIONS (In MPH)

Maximum	50
MP 76.3-74.5	10
MP 74.5-73.3	30

At Cal. Jct:
East leg of wye and switches in connection with 25
West leg of wye 10

Yard Limits:

Sioux City-MP 65.2
MP 7.7-Cal. Jct.

ABS: Stock Yards-Cal. Jct.

CTC: Both legs of wye at Cal. Jct

Rule 99-Minimum flagging distance 1 mile.

Talking Detector:

MP 35.5 Onawa

IPS Spur extends 7.7 miles from Sergeant Bluff (MP 0.0) to the IPS facilities (MP 7.7). Maximum Wt: 263,000 lbs.

Permission must be obtained from the yardmaster or operator at Sioux City before entering the territory between Sioux City and Sergeant Bluffs.

Maximum Wt: 263,000 lbs.

DAKOTA SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts
		WEST	EAST	
4738	0.0	SIoux CITY ①②③④⑤⑥		...
...	2.3	FLOYD Y	①②	1.2
Between Floyd and Ferry C&NW trains operate over BN.				
2201	5.5	FERRY ①②		4.4
2202	8.2	DAKOTA CITY Y		7.1

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 4.4-7.1	5

Yard Limits:

Sioux City-Floyd (MP 1.2)
Ferry (MP 4.4)-Dakota City (MP 7.1)

Rule 10(D) applies.

Maximum Wt: 210,000 lbs.

SOUTH OMAHA SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts
		NORTH	SOUTH	
...	0.0	SUMMIT ①②		0.0
6603	1.1	SOUTH OMAHA Y		0.8
...	3.9	MP ①		3.6
6623	6.1	DODGE STREET ①		5.8

SPEED RESTRICTIONS (In MPH)

Maximum 10
Rule 10(D) applies.

Between Summit and North Omaha (Sta. No. 6600) C&NW operates over UP and are governed by UP-Bridge Subdivn. Rules. Maximum speed 10 MPH. Maximum Wt: 263,000 lbs.

Maximum Wt: 263,000 lbs.

WALL LAKE SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts
		SOUTH	NORTH	
0307	0.0	IDA GROVE ①		38.1
0306	6.7	ARTHUR ①		31.4
0305	12.4	ODEBOLT ①		25.7
0302	21.5	WALL LAKE Y		16.6
0300	22.6	SACTON ①		15.5
0301	30.9	BREDA ①		7.2
0163	38.1	MAPLE RIVER ①		0.0

SPEED RESTRICTIONS (In MPH)

Maximum 10

Rule 10(D) applies.

Maximum Wt: 263,000 lbs.

TRENTON SUBDIVN-CENTRAL DIVISION

TRENTON SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		C&NW Mile Post	Soo Line Mile Post	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓ SOUTH	↑ NORTH				
8500	0.0	DES MOINES	⊗ C&NW .. ⊙ ⊙	73.6			
		0.2	Ⓜ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙				
		0.5	Ⓜ ⊙				
		6.1	Ⓜ ⊙				
8342	6.8	AVON	Ⓜ ⊙	66.8	5200		
		2.1					
8343	8.9	CARLISLE	Ⓜ ⊙	64.7	5700		
		5.1					
8344	14.0	HARTFORD		59.6			
		6.8					
8345	20.8	BEECH		52.8	7138	MP 63.9-52.2	
		13.3					
8347	34.1	MELCHER		39.5			
		9.6					
8348	43.7	WILLIAMSON		29.9	6339	MP 52.2-29.7	
		6.5					
8349	50.2	CHARITON		23.4			
		12.2					
8350	62.4	MILLERTON		11.2	6160	MP 29.7-11.0	
		6.7					
8351	69.1	CORYDON		4.5			
		4.7					
8352	73.8	ALLERTON	Ⓜ ⊙	365.0	15600	MP 11.0-364.8	
		7.2					
	81.0	CLIO		372.2			
		5.8					
8354	87.6	LINEVILLE		378.0			
		5.1					
8355	91.9	MERCER	Ⓜ ⊙	383.1	6069		
		9.3					
8356	101.2	PRINCETON	Ⓜ ⊙	392.4	5059		
		5.9					
8357	107.1	MILL GROVE	Ⓜ ⊙	399.8	7031		
		4.5					
8358	111.6	SPICKARDS		404.3			
		6.0					
8359	117.6	TINDALL		410.3			
		3.4					
8360	121.0	COBB	Ⓜ ⊙	413.7			
		2.2					
8361	123.2	TRENTON	Ⓜ ⊙ ⊙ ⊙	414.1B			
		7.6					
	130.8	HICKORY CREEK		421.6			
		3.4					
8365	134.2	COBURN	Ⓜ ⊙	425.0	14617		
		9.8					
8367	144.0	LOCK SPRINGS	Ⓜ ⊙ MN .. ⊙	434.8	6058		
		8.7					
8368	152.7	NETTLETON	Ⓜ ⊙	443.5	6207		
		16.9					
8369	169.6	POLO	Ⓜ ⊙	460.4	456.7	6051	
		11.3					
8371	180.9	LAWSON JCT.	Ⓜ ⊙	471.7	467.9		
		1.2					
8372	182.1	LAWSON		472.9	469.4	4966	
		6.6					
8373	188.7	EXCELSIOR SPRINGS		479.5	476.1	3969	
		5.3					
8374	194.0	MOSEBY JCT.	Ⓜ ⊙	484.8	481.5		
		7.6					
8376	201.6	LIBERTY	Ⓜ ⊙ ⊙ ⊙	492.4	488.9	4985	
		5.4					
8377	207.0	BIRMINGHAM	Ⓜ ⊙ NW .. ⊙	497.8	494.5		
		2.7					
	209.7	DRAWBRIDGE	Ⓜ ⊙ ⊙	500.5	497.0		
		1.3					
8378	211.0	FREIGHT LINE JCT.	Ⓜ ⊙	501.8	498.7		
		0.2					
8379	211.2	WEST WYE TOWER					
		0.3					
8380	211.5	AIRLINE JCT.	Ⓜ ⊙ MP. ⊙ ⊙	502.3	499.2		
		0.6					
		SHEFFIELD	Ⓜ ⊙	502.9			
		8.3					
8382		KANSAS CITY	Ⓜ ⊙ ⊙ ⊙				

SPEED RESTRICTIONS (in MPH)

Maximum	50
MP 73.6-71.9 curve	30
MP 71.9-0.0 curves	40
MP 43.2 (Slide area)	10
MP 57.0-56.0	10
MP 364.8-365.8 curves	40
MP 399.5-404.3 curves	40
MP 415.0-415.08 curves	40
Track 2 Cobb to Lake	30
MP 419.3-419.6 curve	40
MP 434.7 NMOR Crossing	40
Trenton: All Yard Tracks	5
Polo-Diverging Route	30

Rock and Roll Restrictions do not apply between:

MP 382.0-399.0
MP 1.0-4.0
MP 6.0-14.0
MP 50.0-55.0
MP 61.0-67.0

Rock and Roll restrictions and Rule 105 do not apply on the following sidings:

Maximum speed	20
Allerton	
Mercer	
Mill Grove	
Coburn	
Lock Springs	
Nettleton	
Polo	

Clearance Requirements:

Northward trains must obtain a C&NW and a Soo Line clearance at Drawbridge.

Southward trains destined Polo or beyond must obtain a Soo Line clearance at Des Moines.

CTC: BN Crossing-Carlisle
 ABS: Carlisle-Allerton
 CTC: Allerton-Polo (Two Main Tracks Cobb to Lake)

Rule 99-Minimum flagging distance 6000 feet.

Talking Detectors:

MP 39.4	Melcher
MP 378.6	Lineville
MP 448.4	Nettleton

Dragging Equipment Indicator-MP 300.6 both main tracks.

Indianola Spur - Extends 11.3 miles from Carlisle to Indianola (Sta. No. 8387). Maximum weight 263,000 lbs.

Train or engine movement must not clear the main track at the following switch locations except as provided by Rule 350(B).

Allerton	- MP 365.1
Clio	- MP 372.42
Lineville	- MP 377.42
Princeton	- MP 392.30
Princeton	- MP 392.63
Spickards	- MP 404.42
Tindall	- MP 410.28
Hickory Creek	- MP 421.6
Lawson Jct.	- MP 473.2

Between Airline Jct. and Polo, C&NW operates on joint C&NW-Soo Line track and are governed by Soo Line Timetable and Special Instructions.

Trains between Kansas City and Airline Jct. are governed by Greater Kansas City Area Operating Rules.

Southward Indicator Located on Siding at Coburn at MP 425.1 when displaying lunar light indicates that switch and signal at south 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 south 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 south end of siding. This indicator IS NOT AN AUTOMATIC BLOCK SIGNAL.

Industrial Tracks located at MP 473.0 Mud Spur 10 car capacity. Maximum Wt: 263,000 lbs.

Special Instructions on next page

IOWA FALLS SUBDIVN-CENTRAL DIVISION

ANKENY SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
8319	0.0	MASON CITY (S) SOO	192.6			
	1.3	1.3 (A)(B)(C) (1)(2)(3)(4)				
8320	1.3	CLEAR LAKE JCT. (X) IAT (1)	191.3			
	0.8	Y				
8583	2.1	FLINT	190.5	7852		
	16.0	SHEFFIELD				
8322	18.1	10.8	174.5	6111	MP 189.1-174.4	
8324	28.9	HAMPTON (X) C&NW TY (A)	163.7		MP 174.4-163.7	
	8.3	(B)(C)				
8326	37.2	BRADFORD	155.4			
	7.2					
8327	44.4	ARGON (W)	148.2	4191	MP 163.7-150.1	
	0.5					
	44.9	MILLS (X) CC (C)(1)(2)(3)	147.7			
	0.3	Y				
8328	45.2	IOWA FALLS (B)(1)(2)	147.4			
	1.1					
8329	46.3	PURINA (1)	146.3	4103		
	8.8					
8330	55.1	BUCKEYE	137.5	8070	MP 145.0-136.6	
	4.5					
8331	59.6	SHERMAN	133.0			
	7.6					
8332	67.2	GARDEN CITY	125.4	3012	MP 136.6-125.1	
	5.6					
8333	72.8	McCALLSBURG	119.8	4438	MP 125.1-119.2	
	6.4					
8334	79.2	FERNALD	113.4		MP 119.2-113.4	
	6.4					
8335	85.6	SOUTH NEVADA	107.0		MP 113.4-108.0	
	0.5					
	86.1	CHICAGO JCT. NO. Y (1)(2)(3)	106.5			
	0.5					
	86.6	CHICAGO JCT. SO. (1)(2)(3)	106.0			
	2.9					
8336	89.5	SHIPLEY	103.1			
	6.5					
8337	96.0	CAMBRIDGE	96.6	8900	MP 104.0-95.6	
	7.1					
8338	103.1	ELKHART	89.5			
	4.2					
8339	107.3	ENTERPRISE	85.3		MP 95.6-79.1	
	6.7					
8340	114.0	SWANWOOD (Y)	78.6			
	5.0					
8500	119.0	DES MOINES (X) C&NW (B)(C) (1)(2)(3)(4)(5)(6)(7)	73.6	13000		

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
0360	0.0	SLATER	23.4		
	1.4	1.4			
0358	1.4	SHELDAHL	22.0		
	11.4				
0354	12.8	ANKENY (Y) (C)	10.6		
	1.6				
0355	14.4	BRADY	9.0	4250	
	11.4				
7325	25.8	DES MOINES (B)(C)(1)(2) (3)(4)(5)(6)	218.8		

SPEED RESTRICTIONS (In MPH)
 Maximum 20
 MP 218.8-18.2 10

Rock and Roll Restrictions do not apply between MP 18.2 and 23.4.

Rule 10(D) applies:
Permission must be obtained from yardmaster or operator at Des Moines before operating between Des Moines and Ankeny.

Woodward Spur extends 13.9 miles westward from Slater to Woodward (Stn. No. 2803) MP 351.9. Intermediate Stn. Madrid (Stn. No. 2802) located at MP 346.0. Maximum Wt: 263,000 lbs.

Maximum Wt: 263,000 lbs.

PERRY SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts
2695	0.0	RIPPEY	267.8	
	4.2	4.2		
2696	4.2	ANGUS	272.0	
	3.9			
2697	8.1	PERRY (1)	275.9	
	7.0			
2698	15.1	MINBURN (Y)	282.9	
	6.1			
2699	21.2	DALLAS CENTER	289.0	
	6.4			
2700	27.6	WAUKEE	295.4	
	9.7			
0351	37.3	WEST DES MOINES (1)	305.1	
	7.1			
8500	44.4	DES MOINES (X) C&NW (B)(C) (1)(2)(3)(4)(5)(6)(7)	355.7	

SPEED RESTRICTIONS (In MPH)
 Maximum 10

Rule 10(D) applies.
Rule 104(B) (Addition)
 West Des Moines-Jct. switch.

IAIS operates over C&NW between University Ave. and 16th Ave. at Des Moines and between Fleur Ave. Des Moines and West Des Moines.

C&NW operates over DMU Ry. between 16th Ave. and Fleur Ave. Des Moines.

Permission must be obtained from yardmaster at Des Moines before operating between Des Moines and West Des Moines.

Maximum Wt:
 Rippey-Minburn 251,000 lbs.
 Minburn-Des Moines 263,000 lbs.

SPEED RESTRICTIONS (In MPH)
 Maximum 50
 MP 192.6-191.0 curve 30
 MP 164.2-163.0 curves 40
 MP 147.9-147.4 curves 20
 MP 110.3-109.6 curves 40
 MP 74.0-73.6 curves 30

Rock and Roll Restrictions do not apply between:
 MP 170.0-141.0
 MP 107.0-74.0

Clearance Requirements:
 Trains enroute East Iowa Subdivn. must obtain a clearance at Mason City or Des Moines.

Yard Limits:
 Mason City-MP 189.1
 MP 150.1-145.0
 MP 108.0-104.0
 MP 79.1-Des Moines

Temporary Yard Limits:
 MP 162.5-164.5

ABS: MP 74.6-Flint

Rule 83-Register ticket authorized at Mason City.

Rule 99-Minimum flagging distance 6000 feet.

Bondurant Spur extends 16.1 miles from Des Moines (Easton Blvd.) MP 74.6 to Bondurant (Stn. No. 7321) MP 232.9. Maximum Speed 30 MPH except 10 MPH MP 221.6-222.7 and 10 MPH when handling 75 loads of grain.
 Maximum Wt: 263,000 lbs.

Permission must be obtained from the yardmaster or operator at Des Moines to operate between Des Moines and Swanwood.

Permission must be obtained from the operator to operate between Flint and Mason City.

Chicago Jct. No.-Southward trains required to wait for a northward train must not pass signal 107.7 until the northward train has passed signal 104.4.

Talking Detectors:
 MP 171.2 South of Sheffield
 MP 125.4 Garden City
 MP 89.6 Elkhart

Maximum Wt: 263,000 lbs.

HERNDON SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
0155	0.0	JEFFERSON (1)	67.2		
	8.0	8.0			
8243	8.0	COOPER	59.2		
	5.1				
2808	13.1	HERNDON (1)	54.1	6320	
	2.2		374.2		
2807	15.3	JAMAICA (Y)	372.0		
	4.5				
2806	19.8	DAWSON	367.5		
	5.7				
2697	25.5	PERRY (1)	361.8		

SPEED RESTRICTIONS (In MPH)
 Maximum 10

Rule 10(D) applies.

Yale Spur extends southward 5.0 miles from Herndon (MP 54.1) to Yale (MP 49.1) (Sta. No. 8242). Maximum speed 5 MPH. Maximum Wt.: 263,000 lbs.

Maximum Wt: 263,000 lbs.

OSKALOOSA SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓ SOUTH	NORTH ↑			
0136	0.0	MARSHALLTOWN Y		243.7		
		7.1	ⓐⓑⓓⓔⓕ			
2627	7.1	DILLON		250.8		
		2.5				
2628	9.6	PICKERING		253.3	6400	MP 247.0-254.0
		4.6				
2629	14.2	GILMAN		257.9		
		4.5				
2630	18.7	NEWBURG		262.4		
		6.4				
2631	25.1	GRINNEL ⊗ IAIS	Ⓐ	268.8	4750	MP 254.0-269.7
		11.5				
2633	36.6	SEARSBORO		280.3		
		8.9				
2634	45.5	NEW SHARON		289.2		
		11.2				
2635	56.7	OSKALOOSA	ⓐ	300.4		MP 269.7-299.0
		10.8				
2671	67.5	EDDYVILLE	Y	311.2		
		1.8				
2672	69.3	BRIDGEPORT		313.0		
		9.9				
2673	79.2	MAXON	ⓐ	322.9		

SPEED RESTRICTIONS (in MPH)

Maximum..... 30
 MP 268.0-269.2
 IAIS Crossing..... 20
 MP 300.0-Maxon..... 10

Yard Limits:

Marshalltown-MP 247.0
 MP 299.0-Maxon

Rule 10(D) applies.

Rule 99-Minimum flagging distance 3000 feet.

Rule 99 Item (4) applies.

Train Location Reports (Line-ups) not issued.

Maximum Wt: 263,000 lbs.

MARSHALLTOWN SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓ NORTH	SOUTH ↑		
0136	0.0	MARSHALLTOWN Y	ⓐⓑⓓⓔⓕ	243.7	
		4.1	ⓐⓑ		
2626	4.1	MINERVA JCT.		239.6	
		3.1			
2625	7.2	ALBION		236.5	
		3.9			
0213	11.1	BETHEL		232.6	MP 241.1-216.8
		1.6			
2624	12.7	LISCOMB		231.0	
		5.0			
2623	17.7	UNION		226.0	
		9.2			
0197	26.9	ELDORA TY	ⓐⓑ	216.8	
		4.3			
2622	31.2	STEAMBOAT ROCK		212.5	
		6.8			
2621	38.0	ABBOTT		205.7	
		5.1			
2620	43.1	ACKLEY ⊗ CC	Ⓐ	200.6	MP 216.8-200.6
		4.4			
2619	47.5	FAULKNER		196.2	
		4.8			
2618	52.3	GENEVA		191.4	
		6.7			
2617	59.0	HAMPTON ⊗ C&NW Y	Ⓐ	184.7	MP 200.6-184.7
		6.4	ⓐⓑ		
2616	65.4	CHAPIN		178.3	
		4.1			
4534	69.5	SHEFFIELD EAST		174.2	
		6.5			
2614	76.0	ROCKWELL		167.7	MP 184.7-167.7
		6.7			
2613	82.7	CAMERON		161.0	MP 167.7-159.0
		2.5			
	85.2	SWIFTS		158.5	
		1.3			
	86.5	⊗ IAT	Y	105.7	
		1.5			
8319	88.0	ABS (MASON CITY) ⊗ SOO	ⓐⓑⓓⓔⓕⓖⓓⓔⓕⓖⓓⓔⓕⓖⓓⓔⓕ	57.6	

SPEED RESTRICTIONS (in MPH)

Maximum..... 40
 MP 243.3 C&NW crossing..... 10
 MP 218.3-216.5..... 30
 MP 216.5-212.3..... 35
 MP 212.3 River bridge..... 30
 MP 200.7 CC crossing..... 20*
 MP 185.7-183.8..... 30
 MP 184.3 C&NW crossing (NW)..... 20*
 MP 105.7 IAT crossing..... 20

ABS:

MP 57.7-59.0

Yard Limits:

Marshalltown-MP 241.1
 MP 183.8-185.7
 MP 159.0-Mason City

Temporary Yard Limits:

Eldora (MP 215.8-217.4)

Rule 83-Register ticket authorized at Mason City.

Rules 98-At Mason City South of middle yard, stop signs govern crossing of C&NW Industry track and two main tracks of Soo Line.

Rule 99-Minimum flagging distance 6000 feet.

Mason City: Northward absolute signal located south of dual control switch at MP 106.5 and to right of track governs movements from Marshalltown Subdivn. over dual control switch and Soo Line crossing.

Maximum Wt: 315,000 lbs.

ALDEN SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	STATIONS		Mile Posts
		↓ NORTH	SOUTH ↑	
0195	0.0	OWASA		13.0
		7.8		
0192	7.8	IOWA FALLS	Y	20.8
		5.3		
0190	13.1	ALDEN		26.1

SPEED RESTRICTIONS (in MPH)

Maximum..... 10
 MP 20.2 Transfer track..... 5

Rule 10(D) applies.

Maximum Wt: 251,000 lbs.

WATERLOO SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
7160	0.0	OELWEIN Y	ⓑⓓⓔ	351.2	
		7.4			
7300	7.4	FAIRBANK		343.8	
		7.7			
7301	15.1	DUNKERTON		336.1	MP 350.2-331.7
		6.6			
7303	21.7	ARMOUR	ⓓ	329.5	
		3.4			
7304	25.1	WATERLOO Y	ⓑⓓⓔ	326.1	
		1.3			
	26.4	IANR	ⓐ	324.8	
		5.7			
7305	32.1	CEDAR FALLS JCT.		319.1	
		3.3			
7310	35.4	HUDSON		315.8	
		4.9			
4512	40.3	HICKS		310.9	MP 323.5-299.4
		4.4			
7311	44.7	REINBECK	ⓐ	308.5	
		7.1			
7312	51.8	LINCOLN		299.4	
		5.5			
7313	57.3	GLADBROOK		293.9	
		8.9			
7314	66.2	GREEN MOUNTAIN		285.0	MP 299.4-280.5
		7.7			
0136	73.9	MARSHALLTOWN Y	ⓑⓓⓔ	277.3	

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 351.2-349.4	10
MP 329.7-323.5	10
MP 280.5-277.3	10

Yard Limits:

Oelwein-MP 350.2	
MP 331.7-323.5	
MP 280.5-Marshalltown	

Rule 10(D) applies.

Rule 99-Minimum flagging distance 4500 feet.

Dike Spur extends 10.4 miles from Hicks to Dike (Stn. No. 4515) Intermediate Station: Zaneta (Stn. No. 4513) Mile Post 40.1. Maximum Wt: 263,000 lbs.

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.

BRISTOW SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
7164	0.0	SHELL ROCK		281.5
		6.9		
7165	6.9	CLARKSVILLE	ⓧ IANR. ⓐ	288.4
		7.0		
7166	13.9	ALLISON		295.4
		5.9		
7167	19.8	BRISTOW		301.3
		4.2		
7168	24.0	DUMONT		305.5
		6.6		
7169	30.6	HANSELL		312.1
		5.4		
2617	36.0	HAMPTON	ⓧ C&NW .. ⓐⓓ	317.5
		8.3	ⓑⓓⓔ	
7171	44.3	COULTER		325.8

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 288.8-IANR crossing	20*
MP 317.7-316.1-Interlockings	10

Rule 10(D) applies.

Rule S-227-Absolute Block Register Territory. Initial station Hampton. Register at Hampton.

Permission must be obtained from the train dispatcher before entering the Bristow Subdivn.

Maximum Wt: 263,000 lbs.

TARA SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
2684	0.0	MALLARD Y		228.0	
		5.0			
2685	5.0	PLOVER		233.0	MP 229.0-241.0
		6.7			
0227	11.7	ROLFE	ⓧ C&NW Y ⓐⓓ	239.7	
		7.4			
2686	19.1	GILMORE CITY		247.1	
		5.7			
2687	24.8	PIONEER		252.8	MP 238.5-227.5
		5.1			
2688	29.9	CLARE		257.9	
		7.2			
2689	37.1	TARA	ⓧ CC } Y ⓐ	265.1	
		3.9		227.6	
2690	41.0	MOORLAND	ⓧ C&NW } ⓐ	231.5	
		5.6			
2691	46.6	CALLENDER		237.1	
		5.6			
0293	52.2	GOWRIE TY	ⓐⓓ	242.7	MP 233.0-258.0
		4.2			
2692	56.4	LENA		246.9	
		4.3			
2693	60.7	PATON		251.2	
		4.2			
2694	64.9	DANA		255.4	
		5.1			
0154	70.0	GRAND JCT. Y	ⓐⓓ	260.5	

SPEED RESTRICTIONS (In MPH)

Between Mallard and Moorland	40
MP 239.8-C&NW crossing (Rolfe)	Stop
MP 265.0-CC crossing	Stop
Between Moorland and Grand Jct.:	
Maximum	49
MP 231.5-C&NW crossing (Moorland)	Stop
MP 242.4-243.3	35
MP 260.5-260.9 Street crossing (Grand Jct.)	10

Rock and Roll Restrictions do not apply between:

MP 260.0 and MP 228.0 (Grand Jct. to Moorland)
MP 247.0 and MP 228.0 (Gilmore City to Mallard)

Yard Limits:

Mallard-MP 229.0
MP 241.0-238.5
MP 227.5-233.0
MP 258.0-Grand Jct.

Temporary Yard Limits:

Gowrie (242.0-244.0)

Rule 99-Minimum flagging distance 6000 feet.

Rule 104(B) (Addition)

Grand Jct., North Wye Switch

Intermediate Stations:

MP	Sta. No.
252.1 Cyanamid	2687
Connected at North end	
252.2 Farm Service	2607
Connected at North end	

Farnhamville Spur extends 5.6 miles from Gowrie to Farnhamville (Sta. No. 0294). Maximum Wt: 263,000 lbs.

Moorland-The main track switch located at MP 380.2 on the Somers Subdivision will be lined and locked and target displaying a green indication for movement via the connection track to the Tara Subdivision. The main track switch located at MP 231.60 on the Tara Subdivision will be lined and locked and target displaying a green indication for movement via the connecting track to the Somers Subdivision.

MP 231.4, north connection track switch with Somers Subdivision, may be left lined in direction of last movement.

Rolfe-Normal position of Transfer Switch is for the Transfer Track.

Maximum Wt: 263,000 lbs.

SOMERS SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts
		↓	↑	
7180	0.0	FORT DODGE	ⓑⓓⓔ	372.5
		7.8	ⓐⓓⓔ	
2690	7.8	MOORLAND	ⓧ C&NW ⓐ	380.3
		4.0		
7183	11.8	ROELYN		384.3
		4.5		
7184	16.3	SOMERS		388.8

SPEED RESTRICTIONS (In MPH)

Maximum	10
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Rule 10(D) applies.

Moorland-Refer to instructions under Tara Subdivn. for position of switches.

Intermediate Stations:

MP	Sta. No.
375.5 West Fort Dodge	2713
Connected at South end	

MP 375.8 PCS Corp.	2713
Connected at both ends	
378.9 McDonald's	2713
Connected at South end	

Maximum Wt: 263,000 lbs.

KLEMME SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts
		↓	↑	
8557	0.0	BELMOND	ⓂⓈ	128.0
	5.5	GOODSELL		133.5
8552	11.3	KLEMME		139.3
8553	17.8	GARNER ⊗ SOO	Ⓜ	145.8
8555	23.7	MILLER		151.7
8556	29.5	FOREST CITY		157.5

SPEED RESTRICTIONS (In MPH)
 Maximum..... 10
 MP 133.0-139.0..... 5
 (while handling loaded cars)
 Any Track
 Except Main Track... 5
Rule 10(D) applies.
Maximum Wt:
 Belmont to Garner
 263,000 lbs.
 Garner to Forest City
 251,000 lbs.

RAKE SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
8431	0.0	BRICELYN	Ⓜ	57.6	
	7.6	RAKE		50.0	
8429	19.2	LAKOTA		38.4	
8428	30.2	SWEA CITY		27.4	
8427	39.0	ARMSTRONG	Y	18.6	MP 49.7-18.6
8426	45.1	MAPLE HILL		12.5	
8425	50.6	GRUVER		7.0	MP 18.6-1.6
8417	57.6	ESTHERVILLE	ⓂⓈⓂⓈ	0.0	

SPEED RESTRICTIONS (In MPH)
 Maximum..... 10
 Any Track
 Except Main Track... 5
Rule 10(D) applies.
Bricelyn-Permission must be obtained from the train dispatcher before entering the Rake Subdivn.
Maximum Wt: 263,000 lbs.

FORT DODGE SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
8319	0.0	MASON CITY ⊗ SOO	ⓂⓈⓂⓈⓂⓈⓂⓈ	57.6	
	1.3	CLEAR LAKE JCT. ⊗ IAT Y ⊕		58.9	
7462	7.3	BURCHINAL		64.9	
7464	18.2	THORNTON		75.8	MP 61.0-89.0
7465	23.7	MESERVEY		81.3	
7466	32.8	BELMOND Y	ⓂⓈ	90.4	
7174	43.4	CLARION ⊗ C&NW Y ⊗	ⓂⓈ	344.6	MP 92.0-353.0
0218	53.2	EAGLE GROVE ⊗ C&NW Y	ⓂⓈⓂⓈ	354.4	
7178	61.5	VINCENT		362.7	MP 356.0-371.0
7180	71.3	FORT DODGE Y	ⓂⓈⓂⓈ	372.5	

SPEED RESTRICTIONS (In MPH)
 Between Clear Lake Jct. and Clarion
 Maximum..... 30
 MP 88.9-90.4 Street crossings..... 10
 Between Clarion and Fort Dodge
 Maximum..... 35
 MP 344.6-344.9 Clarion..... 10
 MP 354.1-355.2 Street crossings..... 10

Rock and Roll Restrictions do not apply:
 Fort Dodge-Vincent MP 362.2

Yard Limits:
 Mason City-MP 61.0
 MP 89.0-92.0
 MP 100.8-345.0
 MP 353.0-356.0
 MP 371.0-Fort Dodge

Clearance Requirements:
 Southward trains must obtain a clearance at Mason City.

Rule 10(D) applies.
Rule 83-Register ticket authorized at Mason City.
Rule 99-Minimum flagging distance 3000 feet.

Kanawha Spur extends 11.8 miles from Belmont to Kanawha (Stn. No. 2654) Intermediate Station Olaf (Stn. No. 2653) MP 214.3. Maximum Wt: 283,000 lbs. Maximum Speed 25 MPH. Rock and roll restrictions do not apply.

Dow Spur extends 13.1 miles from Clarion to Dows (Stn. No. 8402) Intermediate Station Galt (Stn. No. 8403). Maximum Speed: 30 MPH. Maximum Wt: 263,000 lbs. Rock and roll restrictions do not apply. MP 114.0 to Clarion.

Clarion-When making a movement from Clarion station to transfer track and return to Clarion station, special instructions govern.

Dows-When grain train or portion of grain train is loading and using main street crossing, flag protection must be provided by member of crew on ground.

Intermediate Station:
 Sta. No. 7463
 MP 71.4 Swaledale.....
 Connected at South end
Maximum Wt: 263,000 lbs.

FAIRMONT SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
8319	0.0	MASON CITY Y	ⓂⓈⓂⓈⓂⓈⓂⓈⓂⓈ	107.0		
	12.8	HANLONTOWN	ⓂⓈⓂⓈ	119.8		
4541	19.8	JOICE		126.8		MP 111.2-132.8
4543	25.8	LAKE MILLS		132.8		
4545	31.5	SCARVILLE		138.5		
4549	38.4	KIESTER		145.4		MP 132.8-149.3
4551	43.8	BRICELYN Y	Ⓜ	150.8		
4553	49.6	FROST		156.6		
4555	54.0	MAPNA		161.0	3600	MP 151.5-165.5
4557	59.3	BLUE EARTH Y	ⓂⓈ	166.3		
4559	66.1	GUCKEEN		173.1		MP 168.5-184.0
4561	72.2	IMOGENE		179.2		
4563	78.2	FAIRMONT Y	ⓂⓈⓂⓈⓂⓈⓂⓈⓂⓈ	185.2		
4565	86.0	WELCOME Y	Ⓜ	193.0		MP 184.0-191.5
4014	88.3	FOX LAKE		195.3		
4016	94.6	TRIMONT		201.6		MP 193.6-215.0
4018	102.1	ODIN		209.1		
4020	108.9	BUTTERFIELD Y	ⓂⓈⓂⓈ	215.9		
4022	116.0	DARFUR	ⓂⓈ	223.0		
4024	121.0	COMFREY		228.0		MP 216.1-238.8
1056	133.5	SANBORN JCT. Y	Ⓜ	240.5		

SPEED RESTRICTIONS (In MPH)
 Maximum..... 35
 MP 108.3-108.9..... 10
 MP 132.1-133.3..... 10
 MP 150.5-150.6..... 30
 MP 165.7-167.0..... 30
 MP 184.4-185.5..... 5*
 MP 215.9-216.1 C&NW crossing..... 30*
 MP 216.1-240.5..... 20
 MP 228.3 Hwy crossing..... 10
 MP 240.5 Jct. Stop*
 MP 184.0-185.6
 MP 191.5-193.6
 MP 215.0-216.1
 MP 238.8-Sanborn Jct.
Rule 10(D) applies.
Rule 99-Minimum flagging distance 4500 feet.
Bricelyn-Permission must be obtained from the train dispatcher before entering Fairmont Subdivn.
Soo Line operates over C&NW between Fairmont and Welcome.
Maximum Wt: 263,000 lbs.

WEST BEND SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	↓ ↑ WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
8405	0.0	GOLDFIELD Y	.....	136.0	.....	.....
		8.3				
8406	8.3	HARDY TY	.....	144.3	.....	.....
		8.4				
8416	16.7	LIVERMORE TY	.....	152.7	.....	.....
		5.4				
8407	22.1	BODE TY	.....	158.1	.....	MP 136.9-166.6
		5.1				
8408	27.2	OTTOSEN	.....	163.2	.....	.....
		5.5				
8409	32.7	WEST BEND Y	.....	168.7	6150	.....
		6.2				
8410	38.9	RODMAN	.....	174.9	.....	MP 170.0-183.0
		9.7				
8411	48.6	EMMETSBURG Y	.....	184.6	.....	.....
		5.9	⊗ SOO			
8412	54.5	OSGOOD	.....	190.5	.....	MP 186.0-203.3
		3.9				
8413	58.4	GRAETTINGER TY	.....	194.4	.....	.....
		6.2				
8414	64.6	WALLINGFORD	.....	200.6	.....	.....
		6.3				
8417	70.9	ESTHERVILLE Y	.....	206.9	.....	.....
			⊗ ⊕ ⊙ ⊚			

SPEED RESTRICTIONS (In MPH)

Maximum 40
Any Track Except Main Track 5

Rock and Roll Restrictions do not apply between:
MP 168.0-182.0.

Yard Limits:

Goldfield-MP 136.9
MP 166.6-170.0
MP 183.0-186.0
MP 203.3-Estherville

Temporary Yard Limits:

Hardy (143.3-145.3)
Livermore (151.0-154.0)
Bode (157.0-159.0)
Graettinger (193.0-195.4)

Rule 99-Minimum flagging distance 4500 feet.

Emmetsburg-The Soo Line and the C&NW have joint use of the following trackage at Emmetsburg to serve Cargill, Inc.:

C&NW trackage between 7500 feet east of switch to existing transfer track and 7500 feet west of switch to new connection track. C&NW rules and instructions govern.

Soo Line trackage between 7500 feet east of switch to new connection track and 7500 feet west of switch to existing transfer track. Soo Line rules and instructions govern.

Soo Line yard limits at Emmetsburg extend from 7500 feet east of switch to new connection track to 7500 feet west of switch to existing transfer track.

Maximum Wt: 263,000 lbs.

JEWELL SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	↓ ↑ NORTH STATIONS SOUTH		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
0145	0.0	AMES JCT. Y	.....	33.9	.....	.....
		6.1	⊗ ⊕			
0363	6.1	GILBERT	.....	40.0	.....	.....
		6.2				
0365	12.3	STORY CITY	.....	46.2	.....	MP 38.0-49.6
		3.4				
0366	15.7	RANDALL	.....	49.6	.....	.....
		5.7				
0211	21.4	JEWELL	.....	68.8	2500	.....
		7.2	⊗ ⊕			
0212	28.6	KAMRAR	.....	76.0	.....	.....
		7.5				
0214	36.1	WEBSTER CITY	⊗ CC	83.5	.....	.....
		7.1	⊙			
0216	43.2	WOOLSTOCK	.....	90.6	.....	MP 49.6-94.9
		7.5				
0218	50.7	EAGLE GROVE	⊗ C&NW Y	98.1	.....	.....
			⊙ ⊕ ⊚			

SPEED RESTRICTIONS (In MPH)

Maximum 49
MP 33.9-34.1 20
MP 34.1-35.7 40
MP 50.0-54.8 40
MP 54.8-68.9 curve & highway crossing .20
MP 81.5-83.0 30
MP 83.0-83.9 street & CC crossing 10
MP 83.9-97.7 30

MP 97.7-98.1 C&NW crossing 10
Eagle Grove-North Leg Wye track 5

Rock and Roll Restrictions do not apply between MP 34.0 and MP 84.0.

Yard Limits:

Ames Jct.-MP 38.0
MP 94.9-Eagle Grove

Rule 99-Minimum flagging distance 6000 feet.

Ellsworth Spur extends 3.2 miles from Jewell to Ellsworth (Sta. No. 0210). Maximum speed 10 MPH. Maximum Wt: 263,000 lbs.

Ames Jct.-Southward trains must obtain permission from the train dispatcher before passing MP 36.2

Maximum Wt: 263,000 lbs.

BURT SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	↓ ↑ NORTH STATIONS SOUTH		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
0218	0.0	EAGLE GROVE	⊗ C&NW	98.1	.....
		4.9	⊙ ⊕ ⊚		
0263	4.9	GOLDFIELD	Y	103.0	.....
		7.5	⊙ ⊕ ⊚		
0267	12.4	RENWICK	.....	110.5	.....
		7.9			
0270	20.3	LIVERNE TY	.....	118.4	.....
		5.9	⊙		
0272	26.2	GALBRAITH	.....	124.3	.....
		2.7			
0274	28.9	IRVINGTON	.....	127.0	MP 104.3-127.0
		4.9			
0276	33.8	ALGONA	.....	131.9	.....
		9.7			
0278	43.5	BURT	.....	141.6	MP 127.0-144.0
		4.4	⊙ ⊕		
0281	47.9	BIG 6 Y	.....	146.0	.....

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 130.9-133.0 10
MP 145.0-146.0 10

Eagle Grove:

North Leg Wye Track 5
Burt-Wye Track 5

Rock and Roll Restrictions do not apply between:
MP 99.0-MP 127.0.
MP 133.0-MP 144.0

Yard Limits:

Eagle Grove-MP 104.3
MP 144.0-Big 6

Temporary Yard Limits: Luverne (MP 116.4-120.4)

Rule 10(D) applies.

Rule 99-Minimum flagging distance 3000 feet.

Maximum Wt: 263,000 lbs.

ESTHERVILLE SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	↓ ↑ WEST STATIONS EAST		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
8417	0.0	ESTHERVILLE Y	.....	206.9	.....
		6.9	⊙ ⊕ ⊚		
8450	6.9	SUPERIOR	.....	213.8	.....
		9.8			
8452	16.7	SPIRIT LAKE	.....	223.6	MP 208.6-228.4
		4.8			
8453	21.5	MONTGOMERY	.....	228.4	.....
		6.3			
8454	27.8	LAKE PARK	.....	234.7	.....
		5.9			
8455	33.7	HARRIS	.....	240.6	MP 228.4-245.0
		5.4			
8456	39.1	OCHEYEDAN	.....	246.0	.....
		5.8			
8457	41.9	ALLENDORF	.....	251.8	MP 246.0-257.4
		5.6			
8458	50.5	SIBLEY	.....	257.4	.....

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 206.95-209.1 10
Any Track
Except Main Track 5

MP 209.1-Ocheyedan 10
when handling unit trains.

Yard Limits:

Estherville-MP 208.6

Rule 10(D) applies.

S-227-Absolute Block Register Territory.

Maximum Wt: 263,000 lbs.

LAURENS SUBDIVN-CENTRAL DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
0218	0.0	EAGLE GROVE Y	ⓐⓑⓐⓑⓐⓑⓐⓑ	98.1	
	8.3	THOR		106.4	MP 101.5-115.2
0222	17.6	DAKOTA CITY Y	ⓐ	115.7	
0224	22.9	RUTLAND		121.0	
0225	24.4	P&M SIDING		122.5	
0226	30.0	BRADGATE		128.1	
0227	35.6	ROLFE ⊗ C&NW Y	ⓐⓑⓐ	133.7	MP 117.5-132.0
0230	44.6	HAVELOCK		142.7	
0232	52.3	LAURENS ⊗ C&NW Y	ⓐ	150.4	
0234	59.0	MARATHON		157.1	
8256	64.7	ALBERT CITY Y		128.8	

SPEED RESTRICTIONS (In MPH)

Between Eagle Grove and Marathon 40
 MP 133.8-C&NW crossing..... Stop
 MP 134.4-156.7 (Between Marathon and Albert City)..... 10
 MP 150.8-C&NW crossing..... 20*

Rock and Roll Restrictions do not apply between:
 MP 99.0 and MP 117.0
 MP 134.0 and MP 156.5

Yard Limits:

Eagle Grove-MP 101.5
 MP 115.2-117.5
 MP 132.0-135.0
 MP 149.8-151.0
 MP 127.6-Albert City

Rule 10(D) applies between Rolfe and Albert City.

Rule 99-Minimum flagging distance 6000 feet.

Rule S-227-Absolute Block Register Territory between Rolfe and Albert City.

Initial Station is Rolfe. Register at Rolfe.

Rolfe-Normal position of Transfer Switch is for the transfer track.

Maximum Wt: 263,000 lbs.

PALMER SUBDIVN-CENTRAL DIVISION

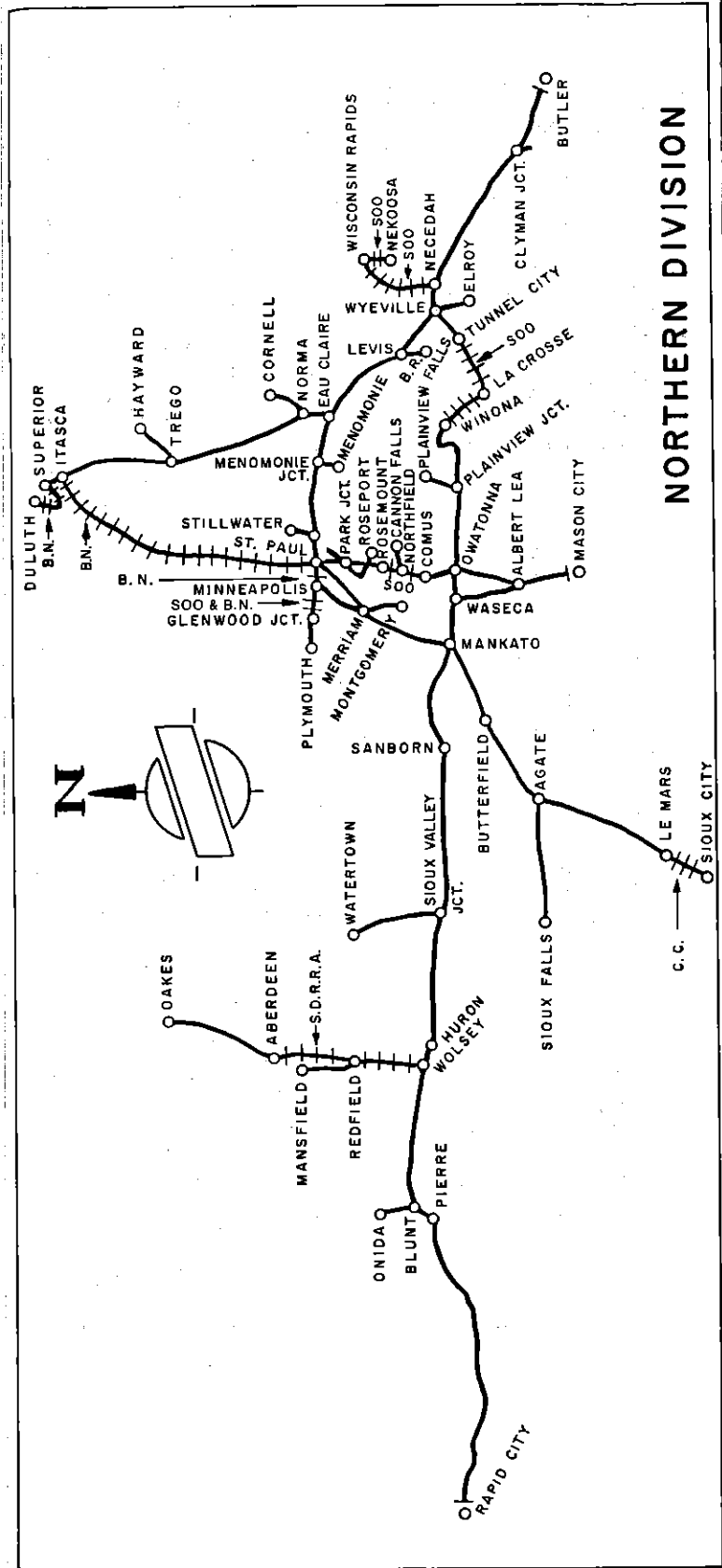
Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
8534	0.0	PALMER		454.7
	7.8	POCAHONTAS		462.5
8530	14.0	WARE		468.7
8529	20.0	LAURENS ⊗ C&NW Y	ⓐⓑⓐ	474.7
8527	29.5	WEBB		484.2
8526	41.0	ROSSIE		495.7
8525	47.1	ROYAL		501.8

SPEED RESTRICTIONS (In MPH)

Maximum..... 10
 Any Track
 Except M.T. 5

Rule 10(D) applies.

Maximum Wt: 263,000 lbs.



NORTHERN DIVISION

ADAMS SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System	
						Rules 480-487	Block Limits
5716	0.0	BUTLER	ⓑⓒⓓⓔ	16.5M			
		0.8	ⓓⓔⓕⓖ	17.3M			
5715	0.8	BJ	ⓓⓔⓕⓖ	13.4	20525	MP 14.1-17.9	
		11.0	ⓓⓔⓕⓖ				
5725	11.8	BARK PIT		24.5	10983	MP 17.9-25.6	
		5.1					
5731	16.9	NORTH LAKE		29.6			
		5.1					
5736	22.0	MAPLETON		34.7			
		3.8					
5739	25.8	ASHIPPUN		38.5			
		2.0					
5740	27.8	ROCK		40.5	11195	MP 25.8-41.8	
		4.2					
5746	32.0	LEBANON		44.7			
		6.8					
5752	38.8	CLYMAN JCT. Y	ⓓⓔⓕⓖ	51.5	12572	MP 41.8-48.5	
		5.1					
5758	43.9	NORTH LOWELL		56.6			
		6.4					
5764	50.3	SO. BEAVER DAM		63.0	4966	MP 53.0-63.4	
		7.6					
5772	57.9	SO. RANDOLPH		70.6			
		6.4					
5778	64.3	FRIESLAND		77.0	3940	MP 63.4-77.0	
		8.8					
5787	73.1	DALTON		85.8	10810	MP 77.0-87.8	
		10.1					
5797	83.2	GLENOAK		95.9	4737	MP 87.8-96.8	
		10.6					
5807	93.8	OXFORD		106.5	6144	MP 96.8-106.7	
		10.9					
5818	104.7	GRAND MARSH		117.4	4841	MP 106.7-117.3	
		8.1					
5826	112.8	ADAMS Y	ⓑⓒⓓⓔⓕⓖ	125.5		MP 117.3-123.3	

SPEED RESTRICTIONS (in MPH)

BUTLER-CLYMAN JCT.	
Maximum	45
Butler-MP 17.3M	30
BJ interlocking limits	30
CLYMAN JCT.-ADAMS	
Maximum	50
Clyman Jct.-MP 69.0	35
MP 72.0-Adams	35

Rock and Roll Restrictions do not apply
MP 69.0-72.0

Yard Limits:

Butler-MP 16.0
MP 48.5-53.0
MP 123.3-Adams

ABS: Butler-Adams.

Double Track: Butler-BJ

Movements against the current of traffic may be made on signal indication and/or verbal instructions when authorized by the Train Dispatcher.

Rule 99-Minimum flagging distance 1 mile.

Rule 315:

Dual Control Switches: BJ

Hot Box Detectors:

Location	Phones
MP 91.2 (Dalton)	MP 85.5 EW MP 95.9 WW
MP 32.3 (Mapleton)	MP 23.6 EW MP 38.2 WW

BJ-Permission must be obtained from control operator at Butler to enter the main track from east end of siding.

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.

BJ-A Form G train order authorizing a train to or from BJ is also authority to occupy the main track at BJ unless otherwise instructed.

CLYMAN JCT-Permission to enter Adams Subdivision from the Clyman Subdivision must be obtained from the train dispatcher before opening the switch.

Spring Switches:

BJ-West end of siding.
BARK PIT-Both ends of siding.
ROCK-Both ends of siding-equipped with facing point locks.
CLYMAN JCT-Both ends of siding.**
DALTON-East end of siding.
ADAMS-Both ends of South track.

Trains Operate Between:

Necedah and Wisconsin Rapids via Soo Line. Soo Line bulletins posted at Adams.
Wisconsin Rapids and Nekoosa via Soo Line. Soo Line General Orders posted at Wisconsin Rapids.

Maximum Wt: 315,000 lbs.

EAU CLAIRE SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System	
						Rules 480-487	Block Limits
5826	0.0	ADAMS Y	ⓑⓒⓓⓔⓕⓖ	125.5			
		12.8					
5839	12.8	NECEDAH	ⓓⓔⓕⓖ	138.3	5150	MP 128.5-139.1	
		8.4					
5848	21.2	CUTLER		146.7	6245	MP 139.1-147.5	
		7.2					
5855	28.4	WYEVILLE Y	ⓓⓔⓕⓖ	153.9	10050	MP 147.5-171.3	
		9.4		173.5			
1510	37.8	WARREN		164.1			
		8.3					
1512	46.1	MILLSTON		155.7	10611	MP 171.3-155.8	
		12.1					
1517	58.2	LEVIS		142.1	12567	MP 155.8-142.0	
		10.5					
1518	68.7	MERRILLAN	ⓓⓔⓕⓖ	131.5	12285	MP 142.0-129.2	
		5.8					
1521	74.5	HUMBIRD		125.7			
		6.8					
1522	81.3	FAIRCHILD		118.8			
		3.6					
1523	84.9	TIMBERS		115.2	11233	MP 129.2-114.2	
		5.7					
1524	90.6	AUGUSTA		109.5			
		5.6					
1525	96.2	RODELL		103.9	10601	MP 114.2-103.0	
		4.3					
1528	100.5	FALL CREEK		99.5			
		11.7					
1530	112.2	EAU CLAIRE	ⓓⓔⓕⓖ	87.8	5183	MP 103.0-93.4	
		4.8	ⓓⓔⓕⓖ				
1532	117.0	TRUAX	ⓓⓔⓕⓖ	82.6			
		6.5					
1533	123.5	ELK MOUND		76.5			
		3.2					
9863	126.7	AJAX		73.3	10585	MP 84.8-72.3	
		4.3					
1534	131.0	RUSK		68.7			
		4.6					
1536	135.6	MENOMONIE	ⓓⓔⓕⓖ	64.0		MP 72.3-63.7	
		3.6					
9864	139.2	TRAMWAY		60.4	10999	MP 63.7-59.4	
		5.0					
1539	144.2	KNAPP		55.4			
		4.7					
1540	148.9	WILSON		50.6			
		3.2					
1541	152.1	HERSEY		47.1	11061	MP 59.4-46.1	
		3.0					
1542	155.1	WOODVILLE		44.1			
		3.7					
1543	158.8	BALDWIN		39.1			
		4.8					
1544	163.6	HAMMOND		34.2	11840	MP 46.1-33.1	
		4.4					
1545	168.0	ROBERTS		29.9			
		10.8					
1548	178.8	HUDSON Y	ⓓⓔⓕⓖ	19.0	7970	MP 33.1-24.3	
		7.4	ⓓⓔⓕⓖ				
1554	186.2	LAKE ELMO		11.6		MP 17.3-8.0	
		9.8					
1559	196.0	EAST ST. PAUL Y	ⓓⓔⓕⓖ	1.8			
		0.6	ⓓⓔⓕⓖ				
...	196.6	BUCKLEY	ⓓⓔⓕⓖ	1.2			
		0.2					
...	196.8	WESTMINSTER STREET	ⓓⓔⓕⓖ	1.0			
		7.4					
1562	204.2	EAST MINNEAPOLIS	ⓓⓔⓕⓖ				

EAU CLAIRE SUBDIVN-NORTHERN DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	50
MP 173.5 Straight	
Elroy Subdivision	30
Diverging and curve	25
MP 131.5 GBW crossing	30
MP 93.3 Through turnout	30
MP 89.3-89.1	30
MP 89.1-87.0	10
MP 87.0-84.8	30
Diverging routes	10
West leg of wye	5
MP 52.7-50.8	40
MP 23.6 Through turnout	40
MP 22.0-19.0 Curves	30
MP 19.0-18.5 Bridge 414, curves & turnout	20
MP 18.5-15.4 Curves	30
MP 6.6 Through turnout	30
MP 1.9 Greenbrier Ave. Eastward trains	10
MP 6.6-1.2	45
MP 1.0 Buckley Int.	10

Rock and Roll Restrictions do not apply:

MP 144.0-139.7 between Merrillan and Millston	
MP 85.8-MP 84.8 Eastward	
MP 56.5-MP 52.7	
MP 48.1-MP 44.0	
MP 19.6-MP 18.8 Westward	
MP 18.8-MP 17.1	

Yard Limits:

Adams-MP 128.5	
MP 171.2-151.2	
MP 93.4-84.8	
MP 24.3-17.3	
MP 8.0-East St. Paul	

Clearance Requirements:

Trains enroute Wisconsin Rapids or Sparta Subdivn. obtain a **Soo Line** clearance at Adams.

ABS: Adams-East St. Paul

Double Track (trains keep to the right):

Eau Claire between MP 93.3-84.8	
Hudson between MP 23.6-18.7	
East St. Paul between MP 6.6-MP 1.2	

Rule 5(A)-Exception:

Unless otherwise instructed time applies at the end of double track at East St. Paul, Hudson and Eau Claire.

Rule 15:

St. Paul city ordinance prohibits unnecessary use of engine whistle or bell.

Rule 83:

Register ticket authorized at East St. Paul.

Rule 99-Minimum flagging distance 1 mile.

Hot Box Detectors:

Location	Phones
MP 168.2	MP 173.2 EW
(Warren)	MP 164.2 WW
MP 123.3	MP 129.1 EW
(Humbird)	MP 119.5 WW
MP 68.7	MP 76.5 EW
(Rusk)	MP 64.1 WW
MP 28.6	MP 35.2 EW
(Roberts)	MP 22.4 WW

Spring Switches:

Adams: Both ends of South track.
 Necedah: East end of siding.*
 Wyeville: West end of siding.*
 Millston: Both ends of siding.*
 Levis: Both ends of siding.*
 Merrillan: Both ends of siding.*
 Timbers: Both ends of siding.*
 Rodell: Both ends of siding.*
 MP 93.3: End of double track; normal position for westward track.*
 MP 84.9: End of double track; normal position for eastward track.*
 Ajax: Both ends of siding.*
 Tramway: Both ends of siding.*
 Hersey: Both ends of siding.*
 Hammond: Both ends of siding.*
 MP 23.6: End of double track; normal position for westward track.*
 MP 18.7: End of double track; normal position for eastward track.*
 MP 6.6: End of double track; normal position for westward track.*

* Indicates equipped with facing point lock.

Necedah-Trains enroute Wisconsin Rapids notify train dispatcher when clear of Eau Claire Subdivision main track.

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

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

Eau Claire:

Station Limits MP 93.4-84.8

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

Hudson:

Station Limits MP 17.3-24.3

Absolute signals at MP 18.4 and MP 18.7 activated automatically by the approach of a train or engine govern movement over bridge 414 (Hudson Bridge).

Exception: Movements from the Stillwater Subdivn. are governed by Rule 317. In addition to Rule 317, the movement is governed by the indication displayed on the low absolute signal located 100 feet west of the switch on Stillwater Subdivn.

Westward trains required by train order to remain at Hudson for an opposing train must not pass Signal 197 until the opposing train has arrived unless otherwise instructed by the train dispatcher.

When a train or engine operates from MP 18.4 to MP 18.7 and then desires to make a reverse movement into that territory from either the eastward or westward tracks, a member of the crew must activate the westward absolute signal by operating a push-button located at MP 18.7 on signal mast.

Rule 312 Item 2 applies when a train or engine is stopped by a stop indication.

East St. Paul:

Station Limits MP 8.0-1.2

Approach switches at Payne Ave. expecting to find them lined in either direction.

Atlantic St., Duluth Ave., McKnight Road, and Century Ave. crossings must not be blocked by standing train or cars for more than ten minutes.

Soo Line and BN operate over C&NW between East St. Paul and Hudson.

Train Location Reports (line-ups) not issued in double track territory and do not include movements against the current of traffic or unanticipated movements with the current of traffic.

Maximum Wt:

Adams-East St. Paul	315,000 lbs.
East St. Paul-East Minneapolis	263,000 lbs.
Yard track to City of Menomonie	263,000 lbs.

ELROY SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
0934.	0.0	ELROY		196.2
1504	13.2	CAMP DOUGLAS	⊗ ⊙	182.8
5855	22.5	WYEVILLE	⊗ ⊙ C&NW	173.5

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 19.4-22.0	5
MP 7.0-10.0	5

Rule 10(D) applies.

Maximum Wt: 263,000 lbs.

CORNELL SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
1664	0.0	NORMA		3.4
2912	8.4	JIM FALLS	⊗ ⊙	11.9
2924	19.3	CORNELL		22.8

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 19.4-22.0	5
MP 7.0-10.0	5

Rule 10(D) applies.

Maximum Wt: 210,000 lbs.

STILLWATER SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
1548	0.0	HUDSON	⊗ ⊙ ⊕	0.0
1553	3.0	BAYPORT	⊗ ⊙ ⊕	3.0
1552	5.7	STILLWATER		5.7

Rule 10(D) applies.

Permission must be obtained from Hudson before departing Hudson or from Bayport.

BN operates over C&NW between Hudson and Stillwater.

Soo Line operates over C&NW between Hudson and Bayport.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum	20
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Clearance Requirements:

Rule 82(A) does not apply at Hudson.

GOLDEN VALLEY SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
1564	...	EAST MINNEAPOLIS	⊗ ⊙	...
7964	0.0	GLENWOOD JCT.		3.0
...	1.5	SOO	⊗ ⊙	4.5
7965	2.6	GOLDEN VALLEY		5.6

SPEED RESTRICTIONS (In MPH)

Maximum	10
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Rule 10(D) applies.

C&NW operates over BN 2nd Subdivn. between Mpls. Jct. and Lyndale Jct. and over 9th Subdivn. between Lyndale Jct. and MW Jct.

C&NW operates over Soo Line Northfield Subdivn. between MW Jct. and Glenwood Jct.

Maximum Wt: 263,000 lbs.

ROSEPORT SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		Mile Posts	Length of Sidings
...	0.0	JCT. SWITCH	⊗	521.5	...
7434	5.3	ROSEPORT	⊗ ⊕	516.2	8782

SPEED RESTRICTIONS (In MPH)

Maximum	10
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Clearance Requirements:

Southward trains must obtain a clearance at South St. Paul.

Rule 10(D) applies.

Northward trains must not pass Jct. Switch without permission from the train dispatcher.

Soo Line operates between Jct. Switch and Roseport.

Maximum Wt: 263,000 lbs.

ITASCA SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	↓ NORTH STATIONS ↑ SOUTH		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
1530	0.0	EAU CLAIRE TY	⑥③①④	0.0		
	8.0	SOO	④③②①	7.7		
1662	10.3	CHIPPEWA FALLS	② SOO	10.0		
1664	12.6	NORMA TY	④	12.2	3923	MP 0.0-12.3
	23.5	CO-OP		23.3		
1665	25.0	BLOOMER		24.8		MP 12.3-25.1
1669	33.5	NEW AUBURN		33.2	6796	MP 25.1-34.3
1672	42.2	CHETEK		42.0		MP 34.3-42.1
1674	50.2	CAMERON	② SOO	49.9	4008	MP 42.1-50.3
	53.6	SOO	④	53.3		
1677	56.9	RICE LAKE		56.6		MP 50.3-57.4
1679	64.2	HAUGEN		63.8		
1681	71.5	SARONA		71.2	4087	MP 57.4-71.5
1625	81.2	SPOONER Y	⑥③④③②	80.8	6800	MP 71.5-79.2
1627	87.8	TREGO TY	④	83.6		MP 80.2-0.5
1683	98.4	LAKESIDE		10.6	7381	MP 0.5-11.7
1684	102.2	MINONG		14.5		
1685	107.5	WASCOTT		19.9	4396	MP 11.7-19.8
1686	112.6	GORDON		24.9		
1687	120.6	SOLON SPRINGS		33.0		
1688	122.1	SAUNTRY		34.5	6469	MP 19.8-34.7
1691	131.5	HAWTHORNE		43.8	3287	MP 34.7-43.9
1692	138.1	ROCKMONT		50.7	4017	MP 43.9-51.0
1695	147.7	ITASCA Y	⑥③④③②	59.9		MP 51.0-56.8

SPEED RESTRICTIONS (In MPH)

Maximum 40
 Between Eau Claire and Spooner
 MP 0.0-0.3 10
 MP 0.3-1.6 30
 MP 1.6 Starr Ave. crossing 25
 MP 7.7-Soo Line 20
 MP 10.0-10.9 curves 20
 MP 10.7 Br. 614 15
 MP 10.9-12.2 curves 25
 MP 55.4-56.9 crossings 30

Do not exceed 5 MPH on west leg of wye at Eau Claire MP 0.0.

Rock and Roll Restrictions do not apply between:

Eau Claire and Spooner
 MP 0.2-MP 12.2
 MP 59.5-MP 78.1
 Spooner and Itasca
 MP 83.0-MP 83.6
 MP 0.0-MP 8.1
 MP 15.9-MP 34.8
 MP 45.5-MP 58.7

Yard Limits:
 MP 79.2-80.2-Spooner
 MP 56.8-Itasca

Temporary Yard Limits:
 Eau Claire-MP 0.0-4.0
 Norma-MP 11.2-12.5
 Trego-MP 83.0-0.5

Rule 99-Minimum flagging distance 1 mile.

Hot Box Detectors:

Location	Phones
MP 30.5 (Bloomer)	MP 25.4 SW
MP 80.5 (Trego)	MP 34.3 NW
	MP 78.4 SW
	MP 0.4 NW

Hawthorne Station Limits:
 MP 43-45.5

ITASCA SUBDIVN-NORTHERN DIVISION

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

Unit Trains:
 Potash, grain or 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.

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.

C&NW operates over BN at and between Superior and Duluth.

BN operates over C&NW at Superior.

C&NW operates over BN Grassy Point drawbridge and Bayfront route between MP 66.2-70.2.

Railroad Crossings on Duluth Spur:

MP 61.1	②	BN	①
MP 62.7	②	BN	⑤
MP 65.1	②	SOO	④
MP 65.4	②	BN	④

Maximum Wt: 263,000 lbs.

WHITE BEAR LAKE SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	↓ SOUTH STATIONS ↑ NORTH		Mile Posts	
1695	0.0	ITASCA	Y	⑥③④③②	59.9
1694	0.6	SOUTH ITASCA			
	5.8	SAUNDERS			
	67.4	HINCKLEY			
	132.3	WHITE BEAR LAKE			
	140.6	CLAYMONT			
1559	141.0	EAST ST. PAUL Y	⑥③④③②		1.8

C&NW operates over the DMIR between South Itasca and Saunders, and over the BN between Saunders and Claymont.

Bulletin Boards:
 DMIR and BN bulletin boards are located at Itasca, Spooner, East St. Paul, East Minneapolis, and South St. Paul.

Rule 83
 Register ticket authorized at East St. Paul.

HAYWARD SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	↓ WEST STATIONS ↑ EAST		Mile Posts
1627	0.0	TREGO	④	83.5
1628	3.7	EARL		87.2
1629	7.3	SPRING BROOK		91.4
1630	16.7	JOHNSON		100.2
1634	19.3	HAYWARD		103.4

SPEED RESTRICTIONS (In MPH)
 Maximum 10

Rule 10(D) applies.

Rule S-227 Absolute Block Register Territory.
 Register at Spooner.

Maximum Wt: 263,000 lbs.

OWATONNA SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	SOUTH STATIONS NORTH		C&NW Mile Post	Soo Line Mile Post	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑				
1556	...	HOFFMAN AVE. 2.6	①②③	...	...	...	...
...	...	PARK JCT. 1.0	...	5.2	...	...	...
7436	...	SOUTH ST. PAUL 2.2	④⑤⑥	4.2	...	...	...
...	...	Q JCT. 1.9	⑦⑧⑨	2.0	...	...	...
7435	0.0	INVER GROVE 0.5	⑩	522.0	1553	1553	...
...	0.5	JCT. SWITCH 10.4	...	343.9	...	...	...
8301	15.0	ROSEMOUNT 7.0	⑪	333.5	150.7	3263	...
8302	22.0	FARMINGTON 6.8	...	326.9	143.6	4282	...
8303	28.8	CASTLE ROCK 6.1	...	319.5	136.8	2618	...
8304	34.9	NORTHFIELD 3.7	...	313.4	130.7	4701	...
8305	38.0	DUNDAS 3.8	...	310.3	127.6	2974	...
8306	41.8	COMUS 6.8	⑫	306.5	123.8	4363	...
8307	48.6	FARIBAULT 4.2	⑬	299.7	...	2260	...
8308	52.8	KASPER 5.2	⑭	295.5	...	5988	...
8309	58.0	MEDFORD 6.0	...	290.3	...	...	...
8310	64.0	OWATONNA 9.3	⑮	284.3	...	6210	...
8311	73.3	HOPE 6.3	...	275.0	...	...	...
8312	79.6	ELLENDALE 7.8	⑯	268.7	...	6155	...
8313	87.4	CLARKS GROVE 8.2	⑰	260.9	...	7109	...
8314	95.6	ALBERT LEA 0.3	⑱⑲⑲	252.7	...	4888	...
...	95.9	SOO CROSSING 0.7	⑳	252.4	...	...	...
8315	96.6	CURTIS 5.8	㉑	251.7	...	...	...
8383	102.4	GLENVILLE 5.0	㉒	245.9	...	...	...
7920	107.4	GORDON 5.0	⑳	240.9	...	6076	...
2610	112.4	NORTHWOOD 6.4	...	235.9	...	...	...
4536	118.8	KENSSETT 3.0	㉓	229.5	...	4084	...
8317	121.8	MANLY YARD 1.1	...	226.5	...	...	...
8317	122.9	MANLY JCT. 1.3	㉔	225.4	...	...	...
8318	124.2	MANLY 7.9	...	48.4	10,000	MP 226.4-50.4	...
8319	132.1	MASON CITY 7.9	㉕	49.7	...	...	...
...	...	MASON CITY SOO Y 57.6	㉖	57.6	...	MP 50.4-54.7	...

NOTE: Owatonna Subdivn., between Jct. Switch and Mason City, is under jurisdiction of the Central Divn. train dispatchers.

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 5.2-4.2	20
MP 4.2-2.0	25
MP 2.0-343.9	30
MP342.1-342.5 curve	40
MP 333.7 through Turnout	25
MP 306.5 through Turnout	25
MP 252.4-251.7 Curve	30
MP 56.0-57.6 Curve	30

Rock and Roll Restrictions do not apply between MP 294.0 and MP 306.0.

Rock and Roll Restrictions and Rule 105 do not apply on the following sidings:

Maximum Speed	20
Kasper	
Owatonna	
Ellendale	
Gordon	
Manly	

Clearance Requirements:

Southward trains must obtain a clearance at South St. Paul.

Yard Limits:

Hoffman Ave.-MP 343.9
MP 54.7-Mason City

CTC:

MP 4.2-2.0
Jct. Switch-Rosemount
Comus-Manly Yard

ABS:

Q Junction-343.9
Mason City: MP 59.0-57.7
MP 56.9-56.0

Rule 83-Register ticket authorized at South St. Paul and Mason City.

Rule 99-Minimum flagging distance 6000 feet.

Rule 104(B) (Addition) applies between North end of Hoffman Ave. and Park Jct.

Rule 350(B) applies at:

Hope, Minnesota	- MP 274.8
Hope	- MP 275.1
Owatonna	- MP 283.9
Owatonna	- MP 285.2
Owatonna	- MP 286.7
Medford	- MP 290.4
Ramp Track Switch	- MP 252.4
Foundry Switch	- MP 252.8
Kensett	- MP 228.7

OWATONNA SUBDIVN-NORTHERN DIVISION

Hot Box Detectors:

Location
MP 290.3 (Medford)
MP 244.6 (Glenville)

Phone
MP 296.1 NW
MP 284.9 SW
MP 251.7 NW
MP 235.8 SW

If a Cedar Valley Railroad 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.

C&NW operates over Soo Line between Rosemount and Comus.

Cedar Valley Railroad operates over C&NW between Glenville and Albert Lea.

Iowa Northern Railroad operates over CNW between Manly Jct. and Manly Yard.

Northward trains must not pass Jct. Switch without permission from the train dispatcher at St. Paul.

Southward trains must notify the train dispatcher at St. Paul when their train has cleared Jct. Switch.

Owatonna-C&NW overhead bridge MP 284.6 vertical clearance 20 feet 4 1/2 inches and horizontal clearance 8 feet 3 1/2 inches on main track; 19 feet vertical clearance on siding.

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-Mason City 315,000 lbs.

CANNON FALLS SUBDIVN- NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
7600	0.0	CANNON FALLS 6.4	...	73.8
7429	6.4	RANDOLPH 8.7	⑰	67.4
8304	15.1	NORTHFIELD ⑱ SOO	⑲⑲⑲⑲	58.7
C&NW operates over Soo Line between Northfield and Faribault.				
7503	29.3	FARIBAULT WEST ⑳ SOO	㉑	44.5

NOTE: Cannon Falls Subdivn. is under the jurisdiction of the Central Divn. train dispatchers.

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 44.6-highway (flag)	Stop

Yard Limits:

MP 45.7-Faribault
MP 58.7-Cannon Falls

Rule 10(D) applies.

Maximum Wt: 263,000 lbs.

ALBERT LEA SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts	Length of Sidings
		↓	↑		
8314	0.0	ALBERT LEA ⑱ SOO	⑲⑲⑲⑲⑲⑲	119.0	...
7917	6.8	MANCHESTER 5.9	...	112.2	3500
7916	12.7	HARTLAND 6.2	...	106.3	...
7915	18.9	NEW RICHLAND 5.8	...	100.1	4300
7914	24.7	OTISCO 6.8	...	94.3	4200
1028	31.5	WASECA ⑳ C&NW	㉑	87.5	2900

NOTE: Albert Lea Subdivn. is under the jurisdiction of the Central Divn. train dispatchers.

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 119.2 Soo Line crossing	Stop

Rule 10(D) applies.

Rule 103(AA) applies at Albert Lea. Front Street crossing.

Permission must be obtained from the train dispatcher before leaving Albert Lea or Waseca.

Maximum Wt: 315,000 lbs.

MERRIAM SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
1702	0.0	WESTERN AVE	⑧①④	1.8		
	2.4	CLIFF	④⑧⑨⑩	4.2		
	11.9	BLACK DOG		13.7		
	16.8	SAVAGE		18.6		
1715	20.3	VALLEY PARK	⑧⑩	22.1		MP 4.9-12.0
	26.4	SHAKOPEE	⑧⑩	28.2		
1711	32.2	MERRIAM Y	⑩⑨	34.0	7070	MP 29.7-32.0
1712	37.1	JORDAN		39.0		
1714	44.7	BELLE PLAINE		46.5	5120	MP 36.0-47.2
1718	55.8	HENDERSON		57.7		
1720	60.4	LE SUEUR Y		62.4	4195	MP 47.2-60.6
1722	66.6	OTTAWA Y		68.5	4986	MP 63.7-67.6
1038	70.9	ST. PETER		72.8		
1037	73.9	KASOTA		77.5	8057	MP 69.9-78.2
1036	82.2	MANKATO Y	⑧①④⑩ ④⑧⑨⑩	85.8		MP 78.2-79.9

SPEED RESTRICTIONS (in MPH)

Between Western Avenue and Merriam
Maximum..... 40
MP 2.1-6.2..... 10
MP 27.3-28.3..... 20*

Between Merriam and Mankato
Maximum..... 40
MP 61.6-67.1
Curves..... 35
MP 69.6-69.8
Bridge 351..... 10
MP 84.1-85.8
Curves..... 20

Rock and Roll Restrictions do not apply:
MP 55.9-MP 61.2

Yard Limits:

Western Ave.-MP 4.9
MP 12.0-29.7
MP 32.0-36.0
MP 60.6-63.7
MP 67.6-69.9
MP 79.9-Mankato

Clearance Requirements:
Rule 82(A) does not apply to Soo Line trains at Western Ave.

ABS: MP 35.2-Mankato

Rule 83-Register ticket authorized at Western Ave. and Mankato. Soo Line

trains, except those en-route to or from a point west of Cliff, not required to register at Western Ave.

Rule 99-Minimum flagging distance 4500 feet.

Hot Box Detectors

Location Phones
MP 54.0 MP 50.9 EW
(East of MP 57.9 WW
Henderson)

Western Ave.:

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

Rule 312 Item (2) applies at bridge 15.

Cliff:

Permission must be obtained from C&NW train dispatcher by Soo Line trains to enter Merriam Subdivn.

Valley Park Station Limits:
MP 12.0-29.7

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

Soo Line operates over C&NW between Western Ave. and Cliff and between Shakopee and Merriam.

Slow and cautionary orders governing Soo Line trains between Western Ave. and Cliff will be issued by authority of Soo Line Superintendent.

Mankato:

Mankato city ordinance prohibits sounding engine whistle.

Engine bell must be rung between Blue Earth River Bridge and Quarry Track.

Movements over Main St. crossing east of station not protected by crossing watchman must be protected by crew member.

Normal Position of Junction Switches:

Cliff-Lined and locked for route last used. Approach Cliff prepared to stop short of switch.

Maximum Wt: 263,000 lbs.

MONTGOMERY SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
7908	0.0	MONTGOMERY Y	⑩	61.3	4850	MP 59.8-55.1
7907	7.4	NEW PRAGUE. Y	⑧⑩④	53.9	4300	MP 52.8-40.8
1712	17.3	JORDAN		44.0		
1711	22.9	MERRIAM Y	⑩⑨	38.4	7070	

SPEED RESTRICTIONS (in MPH)

Maximum..... 30

Yard Limits:

Montgomery-MP 59.8
MP 55.1-52.8
MP 40.8-Merriam

Rule 10(D) applies.

Rule 99-Minimum flagging distance 4500 feet.

Maximum Wt: 315,000 lbs.

HOPKINS SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	NORTH STATIONS SOUTH		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
1711	0.0	MERRIAM Y	⑩⑨	38.4	7070	
7905	5.6	CHASKA		32.8	7228	MP 36.8-32.2
7900	12.2	EDEN PRAIRIE		26.2	2040	MP 32.2-26.1
	15.2	SOO	④	23.2		
7904	18.8	HOPKINS Y		19.6		MP 26.1-21.6
	26.0	HOLDEN ST.		12.4		
1562	30.0	EAST MINNEAPOLIS	⑧④⑩④			

SPEED RESTRICTIONS (in MPH)

Maximum..... 30
MP 36.2 Minn. River Bridge..... 10

Yard Limits:

Merriam-MP 36.8
MP 21.6-Hopkins

Clearance Requirements:

Southward trains must obtain a clearance at East Minneapolis.

Rule 10(D) applies.

Rule 99-Minimum flagging distance 4500 feet.

Soo Line operates over C&NW between Hopkins and Merriam.

C&NW operates over BN between Holden St. and East Minneapolis.

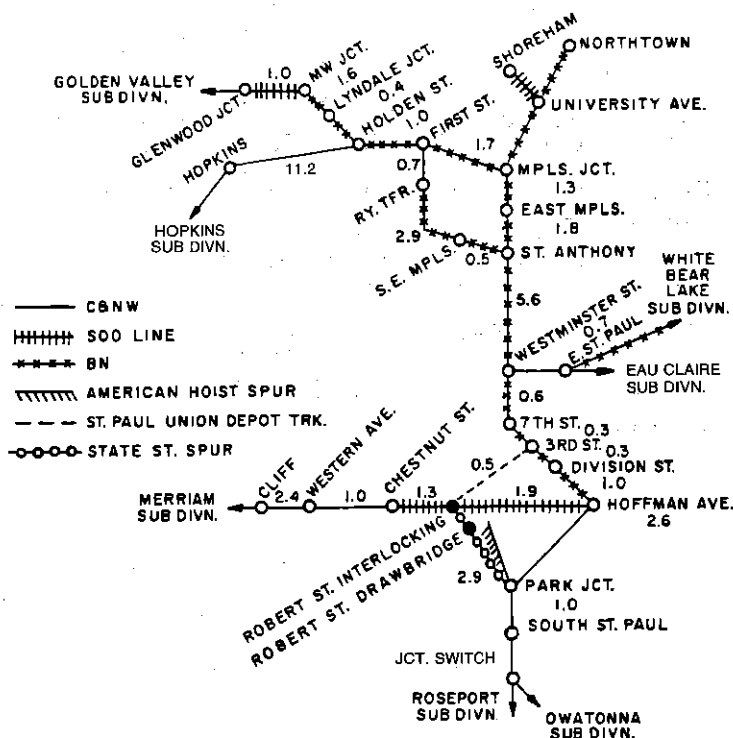
Train and engine movements between Hopkins and Holden St. are under the direction of the yardmaster at East Minneapolis. Rule 105 applies.

Hopkins:

Southward trains must not block Monk Ave. while waiting for a Northward train. Northward trains will communicate with Yardmaster East Minneapolis before leaving Hopkins.

Maximum Wt: 315,000 lbs.

INSTRUCTIONS APPLICABLE IN TWIN CITIES TERMINAL



C&NW operates over:

BN between—

Division St. and St. Anthony
East Minneapolis and Holden St.
Holden St. and MW Jct.
Mpls. Jct. and Northtown.

Soo Line between—

University Ave. and Shoreham.
MW Jct. and Glenwood Jct.
Hoffman Ave. and Chestnut St.

BN-Soo Line Joint track between—

Hoffman Ave. and Division St.

Soo Line operates over C&NW between
Chestnut St. and Cliff.

BN East hump dispatcher controls movements on BN trackage at St. Anthony and between St. Anthony and St. Paul.

BN West hump dispatcher controls movements on BN trackage west of St. Anthony.

State St. Spur Extends

From Park Jct. to Robert St. interlocking
Robert St. Drawbridge 5 MPH

Symbols:

- Robert St. Drawbridge (V)⊙
- Robert St. interlocking (X) Soo Line (⊙)
- Maximum Wt: 263,000 lbs.

American Hoist Spur Extends

From Park Jct., MP 5.2 to MP 8.5
Maximum Wt: 210,000 lbs.

Eastward movements from Western Ave. will be governed by instructions from operator at Western Ave. who must communicate with Soo Line train dispatcher at St. Paul Yard for instructions.

Soo Line operates over C&NW between Robert St. interlocking and Roseport.

City of Minneapolis Street Crossings

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

Train and Engine Movements between Hopkins and Holden St. are under the direction of the yardmaster at East Mpls.

Rule 15:

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."

C&NW Radio Locations:

Channels 1 and 2—Western Ave., East St. Paul, East Mpls. and South St. Paul.

Bulletin Board Locations:

Western Avenue, South St. Paul, East St. Paul, East Mpls., Southeast Mpls.

Station Numbers for Twin Cities

Terminal Yards:	
Railway Transfer	1561
Southeast Mpls.	7442
East Mpls.	1562
East St. Paul	1559
Western Ave.	1702
South St. Paul	7436
Hoffman Ave.	1556
Minnesota Transfer	1565
State Street	7437

LE MARS SUBDIV-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System
		↓	↑			
1036	0.0	MANKATO Y	⊙⊙⊙⊙⊙	85.8		
		12.3				
1731	12.3	LAKE CRYSTAL	⊙⊙⊙⊙	98.4		MP 90.0-99.0
		10.7				
1733	23.0	MADELIA		109.3		MP 99.0-109.1
		11.7				
1737	34.7	ST. JAMES Y	⊙⊙⊙⊙	120.9		MP 109.1-119.2
		8.0				
4020	42.7	BUTTERFIELD	⊙ C&NW	128.9		MP 123.0-129.6
		7.3				
1741	50.0	MOUNTAIN LAKE		136.3		
		6.3				
1743	56.3	BINGHAM LAKE		142.5		MP 129.6-143.1
		4.5				
1745	60.8	WINDOM		147.1		MP 143.1-147.2
		5.6				
1747	66.4	WILDER		152.7		
		6.7				
1749	73.1	HERON LAKE		159.3	3801	MP 147.2-159.8
		3.3				
1750	76.4	MILOMA		162.6		MP 159.8-162.7
		6.7				
1751	83.1	BREWSTER		169.3		MP 162.7-169.8
		8.2				
1753	91.3	WORTHINGTON TY	⊙⊙⊙	177.7	4279	MP 169.8-177.8
		3.5				
1756	94.8	AGATE	⊙	181.1		MP 177.8-181.1
		6.1				
1757	100.9	BIGELOW		187.2	3033	MP 181.1-187.8
		8.2				
1760	109.1	SIBLEY TY		195.3	1940	MP 187.8-195.4
		6.4				
1762	115.5	ASHTON		201.7		MP 195.4-202.0
		4.9				
1763	120.4	RITTER		206.6		MP 202.0-207.1
		4.9				
1764	125.3	SHELDON TY		211.5		MP 207.1-211.9
		7.9				
1766	133.2	HOSPERS		219.4		
		8.2				
248	141.4	ALTON		227.6	3258	MP 211.9-228.2
		4.9				
1769	146.3	CARNES		232.6	5485	MP 228.2-232.8
		6.5				
1770	152.8	SENEY		239.0		
		4.7				
1772	157.5	LE MARS Y	⊙	243.7		MP 232.8-242.2
		23.0				
4738	180.5	SIoux CITY	⊙⊙⊙⊙⊙			

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 85.8-88.4	10
MP 106.4-107.3	40
MP 111.8 Bridge 522	25
MP 128.9-129.4 crossings	30*
MP 146.6-147.4 crossings	30*
MP 177.2-177.6 crossings	30
MP 191.3-192.0 curves	40
MP 210.8-211.5	30*
MP 214.7-215.2 curves	40
MP 225.7-226.1 curve	40
MP 226.8-243.8	30
MP 243.8 Int. limits	10

Rock and Roll Restrictions do not apply:

MP 91.5-MP 98.0
MP 126.0-MP 141.1
MP 144.3-MP 149.3
MP 178.0-MP 188.1
MP 190.8-MP 195.0
MP 195.7-MP 210.5
MP 211.6-MP 226.9

Yard Limits:

Mankato-MP 90.0
MP 119.2- MP 123.0
MP 242.2-Lemars

Temporary Yard Limits:

Worthington-MP 173.7-179.2
Sibley-MP 195.0-196.0
Sheldon-MP 209.9-212.1

Clearance Requirements:

Eastward trains must obtain a clearance at Sioux City.

Rule 15

Mankato city ordinance prohibits sounding engine whistle.

Rule 83: Register ticket authorized at Mankato.

Rule 99-Minimum flagging distance 1 mile.

Hot Box Detectors:

Location	Phones
MP 156.3	MP 152.6 EW
(Heron Lake)	MP 159.3 WW
MP 235.5	MP 232.8 EW
(Carnes)	MP 238.9 WW

Bingham Lake-Cargill Inc. Track:

Trains may use Cargill Inc. track located between MP 142.4 and MP 143.2 for meeting or passing. Track length is 4320 feet.

Ritter-Farmers Elevator Track:

Trains may use Farmers Elevator track located between MP 206.5 and MP 207.1 for meeting or passing. Track length is 3350 feet.

Mankato:

Engine bell must be rung between Blue Earth River Bridge and Quarry Track.

Movements over Main St. crossing east of station not protected by crossing watchman must be protected by crew member.

C&NW operates over CC between LeMars and Sioux City.

Maximum Wt: 263,000 lbs.

SIoux FALLS SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
1756	0.0	AGATE Y	Ⓢ	0.0		
		8.3				
2002	8.3	RUSHMORE		8.3		
		6.8				
2004	15.1	ADRIAN		15.1	2537	MP 2.0-15.2
		7.5				
2006	22.6	MAGNOLIA		22.6		
		6.6				
2010	29.2	LUVERNE Y		29.2		
		8.4				
2012	37.6	BEAVER CREEK		37.6		MP 15.2-37.6
		3.9				
	41.5	ⓧ BN	Ⓐ	41.5		
		1.8				
2014	43.3	VALLEY SPRINGS		43.3		
		6.5				
2016	49.8	BRANDON		49.8		
		4.7				
	54.5	ⓧ BN	Ⓐ	54.5		
		2.3				
	56.8	ⓧ BN	Ⓢ	56.8		
		1.3				
	58.1	ⓧ BN	Y	58.1		
		0.3				
2018	58.4	SIoux FALLS	Ⓢ Ⓣ Ⓤ Ⓥ Ⓦ	58.4		MP 37.6-53.3
		0.2				
	58.6	ⓧ BN	Ⓢ	58.6		

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 56.8 BN crossing	Stop
MP 58.1 BN crossing	Stop
MP 58.2 Sixth St.	5
MP 58.4 Eighth St.	5
MP 58.6 BN crossing	Stop
MP 60.2 Grange Ave.	5

Yard Limits:

Agate-MP 2.0	
MP 27.6-31.3	
MP 53.3-Sioux Falls	
Rule 10(D) applies.	
Rule 99 Item (4) applies.	
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 at not exceeding 20 MPH.

MANKATO SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles (to Mankato Depot)	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
1000	0.0	WINONA	Ⓢ Ⓣ Ⓤ Ⓥ Ⓦ	0.2		MP 3.0-18.9
		1.5				
	1.5	TOWER CK	Ⓢ Ⓣ Ⓤ Ⓥ Ⓦ	1.7		
		4.2				
1004	5.7	MINNESOTA CITY	Ⓢ Ⓣ	5.9		
		5.4				
1005	11.1	STOCKTON		11.3		
		7.1				
1007	18.2	LEWISTON		18.4	2427	MP 18.9-28.4
		4.3				
1008	22.5	UTICA		22.7		
		5.6				
1009	28.1	ST. CHARLES		28.3		MP 28.4-38.0
		3.9				
1010	32.0	DOVER		32.2		
		4.7				
1012	36.7	EYOTA		36.9		
		1.0				
1011	37.7	PLAINVIEW JCT.	Ⓢ	37.9		
		4.8				
1014	42.5	HAVERHILL		42.7		
		6.5				
1016	49.0	ROCHESTER Y	Ⓢ Ⓣ Ⓤ	49.2		MP 38.0-48.1
		9.5				
1018	58.5	BYRON		58.7		
		5.2				
1019	63.7	KASSON		63.9		
		5.3				
1020	69.0	DODGE CENTER		69.2	5000	MP 52.5-68.7
		7.2				
1022	76.2	CLAREMONT		76.4	1925	MP 68.7-76.5
		11.7				
1025	87.9	OWATONNA EAST	Ⓢ Ⓣ Ⓤ Ⓥ Ⓦ	88.1	1574	MP 76.5-88.3
		8.2				
1027	96.1	MERIDEN		96.3		
		6.2				
1028	102.3	WASECA	Ⓢ Ⓣ Ⓤ Ⓥ Ⓦ	102.5		MP 88.3-100.9
		10.4				
1029	112.7	JANESVILLE		112.9	1678	MP 105.0-113.0
		9.7				
1032	122.4	EAGLE LAKE		122.6		MP 113.0-124.9
		2.6				
1033	125.0	LIME SIDING		125.2	2300	MP 124.9-129.6
		6.1				
1036	134.2	MANKATO Y	Ⓢ Ⓣ Ⓤ Ⓥ Ⓦ	131.3		

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 0.2-2.2	10
MP 13.0-18.7	30
MP 48.0-50.1 Street Crossings	10*
MP 88.0-Soo Crossing	Stop
MP 88.2-88.3 Street Crossings	10*
MP 102.6 C&NW Crossing	10
MP 102.6-129.6	30
MP 129.6-131.3	10

Rock and Roll Restrictions do not apply.

MP 69.5-MP 71.5	
MP 119.7-MP 120.5	

Yard Limits:

Tower CK-MP 3.0	
MP 48.1-52.5	
MP 100.9-MP 105.0	
Mankato-MP 129.6	

Rule 15:

Mankato city ordinance prohibits sounding engine whistle.

Rule 99-Minimum flagging distance 4500 feet

Rule 103(AA) applies at Industry crossing, Eyota.

Mankato:

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

Movements over Main St. crossing east of station not protected by crossing watchman must be protected by crew member.

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 length is 3600 feet.

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

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.

SPARTA SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑		
5855	0.0	WYEVILLE	⊗ C&NW Y.....	①②③④	153.9
5864	9.5	TUNNEL CITY	.....	①②	163.4
...	46.0	36.5 GRAND CROSSING	.....	
0951	47.2	1.2 LA CROSSE	.....	
1000	75.2	28.0 WINONA	.....	
...	77.1	1.9 TOWER CK	.....	①②③	

SPEED RESTRICTIONS (In MPH)

Maximum..... 10
Yard Limits:
 Wyeville-MP 155.6

Clearance Requirements:
 Eastward trains must obtain a C&NW clearance at Grand Crossing.

Rule 10(D) applies between Wyeville and Tunnel City.

Rule 99: Minimum flagging distance 1 mile.

C&NW operates over Soo Line between Tunnel City and Tower CK.

Soo Line Bulletin Boards are located at Adams and at Winona yard office and engine house.

LaCrosse Spur:

Extends from Grand Crossing westward 0.8 miles and from Grand Crossing eastward 2.3 miles to end of track.

Interlockings:
 Grand Crossing ⊗ BN-Soo Line ①②③

Maximum Wt: 263,000 lbs.

HURON SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles (from Mankato Depol)	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
1036	0.0	MANKATO Y.....	⊗①②③④	2.2		
5101	10.4	8.2 JUDSON	.....	10.4	6082	MP 2.9-10.6
5104	16.9	6.5 CAMBRIA	.....	16.9		
1047	26.2	9.3 NEW ULM Y.....	⑤⑥	165.3	2697	MP 10.6-24.0
1049	34.6	8.4 ESSIG	.....	173.7		
1050	40.7	6.1 SLEEPY EYE TY.....	.....	179.8	4910	MP 166.1-179.8
1052	47.0	6.3 COBDEN	.....	186.1		MP 179.8-190.8
1054	54.1	7.1 SPRINGFIELD	.....	193.2	2540	MP 190.8-193.4
...	61.3	7.2 SANBORN JCT.....	⑦	200.3		
1056	62.6	1.3 SANBORN	.....	201.7	4490	MP 193.4-202.2
1058	69.7	7.1 LAMBERTON	.....	208.8		MP 202.2-209.1
1060	74.6	4.9 REVERE	.....	213.7		
1061	79.9	5.3 WALNUT GROVE	.....	219.0	2700	MP 209.1-219.1
1064	87.5	7.6 TRACY Y.....	⊗⑧⑨⑩⑪⑫	226.6		MP 219.1-224.0
1200	94.7	7.2 GARVIN	.....	233.8		
1201	100.5	5.8 BALATON	.....	239.6	2789	MP 227.2-239.6
1203	107.0	6.5 BURCHARD	.....	246.1		MP 239.6-246.2
1205	114.6	7.6 TYLER	.....	253.7	4490	MP 246.2-254.3
1207	122.4	7.8 LAKE BENTON	.....	261.5		MP 254.3-261.7
1208	128.7	6.3 VERDI	.....	267.8		MP 261.7-267.8
1210	135.3	6.6 ELKTON	.....	274.4	5108	MP 267.8-274.6
1213	146.0	10.7 AURORA	.....	285.1		MP 274.6-285.2
1214	151.8	5.8 BROOKINGS	.....	290.9	4173	MP 285.2-291.2
1401	155.2	3.4 SIOUX VALLEY JCT.....	⑬⑭	294.3		MP 291.2-294.4
1215	158.3	3.1 VOLGA	.....	297.4		
1219	169.2	10.9 ARLINGTON	.....	308.3		MP 294.4-308.3
1218	174.7	5.5 HETLAND	.....	313.8		MP 308.3-314.0
1220	181.9	7.2 LAKE PRESTON	.....	321.0	2900	MP 314.0-321.2
1222	190.5	8.6 DESMET	.....	329.6	4359	MP 321.2-330.2
1225	205.6	15.1 IROQUOIS	.....	344.7		MP 330.2-344.9
1227	214.9	9.3 CAVOUR	.....	354.0		MP 344.9-354.1
1228	223.7	8.8 HURON Y.....	⊗⑮⑯⑰⑱	362.8		MP 354.1-360.0

SPEED RESTRICTIONS (In MPH)

Maximum..... 30

Yard Limits:

Mankato-2.9
 MP 24.0-166.1
 MP 224.0-227.2
 Huron-MP 360.0

Temporary Yard Limits:
 MP 178.8-181.3-(Sleepy Eye)

Rule 10(D) applies.

Rule 15:
 Mankato city ordinance prohibits sounding engine whistle.

Rule 98(A)-Mankato MP 2.2-for Lemars Subdivn.

Rule 99-Minimum flagging distance 4500 feet.

Mankato:

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

Movements over Main St. crossing east of station not protected by crossing watchman must be protected by crew member.

Springfield-Southern 7 Co-Op Track:

Trains may use the "Southern 7 Co-Op Track" located between MP 189.6 and MP 190.7, for meeting or passing. Track length is 5750 feet.

Lamberton-Farmers Elevator Track:

Trains may use Farmers Elevator track located between MP 208.3 and MP 209.1 for meeting or passing. Track length is 4150 feet.

Maximum Wt: 263,000 lbs.

PLAINVIEW SUBDIVN- NORTHERN DIVISIONS

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1011	0.0	PLAINVIEW JCT.....	①⑲	1.0
1114	10.4	10.4 ELGIN	.....	11.4
1116	14.9	4.5 PLAINVIEW	.....	15.9

SPEED RESTRICTIONS (In MPH)

Maximum..... 30
 Plainview Jct. Stop

Rock and Roll Restrictions do not apply.

Rule 10(D) applies.

Rule S-227 Absolute Block Register Territory.

Maximum Wt: 263,000 lbs.

WATERTOWN SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
1401	0.0	SIOUX VALLEY JCT.....	①⑳	0.0
1403	8.2	8.2 BRUCE	.....	8.2
1405	18.3	10.1 ESTELLINE	.....	18.3
1407	23.1	4.8 DEMPSTER	.....	23.1
1410	30.5	7.4 CASTLEWOOD	.....	30.5
1412	37.0	6.5 APPLEBY	.....	37.0
1088	44.2	7.2 WATERTOWN	⊗ BN	319.0

SPEED RESTRICTIONS (In MPH)

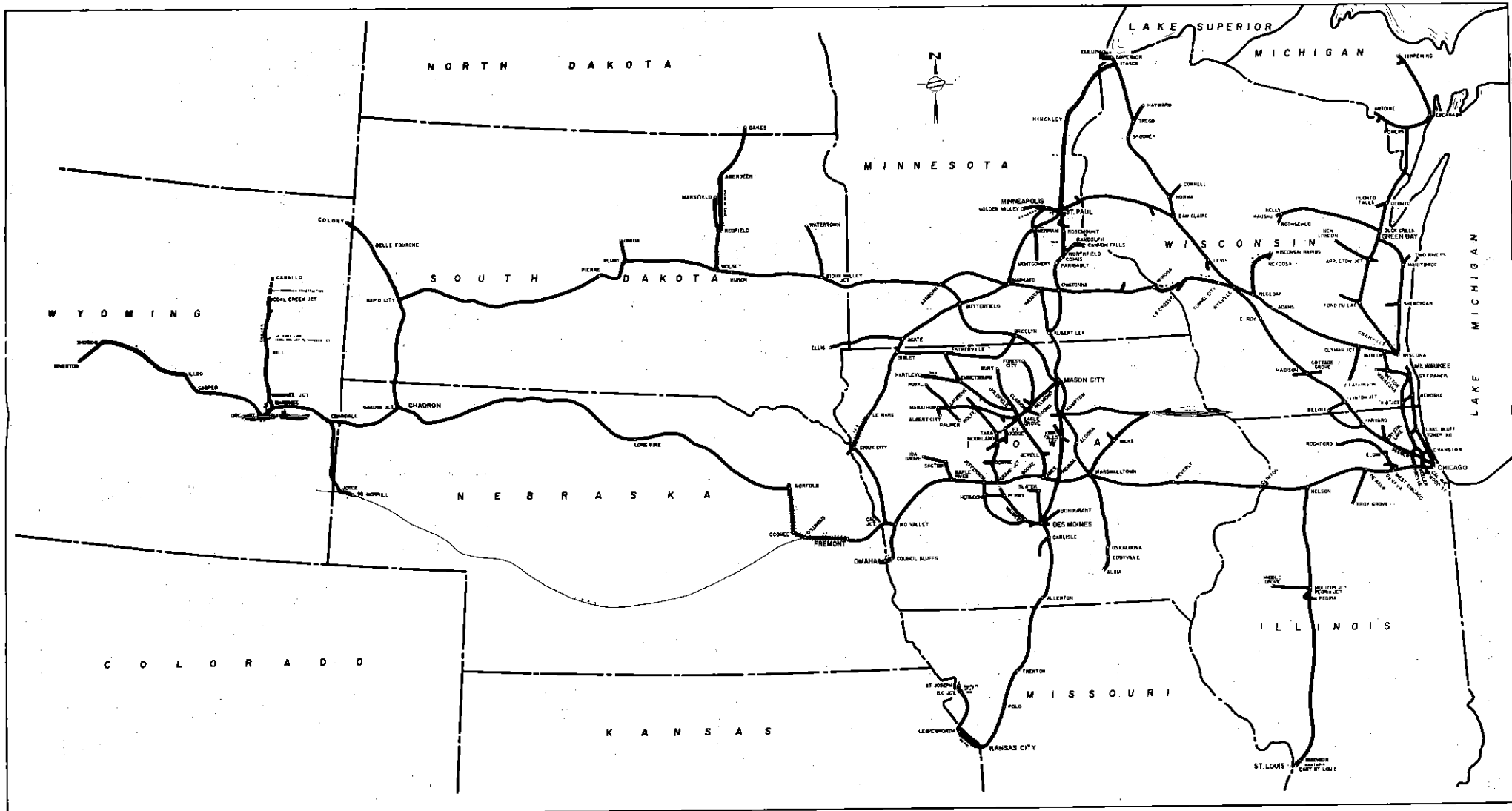
Maximum..... 10
 MP 0.0 Jct..... Stop
 MP 319.6 BN crossing..... Stop

Rule 10(D) applies.

Rule S-227 Absolute Block Register Territory.

Rule 103(AA) applies at Maple Street crossing, Watertown.

Maximum Wt: 210,000 lbs.



PIERRE SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System
		WEST STATIONS	EAST			
1228	0.0	HURON	⑥⑦⑧⑨⑩	362.8		
	0.7	BN	⑪	363.5		
1230	13.3	WOLSEY	⑫	376.1	2150	MP 365.4-376.2
	13.6	BN	⑬	376.4		
1233	24.7	WESSINGTON		387.5		
1236	37.6	ST. LAWRENCE		400.4		
1237	40.1	MILLER		402.9	2360	MP 376.2-403.0
1239	50.6	REE HEIGHTS		413.4		MP 403.0-413.4
1242	62.4	HIGHMORE		425.2	2440	MP 413.4-425.4
1243	70.2	HOLABIRD		433.0		
1245	77.2	HARROLD		440.0	2400	
1248	90.0	BLUNT	⑭⑮	452.8	2970	MP 425.4-454.0
1260	117.7	PIERRE	⑯⑰⑱⑲	480.5		MP 454.0-479.3

SPEED RESTRICTIONS (In MPH)
 Maximum..... 49
 MP 362.8-364.8..... 30
 MP 364.8-367.0..... 40
 MP 376.0-480.5..... 30
 MP 363.5-BN
 Crossing..... 20
 MP 376.4-BN
 Crossing..... 20*

Rock and Roll Restrictions do not apply.
Yard Limits:
 Huron-MP 365.4
 MP 479.3-Pierre
Temporary Yard Limits:
 MP 451.0-454.0 (Blunt)
Rule 99-Minimum flagging distance one mile.

Rule 99 Item (4) applies between Pierre and Wolsey.
Maximum Wt:
 Huron-Wolsey
 263,000 lbs.
 Wolsey-Pierre
 251,000 lbs.

OAKES SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System
		WEST STATIONS	EAST			
1230	0.0	WOLSEY	⑩	376.1		
		Between Wolsey and Redfield C&N.W operates over BN.				
1287	33.2	REDFIELD	⑪⑫	40.2		
		Between Redfield and Aberdeen C&N.W operates over BN.				
1293	74.0	ABERDEEN	⑬	82.4		
	74.2	BN	⑭⑮	82.6		
1294	82.4	ORDWAY		90.8		
1295	88.2	COLUMBIA		96.6		
1296	100.0	HOUGHTON		108.4		
1297	108.7	HECLA		117.1		
1298	117.6	LUDDEN		126.0		
1299	126.7	OAKES	⑯⑰⑱⑲	135.1		
		SOO				

SPEED RESTRICTIONS (In MPH)
 Maximum..... 20
 MP 134.6-Soo crossing..... Stop
Rock and Roll Restrictions do not apply between Aberdeen and Oakes.
Yard Limits:
 MP 134.3-Oakes
Rule 10(D) applies
Rule S-227 Absolute Block Register Territory between Aberdeen and Oakes. Initial station is Aberdeen. Register at Aberdeen.
Maximum Wt: 210,000 lbs.

P.R.C. SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles (To Rapid City Depot)	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System
		WEST STATIONS	EAST			
1260	0.0	PIERRE	⑥⑦⑧⑨⑩	480.5		
	3.9	FT. PIERRE	⑪⑫	484.4		
9511	22.8	WENDTE		503.3		
9516	32.4	VAN METRE		512.9	2320	MP 482.3-513.0
9521	42.9	CAPA		523.4		
9526	52.7	MIDLAND		533.2	2360	MP 513.0-533.5
9541	79.2	PHILIP		559.7	2360	MP 533.5-560.0
9551	104.1	QUINN		584.6		
9556	110.5	WALL	⑬	591.0	2340	MP 560.0-591.3
9561	124.5	WASTA		605.0	1650	MP 591.3-605.1
9566	134.8	OWANKA		615.3		MP 605.1-615.5
9571	148.5	UNDERWOOD		629.0		
9576	160.1	BOX ELDER		640.6	1790	MP 615.5-640.8
6433	170.8	RAPID CITY	⑰⑱⑲⑳	649.1		MP 640.8-649.0

SPEED RESTRICTIONS (In MPH)
 Maximum..... 30
 MP 482.5-483.1..... 10
 MP 484.6-548.0..... 10
 MP 558.5-567.0..... 10
 MP 585.0-591.5..... 10
 MP 603.0-649.1..... 10

MP 649.2-Jct. Switch..... Stop
Yard Limits:
 Pierre-MP 482.3
 MP 649.0-Rapid City
Rule 10(D) applies.
Rule 99-Minimum flagging distance one mile.

Rule 99 Item (4) applies.
Maximum Wt:
 Pierre-Ft. Pierre
 251,000 lbs.
 Ft. Pierre-Rapid City
 210,000 lbs.

MANSFIELD SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System
		WEST STATIONS	EAST			
1287	0.0	REDFIELD	⑪⑫	40.2		
	10.0	ATHOL		50.2		
1289	20.4	NORTHVILLE		60.6		
1290	26.3	MANSFIELD		66.5		

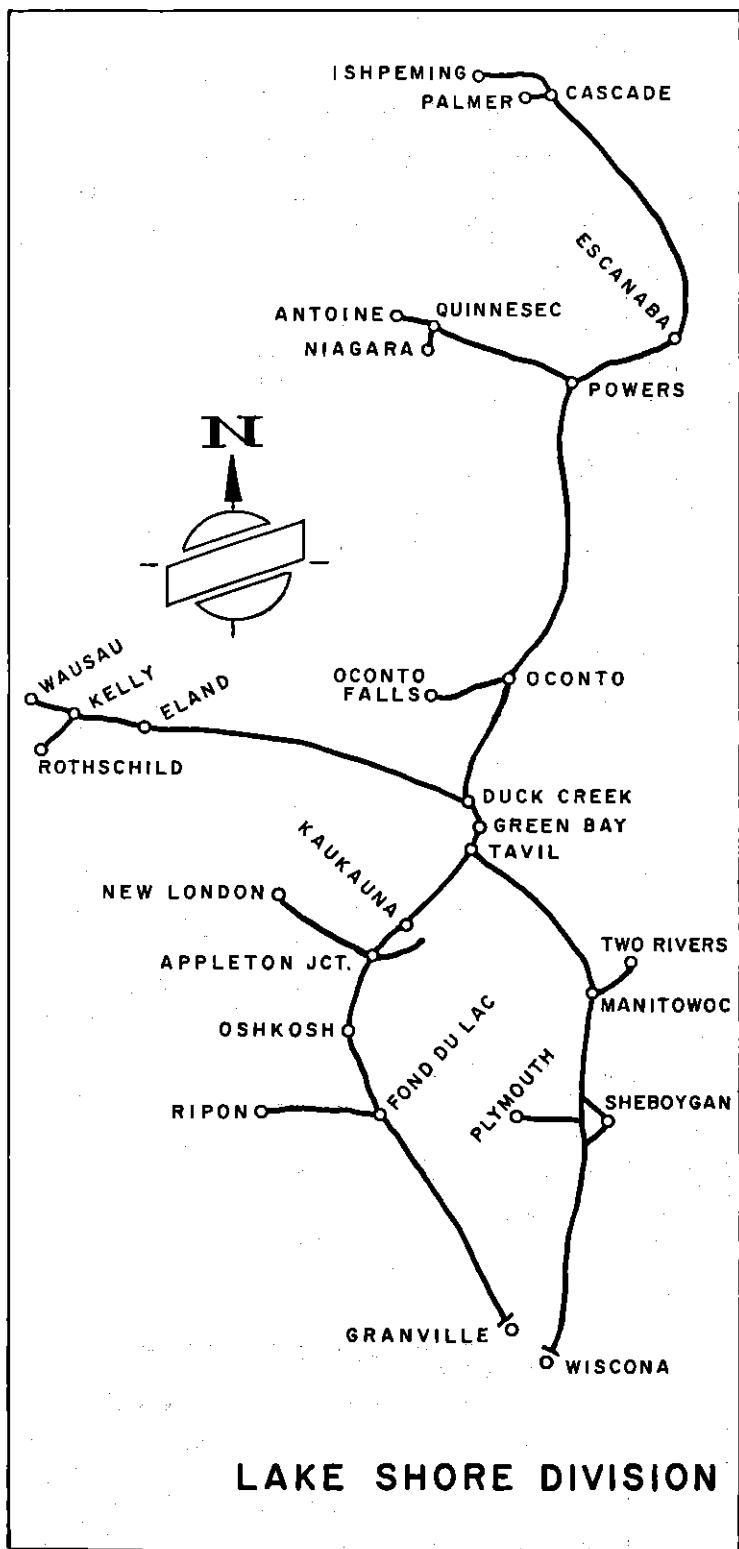
SPEED RESTRICTIONS (In MPH)
 Maximum..... 10
 MP 46.5-46.6..... 5
Rock and Roll Restrictions do not apply between Redfield and Mansfield.
Rule 10(D) applies.
Maximum Wt: 210,000 lbs.

ONIDA SUBDIVN-NORTHERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System
		WEST STATIONS	EAST			
1248	0.0	BLUNT	⑭⑮⑯	115.1		
1418	15.6	ONIDA		99.5		

SPEED RESTRICTIONS (In MPH)
 Maximum..... 30
 MP 115.1-111.1..... 10
 MP 105.2 (BR. D-663). 10
 MP 102.2 (BR. D-659). 10
 MP 99.7-98.4..... 10
Rock and Roll Restrictions do not apply.
Rule 10(D) applies.
Rule S-227 Absolute Block Register Territory
Maximum Wt: 251,000 lbs.

AIR LINE SUBDIVN-LAKE SHORE DIVISION



LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
5716	0.0	BUTLER 0.8	②③ ②②②	16.5M		
5715	0.8	BJ 2.2	①②③	13.3		
5713	3.0	FONDA 3.2	Y	11.8		
5709	6.2	WISCONA 5.4	①②	92.4		
0557	11.6	GRANVILLE 7.5		97.8	3544	
0558	19.1	ROCKFIELD 5.1		105.3	2897	MP 98.5-105.1
0559	24.2	JACKSON 7.2		110.4		
0560	31.4	WEST BEND 4.4	②	117.6		MP 105.1-117.3
0563	35.8	BR 3.1		122.0	8514	MP 117.3-121.3
0562	38.9	KEWASKUM 6.3		125.1		
0564	45.2	CAMPBELLSPORT 7.8		131.4		
0565	53.0	EDEN 1.1		139.2	2610	MP 121.3-138.4
0565	54.1	QUARRY 6.1		140.3		
	60.2	NW 1.7	①	176.8		
	61.9	MARSHLINE 2.0	①	178.5		MP 138.4-178.5
0668	63.9	FOND DU LAC 1.8	TY ②③ ④⑤⑥	180.5		MP 178.5-181.2
	65.7	DEXTER 3.3		182.3		
0671	69.0	VAN DYNE 2.9		185.6		
0670	71.9	BLACK WOLF 5.5		188.5	4780	MP 181.2-188.1
0673	77.4	OSHKOSH 2.3	②① ④⑤⑥	194.0		MP 188.1-193.6
	79.7	CF 7.1	TY ④⑤⑥	196.3	6205	
0675	86.8	SNELLS 4.2	TY	203.4	4379	MP 193.6-203.1
0676	91.0	NEENAH 0.4	②	207.6	2054	
	91.4	SOO 5.0	④	208.0		
0678	96.4	APPLETON Y 6.4	②③④⑤ ⑥⑦	213.0	4924	MP 203.1-211.5
0680	102.8	LITTLE CHUTE 2.0		219.4	4889	
0681	104.8	KAUKAUNA Y 6.0		221.4	2446	MP 215.6-220.2
0682	110.8	WRIGHTSTOWN 4.3		227.4	3953	MP 222.8-226.8
0683	115.1	LITTLE RAPIDS 5.2		231.7	3467	
0684	120.3	DE PERE 5.0	Y	236.9	3363	MP 226.8-233.5
	125.3	TAVIL ④ SOO 0.4	②③④ ⑤⑥⑦	241.9		
		④ GB&W 0.7	①	243.0		
	126.4	GREEN BAY 0.7		0.0		
127.1		BROADWAY 0.7 ④ GB&W	Y ②③④⑤	0.7		
0686	127.8	NORTH GREEN BAY 0.7 ④ GB&W	②③④⑤	1.4		

AIR LINE SUBDIVN-LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	40
BJ Int. limits	30
BJ-Wiscona	
Double Track	35
MP 92.4-93.2	30
MP 117.0-120.5	35
MP 146.2-146.4	30
MP 176.8-180.5	30
MP 187.1-193.0	35
MP 193.0-194.1	30
MP 194.1 Drawbridge	20
(Exception: 5 MPH when handling pulpwood unless it is known load is not shifted)	
MP 194.1-197.0	30
MP 203.0-208.0	30
MP 208.0 SOO Crossing	20*
MP 208.0-208.7	30
MP 212.0-216.4	30
MP 220.0-222.0	30
MP 236.2-241.7	35
MP 241.8-241.9	20

Rock and Roll Restrictions do not apply:
MP 9.0-11.9 (Eastward track)
MP 229.2-231.1

Yard Limits:

BJ-MP 98.5
MP 211.5-215.6
MP 220.0-222.8
MP 233.5-Tavil

Temporary Yard Limits:

MP 145.1-182.4
MP 192.7-197.2
MP 202.7-209.5

Clearance Requirements:

Westward trains must obtain a clearance at Butler.
Rule 82(A) does not apply at Tavil.

ABS: BJ-MP 98.8
MP 192.5-Tavil

Double Track:

BJ-Wiscona

Rule 15

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

Rule 99-Minimum flagging distance 1 mile.

Rule 98(A)-Normal position for Junction switch MP 213.0 Appleton, is for Air Line Subdivn., except between 8:00AM and 12:01PM Monday through Saturday, it may be left in either position.

Rule 315

Dual Control Switches:
BJ Wiscona

Rule 317-Exception at Appleton. Movements may be made from Kimberly Subdivn. to Valley Subdivn. without waiting 5 mins. if permission is obtained from the Train Dispatcher, who must not give this permission if there are conflicting movements.

Hot Box Detector:

Location **Phones**
MP 131.8 MP 125.3 EW
(Campbellsport) MP 138.5 WW

Purina Spur extends 1.8 miles between NW and MP 175.0. MP 176.0- ⓧ SOO. ⓐ Maximum Wt: 263,000 lbs.

Water Power Spur extends 1.6 miles between Kaukauna and Kaukauna South (Sta. No. 3313). Drawbridge ⓧ. Rule 103 (AA) applies at Lawe St., stop before crossing. Max. Wt: 263,000 lbs.

Neenah and Appleton: Trains meeting will be governed by instructions from Operator or Train Dispatcher.

Conductors reporting for duty at Oshkosh, Neenah and Kaukauna must obtain permission from the train dispatcher before permitting their train or engine to occupy the main track.

Tavil: Control Operator at Broadway handles Tavil when no control operator on duty at Tavil. When signal 443 (MP 239.8) displays other than a Proceed indication, communicate with control operator.

Eastward trains stopped west of 9th Street crossing (MP 241.5) operate push button located in yellow box at crossing. Before movement occupies crossing, reactivate by pushing button marked "start".

Permission must be obtained from Control Operator at Butler before Eastward trains pass MP 98.5 and before entering the Main track between Wiscona and Granville.

Fond du Lac-Normal position for the main track crossover switches at MP 179.5 and for main track switch at MP 181.2 is for movements to and from the yard.

Train Location Reports (line-ups) not issued on Double Track between BJ and Wiscona.

Maximum Wt: 263,000 lbs.

SHORELINE SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Splings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
5716	0.0	BUTLER	ⓐⓑⒸⒹⒺⒻ			
5709	6.3	WISCONA	Y ⓧ ⓑⒸⒹⒺⒻ	4.3		
3209	15.6	MEQUON		13.6	4823	MP 7.0-13.2
3220	27.2	PORT WASHINGTON		25.2	4250	MP 13.2-24.3
3231	35.9	BELGIUM		33.9	4837	MP 24.3-33.2
3238	40.4	CEDAR GROVE		38.4		
3242	44.4	OOSTBURG		42.4		MP 33.2-42.4
3252	52.5	SHEBOYGAN	Y ⓐⓑⒸⒹⒺⒻ	50.5	21687	MP 42.4-47.1
	53.8	KOHLER JCT.	ⓑⒸⒹⒺⒻ	3.4		
	55.9	CUTOFF		2.1	0.0	
3260	61.1	HAVEN		54.1		
3264	66.0	CLEVELAND		59.3		
3269	71.2	NEWTON		64.2	2615	MP 57.0-64.1
3277	78.5	MANITOWOC	Y ⓐⓑⒸⒹⒺⒻ	69.4		
5504	86.1	FRANCIS CREEK	ⓑⒸⒹⒺⒻ	76.7		MP 64.1-74.0
5507	93.6	MARIBEL		77.6	3723	MP 80.1-85.2
5510	98.6	DENMARK		75.5		
5514	106.2	BELLEVUE		93.0		
	114.3	TAVIL	ⓧ SOO ⓐⓑⒸⒹⒺⒻ	98.0	3732	MP 85.2-97.6
		ⓧ GB&W	ⓑⒸⒹⒺⒻ	105.6	3690	MP 97.6-105.2
	115.4	GREEN BAY	Y ⓐⓑⒸⒹⒺⒻ	241.9		MP 105.3-109.7
	116.1	BROADWAY	ⓐⓑⒸⒹⒺⒻ	0.4		
		ⓧ GB&W	ⓑⒸⒹⒺⒻ	0.7		
0686	116.8	NORTH GREEN BAY	ⓐⓑⒸⒹⒺⒻ	0.7		

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 4.8-8.2	30
MP 8.2-26.2	35
MP 36.3-42.8	30
MP 48.0-50.5	30
MP 3.4-0.0	10
MP 54.1	20
MP 54.1-64.6	30
MP 75.0-79.6	35
MP 85.0-86.0	30
MP 109.0-112.1	35
MP 112.1-113.6	30
MP 113.6-243.0	20
MP 0.0 Eastward Track	10*
MP 0.0-1.4	20

Trains handling 40 or more coal must not exceed 30 MPH MP 35.3-36.3.

Rock and Roll Restrictions do not apply MP 42.7-47.6.
Tavil-North Green Bay

Yard Limits:

Wiscona-MP 7.0
MP 47.1-57.0
MP 74.0-80.1
MP 109.7-North Green Bay

Clearance Requirements:

Westward trains must obtain a clearance at Butler.
Eastward trains must obtain a clearance at Broadway.

ABS: Wiscona-MP 49.6
MP 54.1-Tavil

Double Track:

Tavil-Broadway

Movements against the current of traffic may be made as prescribed by Rule 93, protected by Control Operators at Tavil or Broadway under direction of Train Dispatcher.

Rule 15-Ordinance prohibits sounding engine whistle within city limits of Green Bay. Within village limits of Fox Point (MP 7.7-9.6) between 8:00 PM and 6:00 AM except Eastward trains sound whistle for East Dean Road MP 9.6 at all times.

Rule 83-SHEBOYGAN only trains originating or terminating register.

Rule 99-Minimum flagging distance 1 mile.

Rule 315-Dual Control Switches:
Wiscona Broadway

Between Tavil and Broadway:
Yard movements must obtain permission from control operators to occupy Main Track. Radio check must be made with Operator Broadway before passing Tavil.

Do not occupy Broadway, Dousman or Walnut Street crossings until crossing warning device is operating.

Stop sign just west of Dousman Street for Eastward movements on Westward Track.

Westward movements exceeding 1 minute 30 seconds Walnut Street to 40 feet east of Dousman Street and Eastward movements 1 minute 10 seconds from Dousman Street to 275 feet west of Walnut Street will cancel the crossing warning device.

Control Operator at Broadway manually controls crossing warning device for Broadway Street (MP 0.7). When control operator is not in tower, all movements stop 40 feet from crossing while occupying circuit. (Identified by yellow paint on ties and rails) and must not proceed until crossing warning device has been activated.

SOO Line operates between Tavil and Broadway.

SHORELINE SUBDIVN-LAKE SHORE DIVISION

Hot Box Detectors:

Location	Phones
MP 31.4	MP 27.1 EW
(Belgium)	MP 33.9 WW
MP 89.7	MP 85.9 EW
(Maribel)	MP 92.5 WW

Two Rivers Spur extends 9.0 miles between Manitowoc and Two Rivers (Sta. No. 3279). Drawbridge ② MP A-73 Two Rivers—during navigation season STOP, Rule 103 (AA) applies to—Westward movements South 26th and South 14th Sts. Manitowoc. All movements South 21st St. South Water St. and Mirro Dr. in Manitowoc and Roosevelt Ave. in Two Rivers. Stop before crossing. Max. Wt: 251,000 lbs.

Spring Switches:

Cutoff—West end of Sheboygan siding MP 54.1.

Broadway—Eastward track to Eastward yard lead. Normal position for Eastward track.

Sheboygan and Manitowoc—Trains meeting be governed by instructions from operator or Train Dispatcher.

Sheboygan Siding extends between Sheboygan MP 50.5 and Cutoff MP 54.1.

Clearance Limits:

Loads or empty cars exceeding 17 feet high above top of rail must be handled via Sheboygan Siding. Conductors check waybills before operating on the main track between Cutoff and Sheboygan to see that no car in train exceeds 17 feet above top of rail.

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

Tavil:

Control Operator at Broadway handles Tavil when no control operator on duty at Tavil.

Eastward trains stopped west of 9th Street crossing (MP 113.2) operate push button located in yellow box at crossing. Before movement occupies crossing, reactivate by pushing button marked "start".

Maximum Wt: 263,000 lbs.

WAUSAU SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control System
		GREEN BAY 0.7			Rules 480-487
		BROADWAY ①②③④			Block Limits
0686	0.0	NORTH GREEN BAY . ⑤⑥⑦⑧	1.4		
0700	2.8	DUCK CREEK ①②	4.2		
5603	9.6	ANSTON 5.6	11.0		
5606	15.2	PULASKI 7.5	16.6	2298	MP 4.2-16.6
5625	22.7	ZACHOW 5.3	24.1		
5629	28.0	BONDUEL 7.6	29.4	2324	MP 16.6-29.6
	35.6	⑩ SOO ①	37.0		
3456	36.3	SHAWANO TY 5.0	37.7	2020	MP 29.6-37.1
5635	41.3	THORNTON 15.1	42.7		
5644	56.4	BOWLER 11.9	57.8		MP 37.1-57.8
3387	68.3	ELAND Y ②	0.0A		MP 57.8-68.5
3506	74.7	HATLEY 4.5	6.4A		
3511	79.2	RINGLE 7.1	10.9A		
3518	86.3	KELLY ③	18.0A	1169	MP 0.9A-17.3A
	89.1	④ SOO } Y ⑤	20.8A		
3522	89.5	WAUSAU ⑥⑦⑧⑨	21.2A		

PLYMOUTH SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST	Mile Posts
		SHEBOYGAN ⑩⑪⑫	3.4
	0.0	1.3	
	0.0	KOHLER JCT. ⑬	1.1
0566	2.4	2.4	
		KOHLER ⑭	3.5
		1.7	
0570	4.1	SHEBOYGAN FALLS ⑮	5.2
		9.1	
0572	13.2	PLYMOUTH ⑯ SOO ⑰	14.3

SPEED RESTRICTIONS

(In MPH)
Maximum 10
MP 14.3 Soo Stop

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

Rule 10(D) applies.

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

SPEED RESTRICTIONS (in MPH)

Maximum 30
MP 4.2 Jct. 20
MP 37.0 Soo Line 20
MP 20.8A Soo Line Crossing Stop

Yard Limits

MP 68.5-0.9A
MP 17.3A—Wausau

Temporary Yard Limits:

Shawano (MP 36.3-38.9)

Clearance Requirements: Westward trains must obtain a clearance at Broadway.

CTC—MP 3.2—Duck Creek

Rule 10(D) applies.

Rule 99—Minimum flagging distance 3000 feet

Rule 315

Dual Control Switches:
Duck Creek

Rothschild Spur extends 1.8 miles between Kelly and Schofield (Sta. No. 3521). C&NW operates over Soo Line between MP 1.8 and Rothschild. Soo Line bulletin boards at Wausau.

Maximum Wt: 263,000 lbs.

MARSHLINE SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0668	0.0	FOND DU LAC	①②③	180.5
	2.0	MARSHLINE	④⑤	0.7
0582	10.6	ELDORADO	⑥	9.3
0583	13.2	ROSENDALE	⑦	11.9
0586	21.8	RIPON	⑧	20.5

SPEED RESTRICTIONS (In MPH)
 Maximum 10
 MP 1.0 SOO crossing Stop
 MP 20.1 WSOR crossing Stop

Rule 10(D) applies.
 Maximum Wt: 220,000 lbs.

OCONTO FALLS SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings
		↓	↑		
0708	0.0	OCONTO	①②	54.9	
3485	8.3	STILES JCT.	③④	46.1	1005
3480	13.0	OCONTO FALLS	⑤⑥	41.4	699

SPEED RESTRICTIONS (In MPH)
 Maximum 10
Rule 10(D) applies.
Rule 103(AA) applies at:
 Oconto Falls Highway 22 (Chestnut Street) crossing.
 Oconto Highway 22 (Charles Street) crossing.
Maximum Wt: 220,000 lbs.

KIMBERLY SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
3313	0.0	KAUKAUNA SOUTH	①	112.7
3314	1.6	COMBINED LOCKS		114.3
3315	2.3	L. C. SIDING		115.0
3317	3.9	KIMBERLY	②	116.6
0678	7.4	APPLETON FLATS	③④	120.1
0678	8.8	APPLETON	⑤⑥⑦	121.5

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

Rule 10(D) applies.

Rule 98(A)—The normal position for switch at MP 121.5, Appleton, is for the Valley Subdivn., except between 8:00AM and 12:01PM Monday through Saturday it may be left in either position.

Rule 317—Exception at Appleton. Movements may be made from Kimberly Subdivn. to Airline Subdivn. without waiting five minutes if permission is obtained from train dispatcher who must not give this permission if there are conflicting movements.

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

Maximum Wt: 251,000 lbs.

MARINETTE SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
0686	0.0	NORTH GREEN BAY	①②	1.4		
0700	2.8	DUCK CREEK	③④	4.2		
	5.7	HOWARD	⑤	5.7		MP 5.7-8.9
0702	7.5	BIG SUAMICO		8.9		MP 8.9-14.8
0704	13.9	LITTLE SUAMICO		15.3	6071	MP 14.8-29.2
0708	27.7	OCONTO TY	⑥⑦	29.1	4318	MP 29.2-41.7
0711	41.0	PESHTIGO TY		42.4	2826	MP 41.7-47.3
0712	47.6	MARINETTE	⑧⑨⑩⑪	49.0	5900c	MP 54.1-66.1
0714	52.7	KEW	⑫	54.1	4150	
0717	64.7	WALLACE		66.1		MP 66.1-72.4
0719	71.0	STEPHENSON		72.4	3445	MP 72.4-84.6
0720	74.0	DAGGETT		75.4		
0723	83.2	CARNEY		84.6		MP 84.6-90.7
0726	90.8	POWERS	⑬⑭	92.2	2855	MP 93.0-103.1
0730	101.7	BARK RIVER		103.1		MP 103.1-113.2
0734	113.1	ESCANABA	⑮	114.5		
0735	114.5	ORE DOCK	⑯	115.9		

SPEED RESTRICTIONS (In MPH)
 Maximum 40
 MP 1.4-4.2 20
 MP 4.2-27.8 35
 MP 27.8-29.7 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 114.5-ELS 10*

Rock and Roll Restrictions do not apply between:
 North Green Bay—
 Duck Creek
 MP 86.4-88.3
 MP 97.2-112.2

Yard Limits:
 North Green Bay—MP 3.2
 Duck Creek—Howard
 MP 47.3-54.1
 MP 90.7-93.0
 MP 113.2—Ore Dock

Temporary Yard Limits:
 Oconto (MP 28.3—MP 30.4)
 Peshtigo (MP 41.5—MP 42.6)

Clearance Requirements:
 Eastward trains originating at Escanaba must obtain a clearance at Ore Dock.
 Westward trains must obtain clearance at Broadway.
CTC: MP 3.2—Duck Creek
 Movements must not clear main track while on Wicks Lbr. track MP 3.6.

Rule 99—Minimum flagging distance 1 mile.
Rule 99 Item (4) applies between Escanaba and Kew.

Rule 104(B):
 Switches between MP 113.6 and MP 114.8 at Escanaba may be left lined and locked for the route last used.
 South leg of wye switch and the main line yard track switch at Ore Dock are lined for middle yard.

E&S operates between Duck Creek and Howard and between MP 48.5 and MP 52.5 at Marinette.

Rule 315:
 Dual Control Switches:
 Duck Creek
Maximum Wt: 263,000 lbs.

NEW LONDON SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts
		↓	↑	
0678	0.0	APPLETON	①②③	121.5
3328	6.6	GREENVILLE	④⑤⑥	128.1
3334	12.3	HORTONVILLE	⑦	133.8
3340	18.6	NEW LONDON	⑧	140.1

SPEED RESTRICTIONS (In MPH)
 Maximum 10

Rule 10(D) applies.

Maximum Wt: 263,000 lbs.

PARTRIDGE SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
0735	0.0	ORE DOCK	①②③④	116.4	...	
		1.6	①②③④			
0760	1.6	LARCH	①②③④	118.0	...	MP 120.0-126.5
		8.9				
0739	10.5	BRAMPTON		126.9	3825	MP 126.5-131.5
		4.6				
0741	15.1	BEAVER		131.5	...	MP 131.5-138.8
		7.5				
0745	22.6	MAPLE RIDGE		139.0	2344	MP 138.8-146.5
		7.5				
0821	30.1	McFARLAND		146.5	...	MP 146.5-154.7
		8.9				
0746	39.0	LITTLE LAKE TY		155.4	3628	MP 154.7-159.0
		3.6				
0748	42.6	PLAINS		159.0	...	MP 159.0-163.5
		4.8				
0749	47.4	SANDS		163.8	1657	MP 163.5-169.1
		5.3				
0751	52.7	CASCADE	①	169.1	...	MP 169.1-172.2
		4.5				
0753	57.2	PARTRIDGE		173.6	3935	...
		0.8				
...	58.0	PARTRIDGE JCT.	①	174.4	...	
		0.5				
...	58.5	PALMER LINE JCT.	①②③④	174.9	...	
		0.5				
...	59.0	EAGLE MILLS JCT.	①②	175.4	...	
		0.5				
...	59.5	SOUTH WYE	①②	175.9	...	
		1.0				
...	60.5	WEST WYE	①②	164.5	...	
		1.4				
0755	61.9	NEGAUNEE	①	165.9	4242	...
		0.7				
...	62.6	LSI JCT.	①②	166.6	...	
		3.6				
0757	66.2	ISHPEMING	①②③④	182.6	...	

SPEED RESTRICTIONS (In MPH)
 Maximum 40

Rock and Roll Restrictions do not apply between:
 MP 119.3-135.6
 MP 137.0-159.0
 MP 162.9-171.9

Yard Limits:
 Ore Dock-MP 120.0
 MP 172.2-Partridge Jct.

Temporary Yard Limits:
 Little Lake (MP 154.6-MP 156.5)

Between Partridge Jct. and Ishpeming C&NW operates over joint tracks of C&NW, LS&I and Soo Line. LS&I Timetable and rules govern. CTC in ser-

vice between Palmer Line Jct. and Ishpeming controlled by control operator at Eagle Mills on LS&I Ry. Eastern Standard Time is in effect.
 Permission must be obtained from above operator before movement is made between Palmer Line Jct. and Ishpeming

Rule 99-Minimum flagging distance 1 mile.

Rule 104(B)-
 South leg of wye switch and main line yard track switch at Ore Dock are lined for middle yard.

Palmer Spur:
 Palmer Spur extends 5.4 miles Cascade to Palmer (Sta. No. 0823). Maximum Wt: 220,000 lbs.
 LS&I operates between Partridge and Partridge Jct.
Maximum Wt: 263,000 lbs.

ANTOINE SUBDIVN-LAKE SHORE DIVISION

Station Numbers	Miles	WEST STATIONS EAST		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		↓	↑			
0726	0.0	POWERS Y	①②③④	0.0	...	
		4.0				
0770	4.0	HERMANVILLE	③ SOO	4.0	1960	MP 1.1-4.1
		8.8				
0772	12.8	WAUCEDA		12.8	4580	MP 4.1-12.4
		7.4				
0775	20.2	NORWAY		20.2	750	MP 12.4-20.1
		2.9				
0824	23.1	FUMEE		23.1	...	
		1.5				
0776	24.6	QUINNESEC	①	24.6	4965	MP 20.1-23.0
		5.0				
0778	29.6	ANTOINE	①②③④	29.6	...	

SPEED RESTRICTIONS (In MPH)
 Maximum 35
 MP 4.1-Soo Line crossing Stop
 MP 12.0-28.2 30
 MP 23.0-29.6 10

Yard Limits:
 Powers-MP 1.1
 MP 23.0-Antoine

Rule 10(D) applies.

Rule 15
 Ordinance prohibits sounding engine whistle within city limits of Iron Mountain.

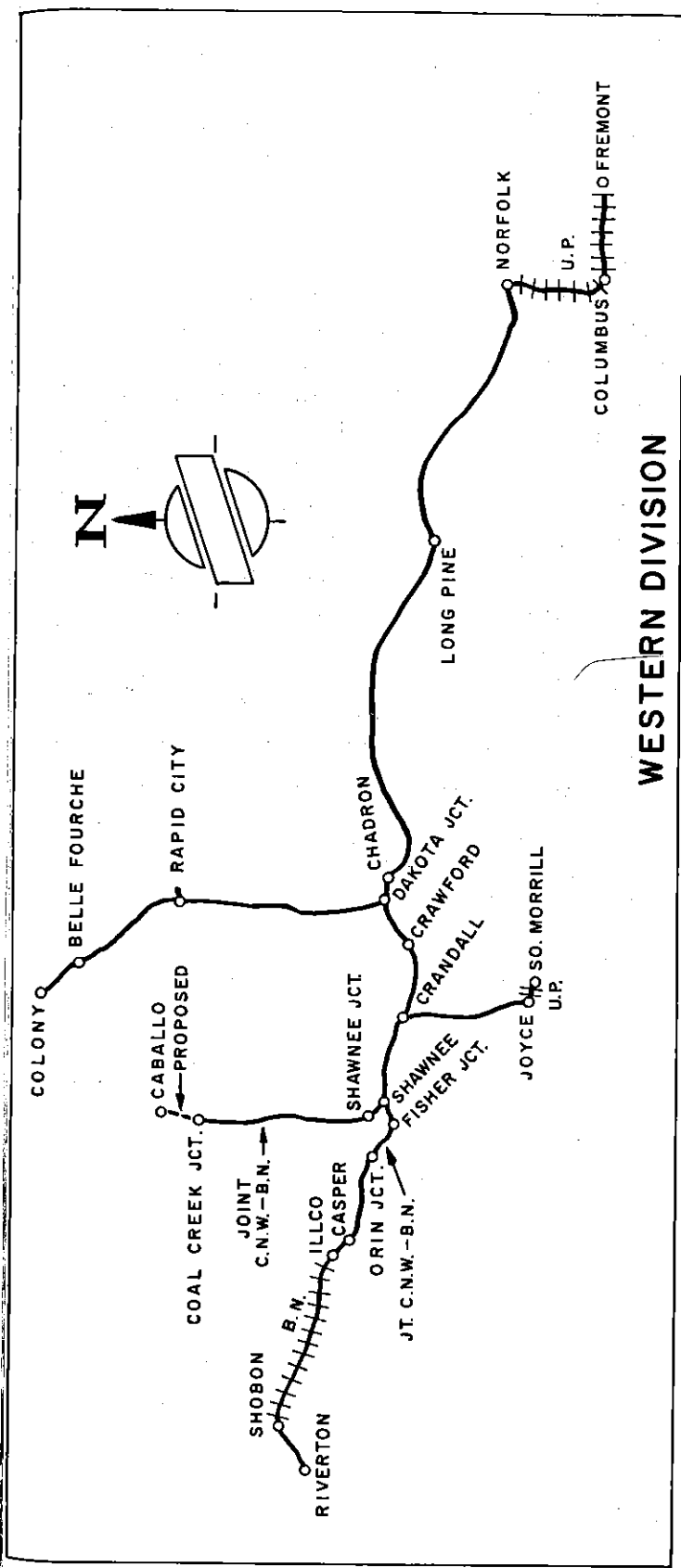
Rule 99-Minimum flagging distance 2000 feet.
Rule 99 Item (4) applies.

Rule 103(AA) applies at:
 11th Street, Norway.

Rule 104(B):
 Normal position of Junction Switches at Antoine are for the E&LS.

Niagara Spur:
 Niagara Spur extends 4.0 miles Quinnesec to Niagara (Sta. No. 0769). Maximum Wt: 263,000 lbs.

At Antoine-C&NW and E&LS operate over joint tracks between "H" Street crossing at MP 28.7 and Miner's Hall crossing at MP 29.4. C&NW Timetable and rules govern. Permission must be obtained from C&NW Train Dispatcher before entering joint track.
Maximum Wt: 263,000 lbs.



NORFOLK SUBDIVN-WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		WEST STATIONS	EAST			
7001	0.0	NORFOLK		81.8		
	0.5	0.5				
	0.5	UP		82.3		
6068	9.4	BATTLE CREEK		91.2	3840	
6071	16.6	MEADOW GROVE		98.4		
6074	21.9	TILDEN		103.7		MP 83.3-103.7
6078	28.8	OAKDALE		110.6		
6080	34.2	NELIGH		116.0		MP 103.7-125.0
6084	43.1	CLEARWATER		124.9	3810	MP 125.0-155.5
6088	53.3	EWING		135.1		
6093	66.0	INMAN		147.8		
6097	73.8	O'NEILL		155.6	3768	MP 155.5-172.8
6101	82.0	EMMET		163.8		
6104	91.8	ATKINSON		173.6	3900	MP 172.8-204.2
6109	101.4	STUART		183.2		
6113	111.5	NEWPORT		193.3		
6117	122.7	BASSETT		204.5	3960	MP 204.2-212.8
6121	131.8	LONG PINE	Y	213.6		

LONG PINE SUBDIVN-WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		WEST STATIONS	EAST			
6121	0.0	LONG PINE	Y	213.6		
6126	8.4	AINSWORTH		223.0	1520	
6127	13.4	SANDRIDGE		228.0	2200	MP 216.1-243.2
6135	29.1	WOOD LAKE		243.7	3340	
6143	47.4	THACHER		262.0	1910	MP 243.2-269.2
6146	54.4	VALENTINE		269.0	4360	
6151	65.7	CROOKSTON		280.8		
6155	76.4	KILGORE		291.5		MP 269.2-299.6
6159	84.7	NENZEL		299.8		
6162	92.4	CODY		307.5	2290	MP 299.6-331.8
6165	105.7	ELI		320.8		
6170	116.9	MERRIMAN		332.0	4650	
6176	131.0	IRWIN		346.1		MP 331.8-359.2
6181	144.8	GORDON		359.9	4975	
6185	152.9	CLINTON		368.0		MP 359.2-374.3
6188	159.6	RUSHVILLE		374.7	4790	MP 374.3-386.3
6193	171.4	HAY SPRINGS		386.5	3530	
6197	180.5	BORDEAUX		395.6	1580	MP 386.3-404.4
6202	191.2	CHADRON	Y	406.3		

SPEED RESTRICTIONS

(In MPH)

Maximum	49
MP 82.3-UP Crossing	20
MP 81.8-188.0	30
MP 203.2-213.6	30

Yard Limits:

Norfolk-MP 83.3
MP 212.8-Long Pine
Rule 99-Minimum flagging distance one mile.

Rule 99 Item (4) applies.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS

(In MPH)

Maximum	30
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Yard Limits:

Long Pine-MP 216.1
MP 404.4-Chadron

Rule 10(D) applies.

Rule 99-Minimum flagging distance one mile.

Rule 99 Item (4) 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 revolving light mounted on a 16 foot pole will light if dragging equipment is detected. If white light is out or yellow revolving light is operating, 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.

RAPID CITY SUBDIVN-WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		NORTH STATIONS	SOUTH			
6202	0.0	CHADRON		406.3		
6205	5.1	DAKOTA JCT.		411.4		MP 0.6-11.8
6400	17.1	WAYSIDE		12.0	2400	MP 11.8-26.7
6407	31.9	OELRICHS		26.8		MP 26.7-36.3
6411	41.5	SMITHWICK		36.4	2310	MP 36.3-43.6
6414	48.7	ORAL TY		43.6	2750	MP 43.6-66.8
6417	55.7	BUFFALO GAP		50.6		
6423	72.1	FAIRBURN		67.0	2000	
6427	83.8	HERMOSA		78.7		MP 66.8-95.8
6433	102.2	RAPID CITY Y		97.1		
...	110.1	EVERIST		105.0		MP 101.0-105.0
6439	118.8	PIEDMONT		113.7		MP 105.0-128.5
6447	133.7	STURGIS		128.6	2700	
6451	140.4	WHITEWOOD TY		135.3		MP 128.5-136.8
6455	147.8	ST. ONGE		142.7	1500	MP 136.8-153.2
6459	159.2	BELLE FOURCHE Y		154.1		
6460	179.8	COLONY		174.7		

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 406.3-411.4	30
MP 411.4-Spring Switch	10
MP 0.0-79.1	30
MP 85.5-87.5	30
MP 95.8-154.1	30
MP 154.1-156.8	10
MP 156.8-Colony	25

Rock and Roll Restrictions do not apply: Dakota Jct.-Colony.

Yard Limits:

Chadron-MP 0.6
MP 95.8-101.0
MP 153.2-157.4

Temporary Yard Limits:

MP 42.5-45.5 (Oral)
MP 134.2-136.8 (Whitewood)

Clearance Requirements:

Trains must obtain a clearance at Belle Fourche.
Trains must obtain a clearance at Rapid City when the train order office is open.

Rule 10(D) applies between Belle Fourche and Colony.

Rule 99-Minimum flagging distance one mile.

Rule S-227-Absolute Block Register Territory between Belle Fourche and Colony. Initial station is Belle Fourche. Register at Belle Fourche.

Spring Switch: Dakota Jct. Normal position is for Rapid City Subdivision.

Chadron-Dakota Jct.: Permission must be obtained from the train dispatcher for movement between Chadron and Dakota Jct. [If communication fails, proceed in accordance with Rule 93.] Westward and northward movements must notify the train dispatcher when clear of Dakota Jct.

Colony: The switch point derail at MP 174.6 is against movements on the main track.

Maximum Wt:

Chadron-Dakota Jct.	263,000 lbs.
Dakota Jct.-Colony	251,000 lbs.

CRAWFORD SUBDIVN-WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		WEST STATIONS	EAST			
6202	...	CHADRON Y		406.3		
6205	0.0	DAKOTA JCT. Y		411.4		
6209	10.4	WHITNEY		421.8		MP 412.1-421.6
6213	21.1	CRAWFORD Y		432.5	3400	MP 421.6-431.4
6215	24.1	FT. ROBINSON		435.5		
6224	49.0	HARRISON		460.4		MP 434.4-460.4
6229	59.9	VAN TASSELL		471.3		MP 460.4-476.0
6230	64.6	CRANDALL		476.0		

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 411.4-Spring Switch	10
MP 432.4-BN crossing	20

Rock and Roll Restrictions do not apply between Harrison and Crandall.

Yard Limits:

Dakota Jct-MP 412.1
MP 431.4-434.4

Clearance Requirements:

Westward trains must obtain a clearance at Chadron.

Rule 10(D) applies.

Rule 99-Minimum flagging distance one mile.

Rule 99 Item (4) applies.

Chadron-Dakota Jct.: See special instructions Rapid City Subdivn.

Spring Switch: Dakota Jct. Normal position for Rapid City Subdivision.

Eastward trains must make train inspection at Harrison.

Crandall: Permission must be obtained from the train dispatcher before entering the Powder River Subdivn. and notify the train dispatcher when clear of same.

Maximum Wt:

Chadron-Crawford	263,000 lbs.
Crawford-Crandall	251,000 lbs.

CASPER SUBDIVN-WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sidings	Direct Traffic Control System Rules 480-487 Block Limits
		WEST STATIONS	EAST			
6250	109.7	SHAWNEE		521.1		MP 521.1-528.1
...	116.7	FISHER JCT.		528.1		
Between Fisher Jct. and Orin Jct. C&NW trains and engines operate over BN.						
...	119.3	ORIN JCT.		530.7		MP 530.7-546.2
6255	120.6	ORIN		532.0	3680	
6262	134.8	DOUGLAS		546.2	3170	
6271	152.0	CAREYHURST		563.4	2160	
6276	163.3	GLENROCK		574.7		
6278	170.0	PARKERTON		581.4		MP 546.2-593.0
6284	183.6	STROUDS		595.0		
6287	188.3	CASPER		599.7		
6295	203.6	ILLCO		615.0		
Between Illco and Shobon C&NW trains and engines operate over BN.						
6315	290.0	SHOBON Y		699.0		
6347	293.4	SHOSHONI		702.4		
6355	315.7	RIVERTON		724.7		

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 521.1-528.1	10
MP 530.7-566.5	10
MP 566.5-593.4	20
MP 593.4-615.0	10
MP 701.8-706.1	10
MP 709.5-Riverton	10

Rock and Roll Restrictions do not apply on CNW between Shawnee and Riverton.

Yard Limits:

MP 593.0-608.0
MP 699.0-699.5

Clearance Requirements:

Trains must obtain a clearance at Casper.

Rule 10(D) applies.

Rule 99-Minimum flagging distance one mile.

Rule 99 Item (4) applies on CNW between Shawnee and Casper.

Rule S-227 Absolute Block Register Territory on CNW between Casper and Riverton. Initial station is Casper. Register at Casper.

Shawnee: Permission must be obtained from the train dispatcher before entering the Powder River Subdivn. and notify the train dispatcher when clear of same.

Maximum Wt:

Shawnee-Shoshoni	251,000 lbs.
Shoshoni-Riverton	220,000 lbs.

POWDER RIVER SUBDIVN-WESTERN DIVISION

Station Numbers	Miles	MOUNTAIN STANDARD TIME		Mile Posts	Length of Sillings
		WEST STATIONS	EAST		
9853	...	SOUTH MORRILL @C@X 3.5 Y @@		UP160.7	...
9884	0.0	JOYCE	①①	UP164.2	56.0
9980	15.3	EAST ALSOP	①		40.7
9981	18.4	WEST ALSOP	①		37.6
9982	37.8	EAST BRAUN	①		18.2
9983	40.9	WEST BRAUN	①		15.1
8230	56.0	CRANDALL	①		0.0
9984	62.8	EAST BARNES	①		476.0
9985	65.9	WEST BARNES	①		482.8
6238	71.2	LUSK			485.9
9986	86.1	EAST MYLES	①		491.2
9987	89.3	WEST MYLES	①		560.1
6250	101.1	SHAWNEE	①		509.3
9988	104.1	EAST SHAWNEE JCT.	①		521.1
9889	107.2	SHAWNEE JCT. Y.	①①	BN117.7	524.1
9890	117.6	EAST WALKER		BN107.3	527.2
9891	122.5	WEST WALKER			102.4
9892	137.7	EAST BILL			93.2
...	139.4	EAST C&NW JCT.			85.5
9893	142.2	WEST BILL			82.7
...	143.9	WEST C&NW			81.0
9895	152.3	EAST LOGAN			72.6
9921	159.5	EAST EAGLE JCT.			65.4
9896	161.9	WEST LOGAN			63.0
9897	162.9	NACCO JCT.			62.0
9900	177.5	EAST RENO			47.4
9901	182.4	RENO			42.5
9902	184.3	WEST RENO			40.6
9903	193.5	ANTELOPE			31.4
9904	198.7	COAL CREEK JCT.			26.2
9212	200.3	SUNEDCO JCT.			24.6
9923	201.1	EAST CORDERO JCT.			23.8
9924	203.8	WEST CORDERO JCT.			21.1
9922	205.7	HAIRE			19.2
9925	207.6	ROJO JCT.			17.3
9926	208.5	EAST BELLE AYRE JCT.			16.4
9927	209.5	EAST CABALLO JCT.			15.4

SPEED RESTRICTIONS (In MPH)

Maximum 49
 MP 56.0-55.5 30
 MP 527.2 (Shawnee Jct.)-
 Over Jct. Switch 40
 Maximum Speed on Sid-
 ings.
 Siding Turnouts and on
 Yard Tracks in Bill
 Yard 20

Rock and Roll Restrictions do not apply.

Yard Limits:
 South Morrill-MP 56.0
 MP 525.2-Shawnee Jct.

Clearance Requirements:
 C&NW Trains originating at
 South Morrill must obtain a
 C&NW clearance at South
 Morrill and those enroute BN
 territory must also obtain a BN
 clearance at South Morrill.

Eastward Trains must obtain
 a C&NW and a BN clearance
 at Bill yard, westward trains a
 BN clearance.

CTC: Joyce-Shawnee Jct.

Two main tracks between:
 East Alsop and
 West Alsop 15410 ft.
 East Braun and
 West Braun 15410 ft.
 East Barnes and
 West Barnes 17150 ft.
 East Myles and
 West Myles 16435 ft.
 East Shawnee Jct. and
 Shawnee Jct. 15410 ft.

Rule 99-Minimum flagging
 distance 1½ miles.

**C&NW operates over the
 UP** between South Morrill and
 Joyce governed by Rule 93.
 Permission must be obtained
 from the operator at South
 Morrill before entering this ter-
 ritory and must notify operator
 when clear.

**Talking Equipment De-
 tectors** are located at:

- MP 50.2
- MP 33.0
- MP 14.7
- MP 478.3
- MP 491.3
- MP 504.2
- MP 520.8

**Shawnee Jct.-East Caballo
 Jct.:**

BN rules and timetale gov-
 ern.

Bill Yard, @C@X@, is located
 at West Bill (MP 82.7).

Other Station Numbers

- Bill 9894
- Reno Jct. 9898
- Black Thunder Jct. 9899
- Antelope Siding 9903
- North Antelope Mine 9906
- Black Thunder Mine. 9907
- Jacobs Ranch Mine. 9908
- Coal Creek Mine 9910
- Sunedco Jct. 9912
- Cordero Mine. 9913
- Rochelle Mine 9915
- Walker 9916
- Logan 9917
- Caballo Rojo Mine 9918
- Belle Ayre Mine 9919
- Caballo Mine 9920

Maximum Wt: 315,000 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 Above Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
SUBURBAN DIVISION								
Clinton St. and Proviso	17	0	17	0	17	0	17	0
Proviso and Geneva	20	3	20	0	20	0	20	0
Clinton St. and Evanston	19	3	19	3	19	3	18	6
Evanston and Lake Bluff	17	9	17	9	17	9	17	9
Lake Bluff and Kenosha	19	0	19	0	19	0	19	0
Clybourn and Mayfair	21	3	20	9	20	3	19	6
Mayfair and Deval	21	3	20	9	20	3	19	6
Deval and Barrington	21	0	20	3	19	6	18	6
Barrington and Harvard	20	3	20	3	20	3	20	3

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. 6 in. above top of rail on all lines except those noted by * which are listed below:

Clinton St. and Proviso	6 ft. 0 in.
Proviso and Geneva	3 ft. 9 in.
Clinton St. and Evanston	6 ft. 0 in.
Evanston and Lake Bluff	5 ft. 6 in.
Clybourn and Mayfair	6 ft. 0 in.
Mayfair and Deval	4 ft. 6 in.
Barrington and Harvard	3 ft. 9 in.

Routes	Height Above Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
EASTERN DIVISION								
Wood St. and Kedzie	20	3	20	3	20	3	20	3
Kedzie and Proviso Tracks A and B	20	6	20	6	20	6	20	6
Proviso and Geneva	20	3	20	0	20	0	20	0
Geneva and Nelson	20	0	20	0	20	0	20	0
Nelson and Clinton	20	0	19	6	18	9	17	9
Nelson and Peoria Jct.	19	3	19	0	18	3	17	3
Peoria Jct. and Madison, IL	19	9	19	3	18	9	18	0
DeKalb and Troy Grove	22	0	22	0	22	0	22	0
West Chicago and Belvidere	20	0	20	0	20	0	19	9
Belvidere and Rockford	16	0	16	0	16	0	15	6
Elgin Jct. and East Elgin	22	0	22	0	22	0	22	0
Carol Stream and West Chicago Jct.	20	9	20	9	20	9	20	9
West Chicago Jct. and St. Charles	19	6	19	6	19	6	19	6
Middle Grove and Peoria	19	3	19	0	18	3	17	3
Hollis and Iowa Jct.	22	0	22	0	21	3	20	6
Noble St. and Clinton St. (Low Line)	17	0	17	0	17	0	17	0
Clinton St. and Division St. (Low Line)	16	6	16	6	16	6	16	6
Clinton St. and Rush St. (Low Line)	15	3	15	3	15	3	15	3
Wood St. and St. Charles Air Line Bridge	19	3	19	3	19	3	19	3
Proviso and Valley	20	3	19	9	19	3	18	3
Valley and K.O.	21	3	21	3	21	3	21	3
K.O. 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 Bell Line	19	0	19	0	19	0	19	0
K.D. and Kenosha	21	9	21	9	21	9	21	9
Kenosha and St. Francis	20	6	20	0	19	6	18	9
St. Francis and Washington St.	19	6	19	0	18	6	17	9
K.O. and Lake Bluff	20	6	20	6	20	6	20	6
Harvard and Madison, WI	19	3	19	3	18	9	17	9
Madison, WI and Elroy	20	6	20	3	20	3	20	3
Belton and Waukesha	22	0	22	0	22	0	22	0
Madison, WI and Cottage Grove	22	0	22	0	22	0	22	0
Central Soya Spur Track	19	3	19	3	19	3	19	3
Crystal Lake Jct. and Ringwood	17	3	17	3	17	3	17	3
Bain and Kenosha	21	9	21	9	21	9	21	9
Harvard and Beloit	21	6	21	6	21	6	21	6
Kenton Ave. and Mayfair	22	0	22	0	22	0	22	0
Mayfair and Devon Ave.	22	0	22	0	22	0	22	0
Mayfair and Valley	22	0	22	0	22	0	22	0
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 2 ft. 0 in. on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 6 in. above top of rail on all lines except those noted by * which are listed below:

Wood St. and Kedzie	6 ft. 0 in.
Proviso and Geneva	3 ft. 9 in.
Clinton St. and Division St. (Low Line)	4 ft. 0 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 St. on K.D. Line	22 ft. 0 in.
Jefferson St. on K.D. Line	21 ft. 6 in.

Routes For Points Between	Height Above Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
CENTRAL DIVISION								
Clinton and Belle Plaine	20	0	20	0	19	6	18	6
Otis and Beverly (via Cedar Rapids)	20	0	19	6	19	0	18	3
Belle Plaine and Marshalltown	20	0	20	0	20	0	20	0
Marshalltown and Ames	22	0	22	0	22	0	22	0
Ames Yard and Missouri Valley	20	6	20	6	20	0	18	9
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
Dodge St. and South Omaha	19	3	18	6	17	9	16	6
Sioux City (22nd St. Yard) and Cal. Jct.	20	3	19	9	19	3	18	6
Sioux City (22nd St. Yard) and Dakota City	19	3	19	3	19	3	19	3
Maple River and Ida Grove	21	0	21	0	21	0	21	0
Marshalltown and Maxon	19	0	18	6	18	0	17	0
Mason City and Des Moines	21	3	21	3	21	3	21	3
Des Moines and Trenton	19	3	19	3	19	3	18	9
Trenton and Kansas City	20	3	20	3	19	9	18	9
Mason City and Marshalltown	19	6	18	9	18	3	17	3
Hicks and Dike	22	0	22	0	22	0	22	0
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	6	18	6	18	6	18	6
Jewell and Eagle Grove	20	3	19	6	18	9	17	6
Eagle Grove and Burt	20	6	20	6	20	6	19	3
Eagle Grove and Dakota City	22	0	22	0	22	0	22	0
Dakota City and Marathon	21	3	21	3	21	3	21	3
Marathon and Albert City	22	0	22	0	22	0	22	0
Iowa Falls and Owasa	20	6	20	3	19	9	19	0
Iowa Falls and Aiden	20	6	20	3	19	9	19	0
Ellsworth and Jewell	22	0	22	0	22	0	22	0
Marshalltown and Oelwein	20	6	20	6	20	6	20	6
Oelwein and Coulter	20	6	20	6	20	6	20	6
Mason City and Ft. Dodge	22	0	22	0	22	0	22	0
Ft. Dodge and Somers	20	3	20	3	20	3	20	3
E. Ft. Dodge and Gypsum	22	0	22	0	22	0	22	0
Mallard and Tara	22	0	22	0	22	0	22	0
Tara and Grand Jct.	20	3	20	3	20	3	20	3
Belmond and Kanawha	22	0	22	0	22	0	22	0
Swanwood and Des Moines (Ft. Dodge Ry.)	21	3	21	3	21	3	21	3
Bondurant and Des Moines (Bell Ave. Yd.)	20	3	19	9	19	3	16	9
St. Joseph and Kansas City	18	9	18	6	18	3	17	6
Jefferson and W. Des Moines	21	0	20	6	20	0	19	6
W. Des Moines and Hull Ave. Yd.	19	6	19	0	18	3	14	9
Hull Ave. Yd. and Slater	22	0	22	0	22	0	22	0
Slater and Woodward	20	9	20	9	20	9	20	9
Hull Ave. Yd. and Bell Ave. Yd.	20	3	19	9	19	3	16	9
Hull Ave. Yd. (D.M. & C.I.)	15	0	15	0	15	0	15	0
Ft. Dodge Yd.	17	9	17	9	17	9	17	9
Perry and Rippey	22	0	22	0	22	0	22	0
Herdon and Yale	22	0	22	0	22	0	22	0
Bricelyn and Sibley	19	6	19	6	19	6	19	6
Carlisle and Indianola	19	6	19	6	19	6	19	6
Dows and Clarion	20	0	20	0	20	0	20	0
Goldfield and Estherville	19	6	19	6	19	6	19	6
Royal and Palmer	20	0	20	0	20	0	20	0
Belmond and Forest City	20	0	20	0	20	0	20	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. 6 in. above top of rail on all lines.

Routes For Points Between	Height Above Top of Rail							
	8' Width		9' Width		10' Width		11'6" Width	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
NORTHERN DIVISION								
Butler and Clyman Jct.	20	0	19	6	18	9	18	0
Clyman Jct. and Adams	20	0	20	0	19	9	18	6
Adams and Wyeville	21	0	20	3	19	9	18	6
Wyeville and Sono	20	3	20	3	20	3	20	3
Sono and E. St. Paul	19	0	19	0	19	0	17	9
E. St. Paul and BN — Westminster St.	18	9	18	9	18	9	17	9
BN — Westminster St. and E. Mpls.	19	0	19	0	19	0	19	0
E. Mpls. and W. Mpls.	18	9	18	9	18	9	18	9
E. Mpls. and Cedar Lake "A" & "E"	16	6	14	3	14	0	0	0
Mpls. Railway Transfer and Glenwood Jct. "D"	16	6	16	6	16	6	16	6
Mpls. and Golden Valley "D"	16	6	16	6	16	6	16	6
Cedar Lake and 1st Ave. N. "A" and "E"	16	6	14	3	14	0	0	0
Railway Transfer and Mpls., 1st Ave. N.	16	6	16	6	16	6	16	6
E. St. Paul (Westminster St.) and Union Depot	20	0	20	0	20	0	20	0
St. Paul Union Depot and Chestnut St. "B"	19	0	19	0	19	0	0	0
St. Paul (Chestnut St.) and Western Ave.	22	0	22	0	22	0	22	0
Western Ave. and Mankato	21	3	21	3	21	3	21	3
Mankato and Sioux City (22nd St. Yard)	20	6	20	0	19	6	18	9
Mason City and So. St. Paul	19	6	19	6	19	6	19	6
Northfield and Cannon Falls	21	6	21	6	21	6	21	6
So. St. Paul and Roseport	21	6	21	6	21	6	21	6
So. St. Paul and Hoffman Ave. Yard	20	0	19	3	18	9	17	9
So. St. Paul and State St., St. Paul	22	0	22	0	22	0	22	0
State St., St. Paul and E. St. Paul	18	6	18	6	18	0	17	0
Elroy and Wyeville	22	0	21	9	21	3	19	6
Wyeville and Tunnel City	22	0	22	0	22	0	22	0
Tunnel City and Winona via Soo Line	18	9	18	3	17	9	16	9
Winona and Eyota	20	6	20	6	20	6	20	6
Eyota and Waseca	21	9	21	9	21	9	21	9
Waseca and Mankato	21	6	21	3	20	6	19	3
Mankato and Sleepy Eye	21	6	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
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
Eau Claire and Spooner	20	0	19	6	19	0	18	3
Spooner and Duluth	20	9	20	9	20	9	20	3
Norma and Cornell	22	0	22	0	22	0	22	0
Trego and Hayward	19	9	19	3	18	6	17	6
Cedar Lake and Hopkins	19	9	19	9	19	9	19	9
Hopkins and Merriam	21	6	21	6	21	6	21	6
Merriam and Montgomery	21	6	21	6	21	6	21	6
Albert Lea and Waseca	21	0	21	0	21	0	21	0
Worthington and Ellis	18	6	18	0	17	6	17	0
Wolsey and Aberdeen via BN	20	0	20	0	20	0	19	3
Aberdeen and Oakes	22	0	22	0	22	0	22	0
Blunt and Onida	22	0	22	0	22	0	22	0
Redfield and Mansfield	22	0	22	0	22	0	22	0
Black River Falls and Levis	22	0	22	0	22	0	22	0
Menomonie Jct. and Menomonie "C"	18	6	18	0	17	6	10	0
Hudson and Stillwater	21	3	20	9	20	3	19	6
Necedah and Wisconsin Rapids via SOO	22	0	22	0	22	0	22	0
Nekoosa and Wisconsin Rapids via SOO	22	0	22	0	22	0	22	0
LaCrosse and Vicinity	20	6	20	0	19	6	18	9
Eyota and Plainview	22	0	22	0	22	0	22	0
Sioux Valley Jct. and Watertown	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. 6 in. above top of rail on all lines.

NOTE "A": 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 "B": Loads 11 ft. wide can be handled from 3 ft. 6 in. above top of rail to 19 ft. 0 in. above top of rail.
NOTE "C": Loads 11 ft. wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 0 in. above top of rail.
NOTE "D": Loads 11 ft. wide can be handled from 2 ft. 9 in. above top of rail to 16 ft. 3 in. above top of rail.
NOTE "E": Cars coming within the limits of the outline for Plate "C" can move unrestricted on all lines except:
E. Mpls. and Cedar Lake
Cedar Lake and 1st Ave. N.

Routes For Points Between	Height Above Top of Rail							
	8'		9'		10'		11'6"	
	Width	Width	Width	Width	Width	Width	Width	
WESTERN DIVISION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Fremont and Norfolk (via UP)	20	0	20	0	20	0	20	0
Norfolk and Crawford	21	9	21	3	20	9	20	0
Shawnee and Illco (inc. BN Trackage)	20	9	20	9	20	9	20	9
Illco and Shoshoni (inc. BN Trackage)	19	9	19	3	18	9	18	0
Shoshoni and Riverton	18	9	18	6	18	0	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
Joyce and Coal Creek Jct.	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. 6 in. above top of rail on all lines.

Routes For Points Between	Height Above Top of Rail							
	8'		9'		10'		11'6"	
	Width	Width	Width	Width	Width	Width	Width	
LAKE SHORE DIVISION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Wiscona and Manitowoc via Sheboygan Siding	19	3	19	3	19	3	19	3
Wiscona and Manitowoc	17	0	17	0	17	0	17	0
Sheboygan and Sheboygan Falls	17	0	17	0	17	0	17	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
Green Bay and Escanaba	20	3	19	9	19	3	18	3
Escanaba and Ishpeming	19	0	18	6	18	0	17	0
Wiscona and Fond du Lac	20	0	19	3	18	9	17	9
Fond du Lac and Ripon	20	0	19	3	18	9	17	9
Fond du Lac and North Fond du Lac	20	0	19	3	18	9	17	9
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
Manitowoc and Two Rivers	20	0	19	6	19	0	18	3
Kaukauna So. and Appleton	21	0	20	6	19	9	18	9
Appleton and New London	22	0	22	0	22	0	22	0
Green Bay and Eland	21	0	21	0	21	0	21	0
Eland and Wausau	18	6	18	6	18	6	18	6
Kelly and Rothschild	22	0	22	0	22	0	22	0
Powers and Antoine	19	3	19	3	19	3	19	3
Quinneseac and Niagara	17	9	17	6	17	0	16	6
Oconto and Oconto Falls	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. may be extended down to 3 ft. 6 in. above top of rail on all lines.

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 preceding 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 EXAMINATIONS

C&NW Medical Department
One North Western Center
Chicago, Illinois 60606
Phone (312) 559-6750

Thomas G. Cook, M.D.—Medical Director

C&NW Dispensary Hours
8:00 a.m. to 5:00 p.m. daily
except

Saturday, Sunday and Holidays

"All Company employes who have been off work over thirty days because of illness, injury or disciplinary procedures should have a return-to-work examination performed prior to their return to work. Those employes off under thirty days can also be sent for an examination at the local supervisor's discretion. Listed below are the names and addresses of physicians who have indicated that they would be able to perform such return-to-work examinations."

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
ILLINOIS			
Belvidere	Gunnarsson, B. V.	860 Beister Dr.	815-544-3366
Bend	Macaraeg, Federico	311 East Central Ave.	217-835-2311
Crystal Lake	Wilson, Paul C.	388 West Terra Coita Ave.	815-459-3030
DeKalb	Biscan, Andrew Wiley, Darrell B. Lane, Richard A. Biss, Kurt Goldman, Samuel Lee, William K. Miller, Dean A. Shils, Ivan H.	DeKalb Clinic 232 South Second Street	815-758-0622
Dixon	Erickson, Steven	403 E. First St.	815-288-7711
Elmhurst	Pozen, Thomas J. Sepp, Endel	533 W. North Avenue 533 W. North Avenue	312-834-2211 312-832-0027
Farmington	Reed, James M.	158 East Fulton	309-245-2416
Geneva	Rivers, Robert R.	Geneva Occupational Health Assoc. 123 South St., Suite 130	312-232-1818
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	4309 Medical Center Drive Suite 1	815-344-0020
Morrison	Londo, Richard Vandermyde, R. C.	204 North Jackson Street	815-772-7296
Pekin	Aranas, Romeo S. Rhoades, Robert Weimer, James	Medical Group 610 Park Avenue	309-346-3124
Rochelle	Hinderlitter, Don E.	Caron Road, Box 48	815-562-8728
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 St. Paul	815-863-2811
Staunton	Ubben, J. W.	428 Caldwell, Suite 32	618-635-2220
Sterling	Christopherson, Howard Erickson, John Flynn, Thomas Picken, Edgar	Sterling-Rock Falls Clinic 101 East Miller Road	815-625-4790
Sycamore	Ovitz, J. W.	204 West Elm Street	815-895-2184
Waukegan	W. E. Barnes J. Andrews C. V. Holmberg	1616 Grand Avenue	312-623-0421
West Chicago	Gusman, Gerardo C. Harding, Pauline Hongil, Kim	West Chgo. Ind. Health & Med. Serv. 1213 Joliet St.	312-231-9320
Woodstock	Simpson, Robert D. Tambone, John R.	13707 West Jackson Street Kishwaukee Valley Medical Group 102 East South Street	815-338-2541 815-338-2345
IOWA			
Ames	Bond, Lowell D. Gartin, Thomas D. Sheldahl, Steven Lowary, E. K.	1128 Duff Avenue Family Practice Assoc. Medical Arts Bldg. 110 Eleventh Street	515-232-4421 515-232-2577
Belle Plaine	Douglas, C. E.	817 - 13th Street, Box 297	319-444-2840
Belmond	Kollasch, Albert	Box 69	515-444-3500
Boone	Anderson, John R. Downs, Frank S. Rouse, Wayne E. Murphy, John	527 Marshall Street 527 Marshall Street 527 Marshall Street 105 So. Marshall	515-432-2335 515-432-2335 515-432-2335 515-432-2122
Carroll	McCabe, Francis X.	726 North Carroll	712-792-4311
Cedar Rapids	Basler, William Finn, William R. Schueller, Thomas J. Stiles, James F.	112 - 14th Street, S.E. Family Physicians of Cedar Rapids, P.C. 811 - 5th Avenue S.E.	319-365-7521 319-365-7581

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
IOWA (Continued)			
Clinton	Chalian, G. A. Dehner, M. G. Dixon, John E. Ellison, G. M. German, R. G. Griffith, W. H. Jensen, K. L. Manning, P. G. Marme, G. W. Mericle, D. T. O'Donnell, J. E. O'Shea, J. M. Petersen, J. A., Jr. Rogers, F. B. Seth, S. K. Vidal, Ronald Weber, D. H. Wulf, D. G. York, G. L.	Medical Associates 915 13th Avenue North and Springdale Drive	319-243-2511
Council Bluffs	Edwards, Charles, Jr. Hopp, Ralph Liebel, Lynn Romano, Anthony	715 Harmony Street Cogley Clinic	712-328-1801
Denison	Bendixen, R. L.	203 North Main Street	712-263-2900
Des Moines	Fraser, James B.	811 Midland Financial Bldg. 206 6th Street	515-244-2127
	Danielson, Stanton, M.D. Opaien, James Schmitt, D. D. Teddall, Donald, M.D.	East Des Moines Family Care Center 840 E. University	515-265-4211
Eagle Grove	Hogenson, George B.	121 North Iowa Street	515-448-4575
Estherville	Hranac, Robert Knerl, Jeffrey Powers, John L. Wolters, Donald E.	1001 - 1st Avenue, No. Estherville Medical Center, P.C.	712-362-3501
Fort Dodge	Sear, John	Physicians Off. Bldg.	515-576-8184
Gowrie	Borgen, D. L.		515-352-5234
Hampton	Heuermann, Dorothy	Franklin Medical Center 1600 Central Avenue, East	515-456-4831
Harlan	Donlin, R. E.	2206 - 12th Street	712-755-5126
Hawarden	Hawarden Med. Clinic	Post Office Box 153 1122 Avenue "L"	712-552-2522
Iowa Falls	Brunkhorst, J. A. Dunlay, R. W. Graham, T. C. Gude, H. E.	226 Rocksylvania Ave.	515-648-4233
Laurens	Gannon, James	403 West Main Street	712-845-4544
Marshalltown	Thurston, Lloyd J.	Doctors Park So. 412 East Church St.	515-752-4265
	Keyser, Earl L. Lund, Axel T. J.	407 East Main Street C 309 East Church Street, Box 575	515-752-7125 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.	515-424-4191 515-424-4191 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
Oelwein	Cook, S. M. Gallagher, John P. Ahrens, John H.	212 Eighth Ave. S.E. 22 1/2 South Frederick Ave. 208 - 8th Avenue, S.E.	319-283-4463 319-283-3441 319-283-4912
Oskaloosa	Collison, R. M. Smith, S. A.	1225 "C" Avenue, East 1225 "C" Avenue, East	515-672-2571 515-672-2571
Perry	Deranleau, Dr.	Family Practice 10th & Iowa Streets	515-465-3553
Sheldon	Murphy, Dennis L.	712 Fourth Avenue	712-324-2511
Sioux City	Heimann, V. R.	501 Insurance Exchange Bldg. 7th & Pierce Street	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
Tama	Havlik, A. J.	207 West Third Street	515-484-2602
Waverly	Hanson, H. M.	220 - 10th Street, S.W.	319-352-4340
MICHIGAN			
Escanaba	Andreini, Larry J. Noren, Thomas Rose, Leslie Fitch, Donald N. Hockstad, Raymond L.	104 Doctor's Park 104 Doctor's Park 104 Doctor's Park 104 Doctor's Park 104 Doctor's Park	906-786-0072 906-786-0072 906-786-0072 906-786-4628 906-786-4628
Iron Mountain	Mitchell, Daniel M.	106 West "B" St.	906-774-1633
Menominee	Brukardt, H. R. Jones, W. S.	534 First Street 1146 Tenth Avenue	906-863-5944 906-863-2454

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
MINNESOTA			
Adams	Schindler, Richard	Adams Area Clinic	507-582-3547
Albert Lea	Steiner, L. E. Wilcox, G. C.	210 N. St. Mary Avenue 210 N. St. Mary Avenue	507-373-1441 507-373-1441
Austin	Anderson, Harold J. Anderson, Thomas Hagen, John D. Hesla, 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	337 South Meridian Street.	612-873-2276
Dodge Center	Kulstad, Oscar S.	Box 10	507-374-6350
Hopkins	Blake, Alan	15 - 9th Avenue, South	612-938-7612
LeSueur	Sonnesney, N. N.	229 South 2nd Street	612-665-2577
Madelia	Eiselt, James R. Halverson, Wm. Q.	Madella Clinic - 4 East Main Madella Clinic - 4 East Main	507-642-3241 507-642-3241
Mankato	Westhoff, Norman P.	310 Belle Ave.	507-625-8282
Minneapolis	Anderson, James L. Folsom, L. Bartlett Ingli, Robert Minder, John G. Oas, T. A.	3033 University Avenue, S.E. The Northwest Industrial Clinic, P. A.	612-379-7244
		Occupational Med. Clinic Sister Kenny Inst. 800 E. 28th St. at Chicago Ave., 54407	612-874-4555
Montgomery	Lehrer, A. J.	Family Medical Clinic 202 First Street, South	612-364-7378
Mountain Lake	Wiens, Alvin		507-427-2121
New Ulm	Kluge, John W.	New Ulm Clinic	507-354-4101
Red Wing	Friedrich, B. E. Hubbard, D. L. Roth, 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	Smith, Vernon D. E.	339 Lowry Medical Arts Bldg.	612-222-5596
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	Siratte, H. C.	304 - 10th Street P. O. Box 86	507-831-2393
Winona	Winona Clinic	420 E. Sarnia St.	507-454-3680
Worthington	Yawn Mills Eatson Sudmeir	508 - 10th Street P.O. Box 86	507-372-2921
MISSOURI			
Kansas City	Duncan, Wm. Henry	Research Downtown Healthcare Clinic Admiral Blvd. at Oak Street Drs. Duncan, Folck and Owens, Inc.	816-842-1146
St. Joseph	Knepper, Paul A. Morse, John Phillip Mauward, Rafik David Sealby, Robert	5301 Faraon Street 514 Francis 904 Edmond St.	816-364-2588 816-232-9740 816-232-7702
St. Louis	Sutler, Richard A. Rogers, Bryan H.	819 Locust Street Sutler Clinic	314-621-4300
Trenton	Cross, Albert D. Ryan, David L. Keuhn, J. A.	618 East First Street 902 Custer 203 East 9th St.	816-359-4385 816-359-2997 816-359-3939

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
NEBRASKA			
Ainsworth	Panzner, 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. Hoevet, 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
Geneva	Ashby, C. F.	230 East 22nd Street	402-721-4170
Neligh	Peelz, D. J.	140 N. 9th Street	402-759-3144
Norfolk	Becker, William F. Biga, Timothy I. Hegner, Clark F.	Drawer D R.R. 1, Box 523 Norfolk Medical Group 900 Norfolk Avenue	402-887-4151 402-569-2741 402-371-3160
Omaha	Connors, Edward K. Torpy, S. D.	Surgey, Inc. 6751 N. 72nd St., Ste. 204	402-551-5070
O'Neill	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
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
Huron	Adams, H. P. Hohm, Paul	111 Fourth Street, S.E. Huron Clinic 455 Kansas Avenue, S.E. Tschetter-Hohm Clinic	605-352-8691 605-352-8767
Philip	Mangulis, G. J.	605 West Pine, Box 549	605-859-2566
Pierre	Cosand, M. R.	Medical Assoc. Clinic 772 E. Dakota	605-224-5901
Rapid City	Gwinn, Charles B. Janus, Gerti J.	Medical Surgical West 1828 W. Kansas City Rapid City Jannus, Gerti J.	605-348-1350 or 605-342-3881
Sioux Falls	Amundson, L. H. Vandemark, Robt. E. Peters, E. Tam, G.	Family Practice Ctr., Inc. 2300 S. Dakota 1301 S. 9th Avenue Central Plains Clinic 2727 S. Kiwanis Ave.	605-339-1789 605-335-3707 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	900 E. Grand St.	414-733-3754
Ashland	Koehler, A. A.	206 - 6th Avenue, West	715-682-6622
Baraboo	Pearson, C. R.	314 Ash, Box 169	608-356-3984
Black River Falls	Krohn, Eugene Noble, John H.	610 West Adams Street Krohn Clinic	715-284-4311
Eagle River	Colgan, J. J.	321 Wall Street - P.O. Box 429	715-479-4171
Eau Claire	Finucane, Patrick J.	1620 Ohm Avenue	715-834-2035
Elroy	Balder, Roy B.	1104 Academy Street Elroy Medical Center	608-462-8281
Fond du Lac		Fond du Lac Clinic, S.C. 80 Sheboygan Street 481 East Division	414-921-7400 414-922-1900
Friendship	Smith, E. V., Jr. Esmaili, Muhammed Janssen, Martin L. Sankaran, R. Muzafor, Mirza B.	Roche-A-Chi Clinic Box 10 206 W. Lake Street	608-339-3326 608-339-6358
Green Bay	Freedman, A. L. Gifford, Stewart	606 Bellin Building 130 E. Walnut Street Green Bay Clinic 123 North Military Ave.	414-437-9696 414-494-3422
Hudson	LeMieux, G. E. Leh, Patrick Milson, Bert Milson, Stuart	2353 Ridge Road Dousman Clinic 1745 Dousman Street	414-494-9688 414-494-9688
Hurley	Anderson, Myron G. Martinetti, D. J.	226 Locust Street 327 Silver Street P.O. Box 277	715-386-2311 715-561-2988
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

LOCATION	DOCTOR'S NAME	ADDRESS	OFFICE PHONE
WISCONSIN (Continued)			
Kenosha	Blak, Roman	6032 - 40th Ave.	414-652-1423
Kimberly	Gage, R. S.	314 West Kimberly Ave.	414-788-1321
La Crosse	Brailley, Allen	Gundersen Clinic 1836 South Ave.	608-782-7300
Lake Mills	Effenhauser, M. Leering, H. Wishou, James	120 East Oak Street Lake Mills Medical Center	414-648-2391
Madison	Benish, George A. Tormey, T. W., Jr.	2453 Atwood Ave.	608-241-4445 608-241-4445
Manitowoc	Driggers, S. D. Schmidt, G. A.	601 Buffalo Street Manitowoc Family Practice Assoc.	414-682-0181
Marinette	Boren, C. H. Boren, James	1510 Main Street	715-735-7421
Marshfield	Hamilton, Gurdon MacDonald, Sanford Magnin, George E.	Marshfield Clinic 1000 North Oak Avenue	715-387-5434
Milwaukee	Becker, Barney DiBenedito, John Navarra, Miguel Moede, James Poll, Marvin Hausmann, P. F. Mendeloff, Elton Condon, Kenneth Cryns, Werner Goldberg, Henry M.	2400 West Lincoln Avenue Medical-Surgical Clinic 2309 West State Street 2320 West Kenboern Dr. Milwaukee Industrial Clinic 500 North 19th Street	414-671-7000 414-342-2003 414-351-0395 414-931-7600
Neenah	Burns, J. R. Christopherson, D. L.	411 Lincoln Avenue Nicolet Clinic	414-727-4200
Racine	Drs. Fazen & Tiffany	3803 Spring Street	414-632-1208
Rice Lake	Maser, J. F.	1020 Lake Street	715-234-9031
Shawano	Arvoid, D. S.	117 E. Green Bay Road	715-524-2161
Sheboygan	Aymond, D. K. Beiersdorf, R. W. Hancock, C. W. Helminiak, R. A. Keller, Robert A. Moulton, J. V. Schott, Edward G. Ohme, Donald D.	1011 North 8th Street Sheboygan Clinic	414-457-4461
Shell Lake	Thatcher, Gregory	209 - 4th Avenue West Shell Lake Clinic, Ltd.	715-468-2711
Spoooner	Bohac, Beverly Goelner, Paul Goetsch, Frederick Matzke, Rudolph Van Etten, Mark	Spoooner Clinic, Ltd. 707 Ash Street	715-635-2151
Superior	Fruehauf, Richard P. Mataczynski, Robert R.	Family Practice Clinic Superior Clinic, Ltd. 1514 Ogdan Avenue	715-394-5557
Waukesha	Smirl, W. G.	723 Clinton	414-547-0088
Wausau	Witt, D. L. Stahmer, A. H. Allen, John	212 Sturgeon Eddy Rd. 404 South Third Dir. Dept. Occupational Medicine Wausau Medical Center 2727 Plaza Drive	715-842-0491 715-845-7231 715-847-3223
West Bend	Gill, Lawrence A. Griswold, Bruce G.	1201 Oak Street Oshkosh Family Physicians	414-334-3451
WYOMING			
Lusk	Turner, Kenneth E. Hurtt, Carlton D.	919 Ballencee - P.O. Box 186 225 South Main St.	307-334-3066 307-334-3242
Casper	Frissell, N. E. Toews, Burton DePaolo, Hugh	940 East 3rd Street 231 South Wilson	307-265-3970 307-265-3791
Douglas	Thiel, R. Kirkland, K. C.	Douglas Clinic 222 South 5th St.	307-358-2222
Torrington	Campbell, Richard Brown, Marden Lee	Pioneer Med. Clinic 625 Albany Ave.	307-532-2107

ADDITIONAL SPEED RESTRICTIONS

(A) A train or engine must not exceed 10 MPH through a crossover, turnout, diverging route at a junction, or on tracks other than main tracks unless otherwise provided.

(B) Movements against the current of traffic must not exceed 20 MPH unless otherwise instructed and must approach crossings with automatic warning devices as required by Rule 103(A) (Addition). Within Yard Limits the provisions of Rule 93 apply.

(C) The movements of engine only or with caboose only must not exceed 45 MPH.

(D) Engine Speed Restrictions in MPH:

Maximum	70 MPH
Exceptions:	
1. Engines with plain bearings (Friction bearings)	35 MPH
2. GP-50 units (5050-5099) (When authorized for special movement)	80 MPH
3. Passenger Type Engines (When authorized for special movement) F-7 and F-40-PH	95 MPH
E-8	115 MPH

(E) Trains handling the following must not exceed:

1. Ore cars (except hopper series CNW 110500 to 110606) Loaded	30
Empty	40
2. Open lop hopper cars Loaded	50
Empty	50
3. Gondola cars Loaded above side or end	50
Empty	50
4. Air dump cars series CNW 11715 to 11913 and 743000 to 743015 Loaded	40
Empty	40
5. Bulkhead flat cars (except JTTX flats or flats equipped with auto racks) Loaded	50
Empty	50
6. Ordinary flat car Loaded	50
7. Blocks of 40 or more cars Loaded with Ballast	40
Loaded 100 ton cars (example grain, coal, potash, etc.)	40
8. Cars of anhydrous ammonia, LP gas, propane, chlorine, caustic soda or phosphorus	50
9. Empty A.P.L. Double Stack Well Cars	40
10. Jordan ditchers or flangers	35
11. Cranes, pile drivers or derricks	30
12. Loaded welded rail trains	30
13. Empty welded rail trains	40
14. Units in tow (plain bearings)	35
15. Wrecking derricks	35

(except where lower speeds are specified by general order)

(F) Inoperative Air Brakes—Passenger Equipment

Occupied passenger cars must not be handled as the rear car of a passenger train with inoperative or defective air brakes.

Should air brakes become inoperative or defective on the rear car of a passenger train enroute, passengers must be moved to cars ahead and the train operated at not to exceed 20 MPH to the nearest point where defective car may be set out.

(G) Restrictions Due To Temperature

Temperature	Freight Trains	Unit Trains	TOFC Trains
Below 0°	40 MPH	30 MPH	50 MPH
0° to +10°	45 MPH	35 MPH	55 MPH
10° to +20°	50 MPH	40 MPH	60 MPH
20° to +30°	40 MPH	*30 MPH	50 MPH
30° and Above	40 MPH	**	40 MPH

*Unit trains must not depart terminals unless the track is predominantly FRA Class 4 or better when temperature is, or is expected to be +90° to +99° unless authorized by division officer. This applies between 9:00 A.M. and 9:00 P.M.

**Unit trains must not operate when temperature is, or is expected to be above +99° unless authorized by division officer, who will also indicate maximum speed. This applies between 9:00 A.M. and 9:00 P.M.

Train Orders will not be issued relative to the above Restrictions. Temperature may be obtained from the communicating offices and yard offices. Train and Engine crews are responsible to make every effort to ascertain temperatures.

Note—Unit trains are defined as trains handling blocks of 25 or more cars of coal, grain, ore, potash or coke.

(H) ROCK AND ROLL CRITICAL SPEED RANGE IS BETWEEN 12 and 22 MPH:

Engineers on freight trains, except TOFC trains, must adhere to the following procedures:

- Where the maximum permissible speed is less than 22 MPH, speed must not exceed 12 MPH, except:
 - When engine is operating at its maximum
 - When approaching or operating on ruling grade or other ascending grades where there would be a possibility of stalling.
 - When other conditions would impair good train handling.
- Where the maximum speed is greater than 22 MPH, or less than 12 MPH, every effort must be made to pass through the critical 12 to 22 MPH speed range as quickly as possible and in accordance with the following:
 - Engineer must notify other crew members when speed is going to be reduced from 22 MPH to 12 MPH or to increase from 12 MPH to 22 MPH.
 - Crew members must observe train continuously.
 - Crew members must remain in constant radio communication advising how train is handling.

Exceptions:

Crews handling solid train of loaded C&NW, LS&I, MILW, UP or DM&IR (any commodity) or empty ore cars are exempt from the above restrictions.

Ore being handled in conventional gondolas or hoppers are still subject to these restrictions.

EQUIPMENT HANDLING INSTRUCTIONS

(A) Wrecking derricks and scale test cars must not be moved in trains without authority from the chief train dispatcher.

(B) Scale test cars CNWX 263627, 263631 and 263633 must move just ahead of caboose. (no caboose, as rear car).

(C) Wrecking derricks will be positioned in a train as directed by wrecking foreman. The boom must be trailing and counterweight leading. Wrecking derrick consists may consist of more

than one derrick and attendant cars and may include bad order cars. Other cars may not be handled in the train unless authorized by the Chief train dispatcher.

(D) Continuous welded rail (CWR) equipment consists of 26 permanently coupled flat cars with buffer at each end. Buffer cars may consist of an empty gondola or flat car, tie down car, threader or idler car.

CWR equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative. They must not be switched with, humped or cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars. CWR equipment must not be combined with other cars, except that 10 additional cars such as outfit cars, cars of track material or related items may be handled behind the CWR equipment when authorized by the chief train dispatcher.

When authorized by the chief train dispatcher, CWR empty equipment may be handled with other cars but total consist must not exceed 80 cars except train No. 1 must not exceed 50 cars. CWR equipment must be handled at the rear of the train.

(Note: Chief train dispatcher must obtain authority from Operation Control Center)

(E) Jordan ditchers or flangers moving dead in train must be headed in the direction of movement, when possible, with wings trailing.

(F) When locomotive crane, pile driver or 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. These machines must be placed next ahead of caboose or as rear car when there is no caboose.

(G) Cars marked REAR END ONLY will be placed within five cars of rear of train. Cars marked, "Handle Next Ahead of Caboose" will be placed directly ahead of the caboose. Cars marked, "Handle Behind the Caboose" will be placed behind the caboose.

This does not supersede the proper placement of "Placarded Cars." In the event the train does not have a caboose, the chief train dispatcher's office must obtain advice from the car department.

(H) WHEN A TRAIN IS HANDLING A SNOW PLOW AHEAD OF ENGINE THE FOLLOWING GOVERNS:

- An absolute block must be maintained.
- Train must be stopped prior to meeting or being passed by another train.
- Train must not exceed 20 MPH through stations, yards and interlockings and whistle signal 15(I) sounded frequently.
- When Russell type snow plows are being shoved speed must not exceed 10 MPH over grade crossings unless flangeway is known to be clear.
- Maximum speed—35 MPH unless otherwise authorized.
- 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 2 1/2" above top of rail and 16 1/2" 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 Kenosha 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, Kenosha, Seeger, Harvard, and Crystal Lake Jct., and these instructions also apply to operating wedge plows, Russell plows, and Jordan ditchers at such junction points.
- When using wedge plows, personnel in charge must know that the point of snow plow clears the rail properly; that is two inches. Wedge plows must be stopped before passing over derrails within interlockings and then proceed at a slow speed to allow the snow plow to slide over same.
- When entering snow drifts where there is a possibility of ice existing, particular attention must be given to the facing of the drift, cleaning of flangers etc., to allow the snow plow to go under the ice instead of over.
- The forward end of snow plows mounted on ballast or gondola cars is equipped with a shoe especially designed to prevent the cutting edge of the snow plow from being forced down upon the rail. Because this shoe will not clear guard rails of a self-guarded frog or switch, movements over frogs or switches must be made safely and at a low speed.
- The snow plow and engine alone must be used when snow conditions require.

MISCELLANEOUS INSTRUCTIONS

(A) Rule 106 applies when acting as a pilot for On-Track Equipment and also applies whether or not an officer is present or whoever is operating the train or On-Track Equipment.

When an inspection train is made up of passenger type equipment, exclusive of caboose, the officer in charge of the inspection trip may authorize higher maximum speeds than those prescribed by Timetable, General Order or Train Order, but must not exceed the maximum speed for the engine or maximum speed prescribed by rule.

(B) Speed Restrictions on subdivision pages marked with an * (asterisk) indicates that restriction applies only until engine of train has passed limits of restriction.

(C) Train location reports (Line-ups) will not be issued:

- in CTC territory.
- in Absolute block register territory.
- On Subdivisions entirely within yard limits.
- As specified on subdivision pages.

ENGINE RESTRICTIONS AND INSTRUCTIONS

(A) The engines shown in column A must not be operated on tracks approved for cars having gross weight of less than shown in column B or less than the dimensions shown in Column C:

A	B	C
802-823	232,000 lbs	15' 11" ATR 10' wide
824-866	232,000 lbs	15' 3" ATR 10' wide
4255-4258	232,000 lbs	15' 3" ATR 10' wide
867-895	263,000 lbs	15' 10" ATR 10' wide
901-920	263,000 lbs	15' 10" ATR 10' wide
921-929	263,000 lbs	15' 10" ATR 10' wide
937-977	263,000 lbs	15' 10" ATR 10' wide
4600-4634	263,000 lbs	15' 10" ATR 10' wide
5050-5099	263,000 lbs	15' 10" ATR 10' wide
5500-5537	263,000 lbs	15' 10" ATR 10' wide
6500-6599	263,000 lbs	15' 10" ATR 10' wide
6650-6659	263,000 lbs	15' 10" ATR 10' wide
6801-6935	263,000 lbs	15' 10" ATR 10' wide
7000-7034	263,000 lbs	15' 10" ATR 10' wide
6701-6703	*315,000 lbs	15' 6" ATR 10' wide

*Exception—263,000 lbs where authorized by special instructions.
Note: Engines not listed above may operate on all trackage.

DEFINITIONS, RULES, TRAIN ORDERS and SIGNALS

The definitions, rules, train orders and signals shown below are an application of or are in addition to those in the General Code of Operating Rules. EXCEPTION—Those shown with an asterisk * supersede those with the same number in the General Code of Operating Rules. (Do not cross out or otherwise make illegible any rules in the General Code of Operating Rules but make a check mark to indicate they have been superseded.)

DEFINITIONS:

Automatic Train Control (ATC)

A system to enforce observance of cab and wayside signal indications by the automatic application of the brakes when the speed of the train exceeds a prescribed rate and continued until the speed has been reduced to the predetermined and prescribed rate.

***Automatic Train Stop (ATS)**

A system so arranged that a failure to acknowledge a wayside signal indication other than proceed, will automatically result in the application of the brakes until the train has been brought to a stop.

Spur

A track other than a main track designated by timetable or general order on which movements are governed by Rule 105.

TOFC Train

A train consisting of all trailer/containers on flat cars, multi-level automobile carrying or automobile parts cars or any combination thereof exclusive of caboose, with brake pipe feed valve setting of 90 lbs.

GENERAL RULES:

***Rule G**

Employees subject to call for duty, reporting for duty, on duty or on Company property are prohibited from using or being under the influence of alcoholic beverages or intoxicants. Possession of alcoholic beverages or intoxicants is prohibited while on duty or on Company property. Employees shall not report for duty, be on Company property or be on duty under the influence of, or use while on duty or on Company property any drug or other substance that may in any way adversely affect their alertness, coordination, reaction, response or safety. This prohibition includes prescription medications.

The illegal use, illegal possession or illegal sale of any drug by employees while on or off duty is prohibited.

Rule Q—Additional Authorized Abbreviations:

Ave	Avenue
Cal Jct	California Jct
Co Bluffs	Council Bluffs
*Divn	Division
*DTC	Direct Traffic Control
EW	Eastward
Mo Valley	Missouri Valley
NW	Northward
SW	Southward
St	Street
*Subdivn	Subdivision
WW	Westward

Train dispatchers' train order books, other than the body of train orders, and timetables may include other abbreviations.

STANDARD TIME:

Rule 1(A). Uniform Time Act of 1966.

At 2:00 A.M. on the last Sunday in April, each year, Standard Time is advanced one hour to 3:00 A.M.

At 2:00 A.M. on the last Sunday in October, each year, Standard Time is set back one hour to 1:00 A.M.

Employees who are required to change Standard Clocks and employees who are required to use authorized watches must change time accordingly.

A time comparison must be made at the first opportunity and in the same manner as otherwise required in Rule 3.

The schedules of regular trains in effect at 2:00 A.M. must be annulled on those dates.

Between 10:00 P.M. Saturday, the day previous, and 4:00 A.M. Sunday, the day of change, meeting points between opposing trains, except in CTC territory, must be established by Form S-A train orders. Form E and Form S-E train orders must not be issued in such a manner they would be in effect at 2:00 A.M.

Train order Form TC must be issued not less than 24 hours prior to and continuing for 6 days after the effective time to conductors, engineers and yardmasters.

***Rule 2. Time Service Requirements:**

Each employe in train, engine and yard service; and train dispatchers and operators must have and use, while on duty, an authorized watch. When such watches vary more than 30 seconds from standard time they must be set to correct time. Unauthorized watches must not be worn while on duty.

Authorized watches are:

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	21 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
Seiko—FY-625 M—Quartz, railroad model	Bulova—Accutron Quartz, railroad models, Series 242 men and 247 ladies
Seiko—FY-626 M—Quartz, railroad model	Citizen Quartz—45-5172-12—railroad model
Seiko—FY-626 M—Quartz, railroad model	Citizen Quartz—45-5181-12—railroad model
Seiko—FY-626 M—Quartz, railroad model	Pulsar—JG-038—Quartz—railroad approved
Seiko—FY-626 M—Quartz, railroad model	Pulsar—JG-041—Quartz—railroad approved
Seiko—FY-626 M—Quartz, railroad model	Pulsar—NR-031—Quartz—railroad approved
Seiko—FY-626 M—Quartz, railroad model	Pulsar—NR-032—Quartz—railroad approved
Seiko—FY-626 M—Quartz, railroad model	Pulsar—UD-027—Quartz—railroad approved—Ladies

Note: Operators assigned to an office having a Standard Clock are exempt from having an authorized watch.

(B) Engine Consist and Engines in Tow.

1. An engine consist must not exceed eight units, including units in tow, provided they all have alignment control couplers.
2. An engine consist must not exceed five units if all are not equipped with alignment control couplers. Units not equipped must be in the lead except if there is only one, it may trail.

Note: Units to be towed, exceeding the limits above, must be handled in trains separated by five cars other than flat cars and within 30 cars from head end.

(C) Shoving cars or trains. When shoving cars or trains, extreme care must be exercised. The tractive effort on the initial start creates the greatest potential for jackknifing due to the high buff forces. This high buff force must be reduced by engineer taking the following action:

1. Throttle must be advanced only to minimum position required to move.
2. Brakes must be released prior to shoving.
3. Before shoving, consideration must be given to:
 - a. Engine horsepower
 - b. Position of slack
 - c. Number of units
 - d. Track conditions
 - e. Curves
 - f. Grade
 - g. Position of loads and empties
 - h. Tonnage
4. Units in tow must be considered as part of engine consist when coupled to same.

(D) Helper Service

The following instructions will apply when helper service is required.

1. Except when authorized, helper service movements must not be made without radio communications established between control engineer and helper engineer. When helper service movements are made without radio communication an understanding between control engineer and helper engineer on how the movement will be made, must be established.
2. Helper engine must be placed between caboose and train on trains having a caboose. When authorized to place helper engine behind caboose, rear end crew of train being shoved will ride in the helper engine.
3. Only the engine of the helper train will be used when required to perform helper service.
4. After helper engine is coupled to train, the couplers must be stretched twice. Prior to cutting the air in, the train line regulating valve (feed valve) must be reduced to at least 10 p.s.i. below train line setting. Brake pipe will be cutout by placing brake pipe cutout cock in cut-out position. On brake equipment permitting, independent brake must be left cut in so damage to engine wheels when train brakes are set will be prevented. With 26-L equipment, the automatic brake valve handle must be left in handle off position.
5. After train brake system is charged, control engineer will make a 20-pound brake pipe reduction to determine that brakes on helper engine apply and release. The helper engineer will be responsible for checking gauges on engine to determine that reduction was made and that brake pipe pressure is restored upon completion of test.
6. Maximum number of units allowed in a helper consist is five with only two on the line. There must not be any dead or idling units between working engines and train.
7. The control engineer determines what assistance is required from helper engineer and is in charge of the movement. Control engineer is the lead engineer in direction of movement.
8. Caution must be exercised by helper engineer on how the throttle is controlled. Minimum throttle settings must be used to accelerate train and lead engine must be in higher throttle setting at all times, except when in throttle position eight. The same caution applies when decreasing throttle as helper engineer should be the first to reduce.
9. When dynamic braking is required, the control engineer only will operate dynamic brake and helper engineer will keep engine in idle.
10. When there are empties located in rear ten cars of train or helper engine is positioned behind caboose, helper engine throttle will not exceed number 5 position when going through crossovers, turnouts or negotiating curves in excess of two degrees.
11. If helper engineer observes a brake pipe reduction and he does not have immediate radio communication with control engineer, helper engine must be placed in idle.

(E) Short time motor ratings must be adhered to and tonnage limited to that which an engine can handle within its range over the ruling grade.

SHORT TIME RATINGS

Model	CNW Nos.	Ratio	Cont.	60"	30"	15"
GP7	4100-4399	62:15	825	900	925	950
	4431-4499	62:15	825	900	925	950
GP9	4501-4562	62:15	900	935	980	1065
GP15						
MP15						
SD9	6601-6621	62:15	900	935	980	1065
SD18	6622-6647	62:15	950	960	1030	
GP38-2	4600-4634	62:15	1050	1075	1100	1150
GP35	824- 866	62:15	1000	1010	1050	1125
GP40	5500-5537	62:15	1050	1075	1100	1150
GP50	5050-5099	69:18	1170	1200	1230	1315
SD38-2						
SD45	900- 977	62:15	1080	1115	1130	1175
	6500-6589	62:15	1080	1115	1130	1175
SD40-2	6801-6935	62:15	1100	1145	1175	1235
SD50	7000-7034	70:17	1170	1200	1230	1315

Rule 3. Time Comparison:

The watches of conductors, engineers, yardmasters and train dispatchers must be compared with a standard clock before starting each day's work. Where a standard clock is not available, correct time must be obtained from the train dispatcher or from an employe who has made time comparison.

Conductors must compare time with their engineer before starting each trip or days work. At the first opportunity, other members of the crew must compare time with the conductor or engineer. Train dispatchers must register the time their watch is compared on the train sheet. Standard time may be obtained by dialing the number listed in the C&NW telephone directory. Train dispatchers and operators on duty at or near 10:00 A.M. each day must set standard clocks to show correct time if found incorrect.

Rule 6(A). Timetable Characters:

The following letters placed in the timetable station column indicate:

- Ⓐ — Automatic interlocking
- Ⓑ — Bulletin board
- Ⓒ — Train order office or interlocking open continuously
- Ⓓ — Train order office or interlocking open as specified by General Order
- Ⓔ — Train orders, track bulletins and line-ups by electronic transmission
- Ⓕ — Gate, normal position against this subdivision
- Ⓖ — Gate, normal position against conflicting route
- ① — Manual interlocking
- ② — Junction
- Ⓧ — Standard clock
- Ⓞ — Radio installation
- Ⓡ — Register station
- Ⓢ — Railroad crossing at grade protected by Stop signs
- TY — Temporary yard limits
- Ⓥ — Movable bridge (draw, swing or lift)
- Ⓦ — Wye track
- Ⓩ — Railroad crossing at grade (used in conjunction with other appropriate symbol)
- Y — Yard limits

HAND SIGNALS FOR TRAIN AND ENGINE MOVEMENTS**Rule 8(g). Hand Signals:**

Where radio communication is not acknowledged by the crew of the passing train or is not available, hand signals will be used as shown below.

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

- | | | | |
|-----------------|----------|---|--|
| Hot journals | By Day | — | Nose held with one hand and the other hand pointed toward passing train. |
| | By Night | — | Lamp swung vertically in a small circle then stop signal. |
| Brakes sticking | By Day | — | Hands shoved in sliding motion out from body. |
| | By Night | — | Lamp swung vertically in a small circle. |

Rule 8(h). Lantern Signals with Wreckers:

Conductors or trainmen giving lantern signals as prescribed by Rules 8(a) through 8(f) 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.

PROTECTION OF TRACK WORK:***Rule 10**

A train or engine finding a yellow flag displayed to the right of the track as viewed from an approaching train must be prepared to stop before any part of the train or engine passes a red flag or red light two miles beyond the yellow flag. In the absence of a red signal at that location a train or engine may proceed, prepared to stop short of red flag or men and equipment, not exceeding 10 MPH. Speed of train must not be increased until entire train has passed:

1. A green flag displayed to the right of track; or,
2. The restriction as indicated in the Form Y train order; or,
3. A point 4 miles from the yellow flag and crew has ascertained from the train dispatcher that a train order is not in effect restricting movement at that location.

***Rule 10(C)**

Flags and lights 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 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 must not be placed less than two (2) miles in advance of the point of the restriction.
5. The flags must not be placed where other cars or trains could prevent them from being seen from an approaching train or engine.

Note: On route not affected, a green flag will be placed just beyond clearance point on that route.

Rule 10(D). Application:

Form Y procedures will be used when communicating between train crew and employe in charge except reference will be made to location of the yellow flag instead of the Form Y line and order number.

Rule 10(E). Does not apply on C&NW.

Rule 11. Application:

If the fusee is beyond the nearest rail of an adjacent track, the train or engine need not stop.

REQUIRED WHISTLE SIGNALS:**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 107, paragraph (j).
5. when necessary for train communication, and
6. when required by other operating rules or special instructions.

***Rule 27. Improperly Displayed:**

A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be regarded as the most restrictive indication that can be displayed by that signal, except that when a light is not burning on a signal and the day indication is plainly seen, or if an indication is displayed on a color light signal for the route to be used, it will govern.

A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be promptly reported to the train dispatcher.

MOVEMENT OF TRAINS AND ENGINES**Rule 80. Exception:**

Delete the words . . . or radio.

Rule 81. Does not apply on the C&NW.

Rule 82(A) (Application). Clearance Initial Station:

Rule 82(A) does not apply at initial subdivision station when same is not a train order office or the office is closed.

Rule 86(A). Does not apply on the C&NW.

Rule 93. Exception:

The fifth paragraph of Rule 93 does not apply to first class trains when moving with the current of traffic.

***Rule 97. Authorizing Extras:**

Train order authority to operate as an extra train is not required in:

- (1) CTC territory.
- (2) Absolute Block Register territory.
- (3) DTC territory.

In addition, extra trains may be operated within yard limits and in multiple main tracks territory without a Form G train order.

Rule 97(A). Does not apply on the C&NW.

***Rule 100. Leaving Portion of Train:**

When an engine leaves its train or part of its train behind on the main track, a sufficient number of hand brakes must be set to keep the train from moving. When return movement is more than one mile, torpedoes must be placed a sufficient distance in advance of the detached portion to warn the returning movement. All returning movements must be made at restricted speed.

When the return movement is more than one mile, and 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 102 (Exception TOFC Trains, Unit Trains and Ore Trains)

When TOFC trains, unit trains and ore trains are stopped by emergency application of air brakes and it has been determined that emergency application was caused by a "dynamiter", the train may proceed not exceeding 10 MPH until train has moved its length from point stop was made. In such cases, crew members must observe their train and track closely to determine that it is safe to proceed at normal speed.

Rule 103(A) (Addition). Automatic Crossing Devices:

Crossing warning device controls are actuated by trains, engines or cars occupying the track for a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching, such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement or the device will be reactivated.

Train or engine with or without cars moving against the current of traffic or on sidings, house tracks, or auxiliary tracks over public crossing with automatic devices will not obstruct crossing until warning 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 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 if crossing may be fouled by another movement until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

Rule 103(AA). Crew Member Warning Traffic:

At Public Crossings at Grade specified on subdivision pages, a crew member must be in position at crossing to warn traffic until it is occupied by train, engine or cars.

Rule 103(E). Handling Ahead of Engine:

Rule 103(E) does not apply to passenger trains.

Rule 103(L) (Addition). Securing Cars or Engines:

When tank cars with non-congealed lading are set over during switching operations, the lading has a tendency to slosh around, causing the cars to move after they have been set over. In this connection, whether in yards or at way stations, the use of blocking alone to hold detached cars is not sufficient. In such cases, cars detached from other cars or set over must be secured by hand brakes and, if necessary, the wheels also blocked.

Rule 103(Q) (Addition). Additional Switching Precautions:

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 103(U). Miscellaneous Switching and Handling of Cars:

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. This does not apply to caboose on rear of train or to transfer and yard movements that do not exceed 20 MPH.

When a single piggy-back trailer is loaded on a flat car designed to carry two trailers, it must be loaded on the "B" end or front hitch of the car which places the trailer wheels toward the center of the car. Train inspection must include this observation.

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 103(V). Train Make-Up:

The ideal train make-up places the heavy cars closest to the engine and the lighter cars towards the rear of the train.

If large blocks or heavy loads cannot be handled in the front-half of the train, the conductor must advise the engineer as follows:

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 must not be interspersed with loaded cars. If necessary for loading point to not load a car that is part of a unit shipment, that car must be switched out. If necessary to move that car with balance of unit train, it must be handled as rear car of train.

Rule 103(W)

Taking signals through or via mirrors attached to an engine or cab car is prohibited.

Rule 104(B) (Addition). Main Track Switches:

At locations specified in the timetable, switches may be lined and locked for the route last used. Train and engine movements must approach these locations prepared to stop short of the switch.

Rule 104(K) (Addition). Track Scale Switches:

Unless specified otherwise:

1. Engines must not be operated over the live rails of scale tracks.
2. All non-weighting movements over the live rails of scale tracks is prohibited.
3. Cars, locomotives, or other equipment shall not be stored on a scale track.

Rule 104(L) (Addition). Derails:

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(M) (Addition). Spring Switches:

The location of spring switch indicators is specified in special instructions on subdivision pages with a double asterisk **. These indicators govern the switch only and do not indicate track occupancy.

Rule 104(M) Item 5. Does not apply on the C&N.***Rule 107. Receiving or Discharging Passengers:**

On the Kenosha, Harvard and Geneva Subdivisions of the Suburban Division, the following will govern:

- (a) When two passenger trains are nearing a station from the same or opposite direction at the same time and only one of them is scheduled to stop, the train to stop must let the other train clear the station platform before it (the train to stop) reaches the platform.
- (b) 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 a reduced speed with caution ringing the bell and when necessary sounding whistle.

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.

- (c) 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 a reduced speed and with caution to or through the station platform limits, ringing bell and sounding whistle.
- (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 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 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. Westward freight trains must not 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, it must be ascertained 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 a part of the platform.

- (i) The term "passenger train" includes empty passenger equipment trains.

- (j) The provisions of paragraphs (a) through (f) above do not apply at Kedzie, Oak Park, Clybourn, Jefferson Park, Ravenswood, Rogers Park, Main St. Evanston, Central Street, Indian Hill, Winnetka, Hubbard Woods, Great Lakes and Kenosha.

***Rule 109(C). Trackside Detectors:**

The location of trackside detectors is shown in subdivn. instructions and special instructions. Trackside detectors do not relieve employes from making inspections required by the rules.

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

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

Rule 109(D). Talking Detector Procedures:

Radio transmission from the detector to the train crew will convey the following messages:

Step 1 — Train Approach Message

1. If system is not working as intended:

"CNW detector MP _____, Track _____ integrity failure, end of transmission."

This means the system is not working as intended. Rule 109(F) applies. Since a part of the system may be working as intended, you may receive a transmission while passing the detector or upon departing the detector that you have a defect. If this happens, you must stop the train (after it is over the detector) and inspect the entire train.

2. If system is working as intended:

"CNW detector MP _____, Track _____ checking train."

Step 2 — Train Passing Message

1. When a defect is detected as train is passing over the detector:

"CNW detector MP _____, Track _____ you have a defect."

This means you must be prepared to receive specific information under step 3, below.

Step 3 — Train Departure Message

1. No exceptions and system working as intended:

"CNW detector MP _____, Track _____ no defects, end of transmission."

2. Exceptions and system working as intended:

"CNW detector MP _____, Track _____, two defects:

Hot journal at axle one five six on east side.

Dragging equipment near axle two six eight."

Above transmission repeated, then:

"End of transmission."

You must stop and inspect for the defects noted.

3. No minimum heat levels both rails:

"CNW detector MP _____, Track _____ cold train, no defects, end of transmission."

Rule 109(F) applies.

4. No minimum heat levels one rail:

"CNW detector MP _____, Track _____ cold train _____ side."

This message will be followed by another one which will either be item 1 or item 2 departure messages. In either case, Rule 109(F) applies to the cold side of the train.

5. Fail during inspection:

"CNW detector MP _____, Track _____ integrity failure."

The provisions of Rule 109(F) apply. If, however, the transmission includes information as noted in item 2 above, you must stop and inspect the entire train.

Note: On single track, the transmission from detector will not include track designation.

Rule 109(E). Non-Talking Hot Box Detector Procedures:

The location of telephones associated with Non-Talking Hot Box Detectors is shown on subdivision pages. Unless instructions are received from the train dispatcher relative to the condition of the train passing over the detector, the train must stop and a member of the crew must call the train dispatcher. If unable to communicate with the train dispatcher, the entire train must be inspected before proceeding.

When the tape associated with the Non-Talking Hot Box Detector indicates an abnormal condition, the train dispatcher must instruct the train on what basis to proceed.

Rule 109(F). Inspection Procedures—Inoperative Detectors:

TOFC and UNIT trains must stop and inspect their train if two consecutive inoperative detectors are passed unless a visual inspection of both sides of train can be made within 10 miles from the second detector. Train must not exceed 30 MPH until inspection completed. Other freight trains are governed by the same procedures if the first detector after leaving original terminal is inoperative or if two consecutive inoperative detectors are passed.

PSGR trains must stop and inspect their train if one inoperative detector is passed unless a standing inspection can be made at regular stop within 15 miles from the detector. Train must not exceed 35 MPH until inspection completed.

NOTE: Two inoperative detectors may include one being on one divn. and the second one on next divn. Train dispatchers and crew members must communicate this information to one another.

Rule 109(G). Other Detector Procedures:

1. Engine or train brakes must not be applied while passing detectors unless absolutely necessary.

2. When a train is stopped for inspection in response to a "Talking Detector", count the number of axles starting with the lead axle of lead unit.

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

3. Each trainman is to be issued a 200 degree (F.) temp stick. A supply of these temp sticks is to be maintained at each yard office and at other stations designated. 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. On roller bearing cars, apply the temp stick to the front face of the roller bearing adapter. If a liquid smear results when the temp stick is applied, set out the car.

When required to inspect a roller bearing car because of an abnormal reading but the crew member cannot find a cause for the abnormal temperature, and does not have a temp stick to make an inspection for abnormal temperature, the car must be set out. On friction bearing cars, 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, apply the temp stick to the front edge of the journal bearing. If a liquid smear results when the temp stick is applied, set the car out.

If the detector indicates an abnormal reading on a single axle on the truck, and no unusual heat has been found by previous steps and there is no indication of sticking brakes, apply the temp stick to the wheel hub. If a liquid smear results, it could be a loose wheel and the car must be set out.

When handling car to set out location do not exceed 10 MPH and watch closely. If conditions require, car is to be handled separately to the set out location.

Any time a car is set out with a hot journal or suspected hot journal, the journal must be identified by an "X" chalk mark and the individual journal must be identified on Form 972.

4. 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 need be checked.

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.

5. When inspection of an axle or car reveals no defect but the same axle or car produces a distress reading over another detector, the second inspection must be made by a trainman qualified as a conductor. In the case of "Talking Detectors", counting axles must be done in the same manner as the first inspection to be sure proper axles is identified and inspected. If a third inspection is required, the car must be set out.
6. 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.
7. If the detector indicates an abnormal condition on an engine, the engineer must visually inspect the entire truck involved for defects such as fouled brake rigging, brake shoes dragging on wheel, or hand brake set. Feel the journal box, support bearing cap, and 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.

***Rule 151. Movement Double Track:**

On double track, trains must keep to the left unless otherwise provided.

Rule 152(A)

Movements against the current of traffic may be made at locations specified in the timetable when authorized by signal indication and/or verbal authority from the train dispatcher. Before authorizing such movements the track on which the movement is to be made must be clear of opposing trains and:

- (1) Where signals are used to authorize the movement, the signals governing conflicting movements must be set to display stop indication and markers and/or blocking devices applied to control machine to prevent clearing signals for movement into the track affected.
- (2) Where verbal authorization is granted, the train dispatcher must be assured that conflicting movements will not enter the track affected.

Unless authorized by signal indication a main track within multiple main tracks territory must not be fouled or entered or crossover movements made without authority from the train dispatcher.

Rule 201. Exception:

Change second sentence of second paragraph to read: Train orders will be plainly written.

Rules for Movement by Train Order

Rule 206(A) (Addition). Train Order Signals at Interlockings:

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 that it can be seen from an approaching train will be used as a train order signal. When delivering train orders and clearances, in this manner, a Restricting indication as prescribed by Rule 240 N, will be used to advance train or engine to the point of delivery when possible.

Rule 207. Exception:

Delete the words . . . and clearances.

Rule 209. Exception:

Delete the words . . . repeat the word complete and time to train dispatcher. . . from the fourth paragraph.

***Rule 209(B). Mechanical or Electronic Transmission:**

Symbol (E) in timetable schedule pages and/or special instructions will designate locations where mechanical or electronic transmission of train orders, clearance and line-ups are authorized. Unless local instructions apply, when reporting for duty, conductors requiring a clearance, and engineering employees requiring a line-up, must call operator and request them. When received, they must notify the operator that legible copies of train orders, clearance and line-ups have been received. The date on line-ups must be verified. They must notify the operator promptly if there is a malfunction. Special instructions to indicate what operator to notify or if train dispatcher is to be notified.

Rule 213(A)

Unless otherwise instructed, conductors and engineers must place train orders and clearances that are no longer in effect in proper waste receptacle.

***Rule 215. Relieved During Trip:**

When train orders are exchanged or delivered between train crews at points enroute, or at regular crew change points, the conductor and engineer getting off of the train must place train orders still in effect in an envelope unless they are going to personally give them to the next crew. The envelope must show train designation, date, location, total number of orders, order numbers and signature of the conductor and engineer. Unless otherwise instructed, the conductor will leave envelope on caboose desk (on engine, if no caboose) and the engineer will leave envelope in the inspection card holder on the engine.

1. When train orders are personally given to the next conductor and engineer, the train may not proceed until the conductor and engineer have compared them and have an understanding of the train orders received. (See notes A and B).
2. When train orders are not personally given to the next conductor and engineer, the train may not proceed until the conductor or engineer has contacted the train dispatcher and ascertained that the total number of train orders and their numbers coincides with the train dispatcher's record and after the conductor and engineer have compared them and have an understanding of the train orders received. (See notes A and B).

NOTE A: If required to obtain a clearance before leaving, the train dispatcher will include on the clearance, the train order numbers of the train orders issued at that station and of those train orders previously issued to that train which are still in effect.

NOTE B: At stations where train order signals are located, the conductor and engineer taking charge of the train at that station are responsible for ascertaining the indication displayed and are governed accordingly.

Rule 221. Exception:

Train orders must be listed on clearance in reverse numerical order with the highest number in the first space on left side of top row.

Rule 222 (Addition). Train Order Signals:

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.

PRESCRIBED FORMS OF TRAIN ORDERS

FORM AB

Absolute Block

- (1) ABSOLUTE BLOCK IS ESTABLISHED IN ADVANCE OF _____ (train) BETWEEN _____ AND _____
 - (2) ABSOLUTE BLOCK IS ESTABLISHED FOR _____ (train) BETWEEN _____ AND _____
- Examples (1) and (2) may be modified by adding:
- A. ON _____ (track)
 - B. BETWEEN _____ (specific point) AT _____ AND _____ (specific point) AT _____
- (Specific points include crossovers, station signs etc.)

- (3) _____ (train) IS OPERATING WITH SNOW PLOW ANNA TO HOPE WESTWARD TRAINS INCLUDING _____ (train) MUST NOT LEAVE ANNA BESS CLOY OR DORA WITHOUT AUTHORITY FROM THE TRAIN DISPATCHER

In example (1) the track in advance of the train between the points named must be clear of trains and engines and the train order issued to trains and engines affected.

In example (2) the track in advance of and behind the train, between the points named, must be clear of trains and engines and the train order issued to trains and engines affected.

In examples (1), (2) and (3) train or engine may not occupy the track upon which the movement is to be made at any point within the block. A train must not pass the point where time applies at the last named station unless the train order specifies another specific point. The requirements of Rule 93 and Rule 375 apply.

FORM F (Addition)

Relief of Flag Protection

- (2A) WESTWARD EXTRAS EXCEPT EXTRA 6540 WEST BETWEEN ANNA AND HOPE WAIT AT ANNA UNTIL 1030 AM
 BESS 1130 AM
 CLOY 1155 AM
 DORA 1240 PM

Extra 6540 West will not be required to protect against following extras between the stations names until the times specified.

Example (2A) must not be issued where there is a preceding train between the designated points.

- (5) AFTER 701 AM WESTWARD EXTRA TRAINS BETWEEN ANNA AND DORA EXCEPT EXTRA 88 WEST WAIT AT ANNA UNTIL 410 PM

Example (5) to be used when it is desired to begin relief of protecting against following extra trains after a specified time.

- (6) _____ (train) PROTECT AGAINST _____ (train) OCCUPYING MAIN TRACK BETWEEN _____ (location) AND _____ (location) WITHOUT FLAG PROTECTION

Example (6) must be used where Rule 99(4) is authorized and it is desired to have a train protect against a train ahead under circumstances where the train ahead cannot be contacted.

FORM GX

Grade Crossing Warning Devices

- (1) BE GOVERNED BY FORM GX PROCEDURES AT _____ (name of crossing and/or mile post) GRADE CROSSING LOCATED BETWEEN _____ AND _____

Form GX Procedures

Trains receiving this order must not obstruct the crossing until it is known that crossing warning devices are working or vehicular and pedestrian traffic has stopped or that the crossing is protected by a member of the crew, on the ground at the crossing, until front of movement has passed over the crossing.

Whistle signal 15(I) must be sounded and bell rung as required.

FORM H (Addition)

Work Extras

- (d) AFTER _____ (train) HAS ARRIVED

Form H—Work Extras: The 1st sentence of the last paragraph on page 102 is changed to read as follows: Should the work order instruct the work extra to not protect against extra trains, such extra trains must provide flag protection against the work extra.

FORM MX

Outside Equipment

- (1) ON _____ (date) AFTER _____ M (Or FROM _____ M UNTIL _____ M) BETWEEN MP _____ AND MP _____ LOCATED BETWEEN _____ AND _____ PROCEED PREPARED TO STOP SHORT OF FLAGMAN AND MEN AND EQUIPMENT UNLESS OTHERWISE INSTRUCTED BY FLAGMAN ONE FLAGMAN ON DUTY
- (2) ON _____ (date) AFTER _____ M (Or FROM _____ M UNTIL _____ M) BETWEEN MP _____ AND MP _____ LOCATED BETWEEN _____ AND _____ PROCEED PREPARED TO STOP SHORT OF FLAGMAN AND MEN AND EQUIPMENT UNLESS OTHERWISE INSTRUCTED BY FLAGMAN _____ FLAGMEN ON DUTY

Examples (1) and (2) to be used when outside men and equipment are working near the main track.

Example (2) will be used and will indicate the number of flagmen on duty where there is more than one.

When there is more than one flagman on duty, each flagman is responsible for separate segments within the train order limits, therefore, the train must continue to proceed prepared to stop unless specific instructions are received from each flagman.

Whistle signal 15(l) must be sounded frequently to warn persons on or near the track. Train dispatchers must inform operators when they are going to issue a Form MX train order and operators must show MX preceding TRAIN ORDER NO. at the top of the train order form. The procedures outlined in the example below must be followed:

Engineer: "C&NW Extra 6915 East to flagman (or flagmen) in charge of FORM MX Order No. _____, over."

In the case of one flagman with men and equipment in the clear, the response would be:
Flagman: "Extra 6915 East, this is flagman Smith. You may proceed at normal speed on Order No. _____"

In the case of more than one flagman with men and equipment in the clear, the response would be:

Flagman: "Extra 6915 East, this is flagman Smith. You may proceed at normal speed on Order No. _____ from MP _____ TO MP _____. Call the next flagman for further instructions, over."

If the men and equipment are not in the clear, the flagman must provide Extra 6915 with specific instructions.

Flagmen must:

- 1) Prior to the effective time of the train order, ascertain the number of the train order, the limits of the order, location of trains and the number of flagmen. If more than one flagman, they must determine what segments of the limits each is assigned to.
- 2) Provide themselves with a radio and flagmen's signals. (A procedure must be set up on each Division to provide for this.)
- 3) Provide flag protection if men and equipment are not in the clear at the expiration time specified in the order.
- 4) Notify the train dispatcher when men and equipment are through working so the order can be annulled.

***FORM O**
Line-up

(1) BE GOVERNED BY FORM O PROCEDURES BETWEEN _____ AND _____

Form O Procedures

Example (1) to be issued when a train is to be operated in advance of the time shown on a line-up or that has not been shown on a line-up.

A train receiving the above order must not exceed 40 MPH at any location and must not exceed 20 MPH or as much slower as conditions require when visibility is restricted by curves or other conditions. Whistle signal 15(l) must be sounded frequently.

FORM TC
Time Changes

(1) ON SUNDAY _____ (date) ALL WATCHES AND CLOCKS MUST BE CHANGED IN ACCORDANCE WITH RULE 1(A)

Example (1) to be issued prior to the last Sunday each April and October.

FORM XL
Broken Rail

(1) DO NOT EXCEED _____ MPH OVER BROKEN RAIL AT MP _____ LOCATED BETWEEN _____ AND _____ UNLESS A DIFFERENT SPEED IS AUTHORIZED BY EMPLOYE IN CHARGE AT BROKEN RAIL OR TRAIN DISPATCHER

In multiple main track territory example (1) will be modified by adding the name or number of the track.

Example (1) may be used for other minor track defects such as pull aparts. The wording to be changed accordingly.

Yellow and green flags will not be used in connection with a Form XL train order.

The following procedures must be followed between the engineer and the employe in charge:

Engineer: "Engineer on C&NW _____ calling employe in charge at MP _____ about order No. _____ over"

Employe in Charge: "This is _____ (Title and name) in charge of order no. _____ at MP _____"

C&NW _____ proceed at _____ MPH (or normal speed) on order No. _____ at MP _____ over"

Engineer: "This is engineer of C&NW _____ proceed at _____ MPH (or normal speed) on order No. _____ at MP _____ over"

Employe in Charge: "That is correct, out"

***FORM Y**
Protection of Men and Equipment

ON _____ DO NOT EXCEED 10 MPH AND BE PREPARED TO STOP SHORT OF A RED FLAG AND SHORT OF MEN AND EQUIPMENT BETWEEN THE FOLLOWING LOCATIONS, UNLESS INSTRUCTED OTHERWISE BY EMPLOYE IN CHARGE

	BETWEEN		BETWEEN		From	Until	Tracks
	MP & MP	Station	and	Station			
1.	_____	_____	_____	_____	M	M	_____
2.	_____	_____	_____	_____	M	M	_____
3.	_____	_____	_____	_____	M	M	_____
4.	_____	_____	_____	_____	M	M	_____
5.	_____	_____	_____	_____	M	M	_____
6.	_____	_____	_____	_____	M	M	_____
7.	_____	_____	_____	_____	M	M	_____
8.	_____	_____	_____	_____	M	M	_____

THIS ORDER IS ANNULLED AT _____ M

Between the locations specified, during the time specified and on the track specified, a train or engine receiving a FORM Y train order must not exceed 10 MPH and must be prepared to stop short of a red flag, and short of men and equipment, unless instructed otherwise by employe in charge of FORM Y.

The engineer must call the employe in charge by radio sufficiently in advance (10 minutes) of the FORM Y limits to avoid delay, advising location and, except on single track, specify track. The procedures outlined in the examples below must be followed:

Engineer: "C&NW Extra 6808 East to employe in charge of FORM Y Order No. _____ Line No. _____, Over."

Employe in Charge: "_____ (name) employe in charge of FORM Y Order No. _____ Line No. _____, Over."

Engineer: "This is Extra 6808 East approaching MP 69 on track 1. What are your instructions? Over."

If men and equipment are not in the clear or work activity on adjacent tracks has not stopped, employe in charge will inform Extra 6808 East the approximate length of time before train will be permitted into the Form Y territory.

When men and equipment are in the clear of the track to be used and work activity on adjacent tracks has stopped, employe in charge will inform Extra 6808 East:

"Extra 6808 East on track 1 may pass the red flag at MP 65.5 without stopping. Men and equipment are in the clear of track 1 and work activity on adjacent tracks has stopped; proceed at _____ MPH (or normal speed), over."

Exception: Work trains working under the direction of employe in charge may work within the limits of a Form Y with instructions other than the above from employe in charge.

Additional Instructions

1. A green flag indicates the end of the restriction. In the absence of a green flag, Rule 10 applies.
2. On double track, the word "both" will be used in the column under Tracks in Form Y orders when both tracks are governed by the Form Y order. The word "All" may be used in multiple main track territory. On single track, the column will be left blank.

GENERAL DESCRIPTION OF SIGNALS

The general description of signals and Rules 228 through 242 in the General Code of Operating Rules do not apply on the C&NW. They are replaced by the following:

Signal aspects are shown by the position of semaphore arms, color of lights, flashing of lights, position of lights, or any combination thereof. They may be qualified by number plate, letter plate, marker, shape and color of semaphore arms, or any combination thereof.

Block and interlocking signals, as far as practicable, are located adjacent to, or over the track which they govern. Two signals may be bracketed and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.

When a track intervenes to the right between a signal and the track governed, a stub post with the prescribed marker will be placed to the right of the signal.

When a track intervenes to the left between a signal and the track governed, a stub post with the prescribed marker will be placed to the left of the signal.

TYPE: Dwarf Signals (low absolute signals)

LOCATION: Chicago Passenger Terminal (Suburban Divn)

INSTRUCTIONS: In addition to the information shown below, refer to Suburban Division General Orders relative to "Star Markers" attached to these signals.



NAME: CLEAR

Indication: Proceed not to exceed 10 MPH



NAME: APPROACH

Indication: Proceed prepared to stop at next signal not to exceed 10 MPH



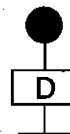
NAME: STOP

Indication: Stop

DISTANT SIGNALS

228.

—Green



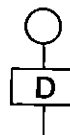
NAME: DISTANT SIGNAL CLEAR

Indication: Proceed

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

229.

—Yellow



NAME: DISTANT SIGNAL APPROACH

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

The maximum speed in interlocking limits for which "DISTANT SIGNAL APPROACH" is displayed at a distant signal, is 20 MPH.

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS
240A	
240B	
240C	
240D	
240E	
240F	
240G	
240K	
240L	
240M	
240N	
240P	 Such markers will be attached to signal mast.
<p>Following symbols are used in diagrams of signal aspects:</p> <ul style="list-style-type: none"> () To indicate number plate; To indicate flashing light; ○ To indicate color light signal; — Line indicates position of semaphore arm. <p>Aspects shown in Rules 240 C through 240 N may be displayed on signals with or without a number plate on signal mast.</p>	

BLOCK AND INTERLOCKING SIGNALS

NAME	INDICATION
Stop	Stop.
Stop and proceed	Stop, then proceed at restricted speed through entire block.
Flashing stop & proceed	Stop. Block occupied. Proceed at restricted speed.
Approach	Proceed prepared to stop at the next signal. Trains exceeding 40 MPH must immediately reduce to that speed.
Clear	Proceed.
Advance approach	Proceed prepared to pass next signal at not exceeding 40 miles per hour.
Approach diverging	Approach next signal prepared to proceed on diverging route at prescribed speed.
Diverging advance approach	Proceed on diverging route at prescribed speed prepared to pass next signal at not exceeding 40 MPH.
Diverging approach	Proceed on diverging route at prescribed speed prepared to stop at the next signal.
Diverging clear	Proceed on diverging route at prescribed speed.
Restricting	Proceed at restricted speed.
Permissive	Proceed at restricted speed without stopping. Applies only with Rule 240B aspects.

BLOCK SYSTEM RULES

Rule 302. Does not apply on the C&NW.

Rule 315(A). Exception to Second Paragraph:

Under certain circumstances, the control operator may instruct the crew to NOT restore the switch to power after hand operating the switch the first time.

Rule 315(A). Exception to Last Paragraph:

When a following train is to use the same route as a train ahead, the train dispatcher is authorized to instruct the train ahead to leave the selector lever in "HAND" position instead of restoring to "POWER" position. The train dispatcher will, under these circumstances, instruct the following train to proceed at restricted speed over the dual control switches.

Rule 317(A). Entering Main Track at Hand Operated or Spring Switch:

A switch must not be opened to a main track when the semaphore arm is horizontal or the disc is visible in the indicator. If after five minutes, no movement is approaching, Rule 317, second paragraph applies.

Rule 319(A). Electrically Locked Switches and Derails:

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 350(A). Authority to Enter CTC:**

A train or engine must not enter CTC territory unless there is a governing signal displaying an indication to proceed or authority from the train dispatcher in the following form:

"_____ (train or eng) _____ is authorized to operate from _____ (location) _____ to _____ (location) _____." (Add track designation when necessary.) After entering the track, train or engine is authorized to move in one direction only.

Hy-rail vehicles and on-track equipment must not enter CTC territory until a "CTC Track Permit" has been obtained from the train dispatcher.

***Rule 351. Track and Time:**

First and second paragraphs changed to read as follows:

Trains and engines may occupy a track within specified limits for time periods authorized by the train dispatcher in the following form:

"Track and time limits granted _____ (train or eng) _____ between _____ (location) _____ and _____ (location) _____ from _____ (time) _____ until _____ (time) _____." (Add track designation when necessary.)

Track may be used in either direction within limits specified, until the limits have been cleared or released, without flag protection, but all movements must be made at restricted speed.

When the limits are designated by a switch, such limits extend only to the signal governing movement over the switch, where there is no signal, to the fouling point.

***Rule 351(B). CTC Track Permit:**

Hy-rail vehicles and on-track equipment may occupy a track within specified limits for time periods authorized by the train dispatcher in the following CTC Track Permit form:

"_____ (name and title) _____ may use _____ (designated track) _____ between _____ (location) _____ and _____ (location) _____ from _____ (time) _____ until _____ (time) _____"

The employe granted a CTC Track Permit must notify the control operator when clear of the limits.

***Rule 351(C). Joint Occupancy:**

Before a "CTC Track Permit" is granted for hy-rail vehicles or on-track equipment in the same limits with a train or engine or with other hy-rail vehicles or on-track equipment, each foreman and a crew member of each train or engine must be notified of this fact. When so notified, all movements must be prepared to stop short of trains, engines and equipment.

Trains and engines may follow one another being governed by signal indication. Other movements must be given joint occupancy instructions.

The instructions issued by the train dispatcher when the main track within CTC territory, or portion thereof, is to be jointly occupied by trains and/or engines, will be as follows:

(1) Track and time limits granted _____ (train or engine) _____ between _____ (location) _____ and _____ (location) _____ from _____ (time) _____ until _____ (time) _____ under joint occupancy.

Example (1) to be modified by adding track designation in multiple main tracks territory.

The instructions issued by the train dispatcher when the main track within CTC territory, or a portion thereof, is to be jointly occupied by a train and/or engine with a hy-rail vehicle or on-track equipment, will be as follows:

(2) "_____ (train or engine) _____ is authorized to operate from _____ (location) _____ to _____ (location) _____ under joint occupancy with _____ (name and title) _____"

Example (2) to be modified by adding track designation in multiple main tracks territory.

A member of the crew on train or engine and the employe named must be notified of joint occupancy.

The instructions issued by the train dispatcher when the main track within CTC territory is to be jointly occupied by more than one hy-rail vehicle and/or on-track equipment under the charge of more than one foreman requesting a "CTC Track Permit" will be as follows:

(3) _____ (name and title) _____ may use _____ (designated track) _____ between _____ (location) _____ and _____ (location) _____ from _____ (time) _____ until _____ (time) _____ under joint occupancy with _____ (name and title) _____"

Each employe must be notified of the joint occupancy and each must write on their "CTC Track Permit" the words "jointly occupied".

RULES APPLICABLE IN ATC AND ATS TERRITORY

Rule 364. Automatic Train Control Rules and Procedures:

Cab Signals:

Aspect	Name	Indication
Green	Clear	Proceed
Red-over-Yellow	Restricting	Proceed at Restricted Speed

To Cut in ATC:

- (A) Engine must be standing and air pumped to full pressure.
- (B) If engine is equipped with more than one device, place change-over switch in proper position for the system in the territory in which the engine is to be operated.
- (C) Close switch to start motor-generator set.
- (D) Cut in ATC cut-out cock, push in plunger, lock it and remove token.
- (E) Acknowledge when acknowledging horn sounds.

To Cut Out ATC:

- (A) Insert token, unlock, pull out plunger and cut out ATC cut-out cock.
- (B) Open switch to stop motor-generator set.

Departure Tests:

- (A) Cut in ATC as prescribed.
- (B) Test air brakes in accordance with air brake rules.
- (C) **PROCEDURE NORMAL:** With the engine standing on energized loop, the cab signal should display a green aspect. Remove energy from the loop or move engine off the loop. The cab signal aspect should change from green to red-over-yellow and acknowledging horn should sound. Do not acknowledge or suppress. Brake application should occur. Brake valve handle must be moved to lap position, safety control held down for 60 to 90 seconds or until application gauge indicates that the application valve has reset. Acknowledgment should then be made and brakes released.
- (D) **PROCEDURE CHICAGO PASSENGER TERMINAL:** With engine standing on dead track, release the brakes and when acknowledging horn sounds, do not acknowledge. Brake application should occur. Make acknowledgment and release brakes as described under Item (C).

Move engine onto test loop and cab signal should display a green aspect. When moving off test loop, green aspect should change to red-over-yellow and when acknowledging horn sounds, acknowledge. No brake application should be received.

- (E) **PROCEDURE ON ENGINES WITH RECEIVERS ON BOTH ENDS AND WHERE NO TEST LOOP IS PROVIDED:** With engine standing on energized main track, cab signal should display a green aspect. The reverser is to be put in reverse direction and cab aspect should change from green to red-over-yellow and acknowledging horn should sound. Do not acknowledge or suppress. Brake application should occur. Make acknowledgment and release brakes as described under Item (C). Move engine reverser lever to desired position.

- (F) **PROCEDURE FOR REMOTE CAB OF "PUSH-PULL" TRAINS AT LOCATIONS WHERE NO TEST LOOP IS PROVIDED:** With cab car on energized main track, the cab signal should display a green aspect. Hold the test button down on end of ATC mechanism case and cab aspect should change from green to red-over-yellow and acknowledging horn should sound. Do not acknowledge or suppress. Brake application should occur. Make acknowledgment and release brakes as described under Item (C). Release test button.

If departure test is made by employe other than engineer, engineer will be given Form 651 with signature of person making test and information that the device functioned properly.

Rule 364(A). Operation in "ATC" Territory Procedures:

- 1. On portions of the railroad and on designated tracks specified in the timetable, ATC Rules are in effect. Engines shall be equipped with ATC and must have same "Cut-In" before entering ATC territory.

This does not apply to the second engine of a double header or to a helper engine which is pushing a train, and does not apply in case of other exceptions authorized by the train dispatcher, timetable, special instructions or general order.

- 2. Except as provided in the timetable, in ATC territory the engine or cab car from which the train brakes are controlled shall be equipped with operative train control apparatus.
- 3. Conductors of passenger trains operating in ATC territory must have token in 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 Suburban Division instructions on surrendering token arriving Chicago.
- 4. In freight service, 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.
- 5. When the cab signal displays a restricting indication, movement must proceed at restricted speed.
- 6. When a restriction is encountered and there is no cause for same in evidence, conductor or engineer must report the restriction to the train dispatcher from the first available communicating station.
- 7. Should cab and fixed signal indications conflict, the most restrictive indication must be complied with and the engineer must notify the train dispatcher giving him the signal number, or location, and engine number.
- 8. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive indication at any point or to a less restrictive indication at a point other than a fixed signal location.
- 9. When cab signal changes from a restricting indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has moved its length beyond point where cab signal changes.
When a cab signal changes from restricting to a more favorable indication after passing signal displaying approach or a more restricting indication and the next signal can display a diverging route train must approach this next signal prepared to proceed on diverging route at prescribed speed until aspect can be clearly seen.
- 10. The ATC device, or any part of it, must not be cut out unless it is unworkable or by authority from the train dispatcher.
- 11. The freight-passenger switch on the acknowledging contractor box must be sealed in the position for the type of service in which the engine is to be used before departing for service. When service requirements make it necessary to transfer an engine from one type of service to another enroute, the engineer will break the seal and place the switch levers in the correct position for the service required and notify the train dispatcher.

**ACTION TO BE TAKEN IN EVENT OF
FAILURE OF "ATC" DEVICE ENROUTE**

***Rule 365. Failure ATC:**

When through failure of the ATC device it becomes necessary to cut out the ATC brake applying apparatus on any engine, engineer must notify the conductor. After the cut out is completed, the train or engine will then proceed to the first point where communication can be had with, and facts reported to the train dispatcher, being governed as follows:

- (A) If the cab signals are operating properly after the brake applying apparatus is cut out, crew will be governed by the indication displayed, except when "Proceed" indication is displayed train or engine must not exceed 40 MPH until the train dispatcher is notified and his instructions are received.

The train dispatcher will direct conductor and engineer on the basis to proceed thereafter; to continue as above to a point where an engine having operative device can be provided, or where absolute block is established in advance of the movement.

When operating under absolute block in advance of movement with the brake applying apparatus cut out, and with cab signals operating properly, the train or engine may proceed being governed by the indication displayed, except when "Proceed" indication is displayed, passenger trains must not exceed 79 MPH and freight trains must not exceed 59 MPH.

- (B) If the cab signals are NOT operating properly, or continuously display "Restricted Speed" indication, after the brake applying apparatus is cut out, movement must be made at Restricted Speed until the train dispatcher is notified and his instructions are received.

The train dispatcher will direct conductors and engineers on the basis to proceed thereafter; to continue as above to a point where an engine having operative ATC device can be provided, or where absolute block is established in advance of the movement.

When operating under absolute block in advance of movement with the brake applying apparatus cut out, and with cab signals NOT operating, trains must not exceed 40 MPH.

***Rule 366. Governor White Light:**

If governor white light is not burning when the speed is 18 MPH or above, train or engine may proceed, being governed by the indication displayed, except when "Proceed" indication is displayed, train or engine must not exceed 40 MPH until the train dispatcher is notified and his instructions are received.

The train dispatcher will direct conductor and engineer on the basis to proceed thereafter; to continue as above to a point where an engine having operative ATC device can be provided or where absolute block is established in advance of the movement.

When operating under absolute block in advance of movement with governor white light NOT burning, train or engine will be governed by the indication displayed, passenger trains must not exceed 79 MPH and freight trains must not exceed 59 MPH.

***Rule 367. ATC Cut Out:**

After ATC device is cut out, the engineer must make test at the next stop to determine if it is workable and if so found it must be left cut in service and the train dispatcher notified.

Any irregular operation of ATC apparatus through test sections must be shown on Form 651 on arrival at terminal.

***Rule 368. Cab Signal:**

If cab signal displays a "Green" aspect while operating through a main track test section, or where there should be a "Restricted Speed" indication due to open switch, block occupied, or other condition, the engineer must proceed at Restricted Speed until the train dispatcher is notified and his instructions are received.

The train dispatcher will direct conductor and engineer on the basis to proceed thereafter; to continue as above to a point where an engine having operative ATC device can be provided or where absolute block is established in advance of movement.

When operating under absolute block in advance of movement, passenger trains must not exceed 40 MPH and freight trains must not exceed 30 MPH.

***Rule 369. Proceed Under Absolute Block:**

In Centralized Traffic Control territory when the Rules permit trains or engines to proceed under absolute block in advance of movement, an absolute block must be established interlocking to interlocking and maintained by fixed signal indications. Crews of such trains or engines must obtain authority from the train dispatcher before entering Centralized Traffic Control territory. Before proceeding, the train dispatcher's instructions must be repeated by the conductor or engineer to insure correct understanding.

If failure of ATC device occurs in Centralized Traffic Control territory, conductor or engineer must communicate with the train dispatcher from first available point of communication and the train dispatcher will direct conductor and engineer on the basis to proceed in accordance with these rules.

ADDITIONAL "ATC" INFORMATION

- A. When a "Green" cab signal aspect is displayed and the speed whistle sounds, the engineer should operate so as to prevent an ATC brake application.

If an ATC brake application is received due to exceeding maximum speed limit, the brakes may be manually released after the speed of the train has been sufficiently reduced.

- B. If the speed of the train is below the warning low speed limit when it enters a restriction, and the speed is allowed to increase, the speed whistle will sound when the warning low speed limit is reached and the brakes will be automatically applied unless the engineer takes proper action by making sufficient brake application to forestall an ATC brake application. When the brakes are automatically applied under the above conditions the train will be brought to a stop before brakes can be released.

- C. When the train is operating under a restriction and the restriction is removed, the cab signal will display a "Proceed" indication and, in addition, the bell will sound.

- D. When speed of the train is above the low speed limit and it enters the approach to an occupied block or one in which there is a restriction due to open switch, broken rail or other condition, the cab signal indication will change from "Clear" to "Restricting" and speed whistle will sound.

Engineer must, within 6 seconds, move brake valve handle to service position and make a brake pipe reduction to a total of 22 pounds to permanently forestall ATC brake application. This brake pipe reduction must be retained until speed of the train is reduced to approximately 40 MPH at which time acknowledging horn will sound and proper acknowledgment must be made. However, train must proceed at Restricted Speed and the speed whistle will stop sounding when speed of train has been reduced to below 18 MPH.

- E. If the acknowledgment is not properly made in the time provided, a penalty ATC brake application will occur and the train will be brought to a stop.

- F. Main track test sections are located as listed in the division timetables. They are designated by signs adjacent to the track. The sign at the beginning of the test sections shows a large letter "B" and the sign at the end shows a large letter "E".

- G. The chief train dispatcher, by train order will establish Restricted Speed through a section where an improper indication was reported. This restriction must continue in effect until its removal is authorized by the General Manager.

The engine involved must be held out of service upon arrival at the nearest point where another engine can be provided. No part of the engine shall be disturbed or inspections or tests made until an electrical representative of the Mechanical Department and representative of the Signal Department are present. Whether or not any defects are found in the inspection and tests of the ATC equipment, it must be left as is and the engine held out of service until released by order of the General Manager.

If a single unit equipped on both ends or a multiple unit engine is involved, it is permissible to turn it at a convenient point in order that the train may proceed at normal speed to the nearest point where another engine can be provided and the engine on which the improper indication was reported must be held out of service for detailed as outlined in the preceding paragraph.

The AVP-Divn. Mgr. will immediately notify the General Manager, Signal Engineer and Electrical Engineer-Equipment of the occurrence so that they or their representatives may proceed as promptly as possible to the location.

Signal Department and Electrical Department forces will immediately make an inspection and test of all wayside ATC equipment in the section involved. Whether or not defects are apparent, the wayside apparatus must be left undisturbed until released by order of the General Manager.

The AVP-Divn. Mgr., ADM-E, Master Mechanic and Supervisor of Signals or their representatives will immediately conduct an investigation on the ground, taking statements from the employes involved and determine as nearly as possible the exact location of the beginning and end of the improper indication and the conditions prevailing at the time of the occurrence.

If the inspection and tests therein required to be made disclose that the train order restriction should be extended to other sections or to the opposite main track, the Signal Department will immediately notify the chief train dispatcher to extend the train order restriction sufficiently to protect train operation.

AUTOMATIC TRAIN STOP RULES AND PROCEDURES:

***Rule 370. To Cut-In ATS:**

- (A) Engine must be standing and air pumped to full pressure.
(B) If engine is equipped with more than one device, place change-over switch in proper position for the system in the territory in which the engine is to be operated.
(C) Close switch to start motor-generator set.
(D) Cut in ATS cut-out cock, push in plunger, lock it and remove token.
(E) Operate re-set to full opposite position.
(F) Apparatus will re-set in 60 seconds on passenger engines and 120 seconds on freight and switch engines.

To Cut-Out ATS:

- (A) Insert token, unlock, put out plunger, and cut out ATS cut-out cock.
(B) Open switch to stop motor-generator set.

Departure Tests:

- (A) Cut-in ATS device as prescribed.
(B) Test air brakes in accordance with air brake rules.
(C) Hold acknowledging lever in full acknowledging position for more than 15 seconds. A brake application should occur. Operation of re-set lever is not required. On engines that have an actuator, when the acknowledging lever is released and returns to its normal position, the arrow on the actuator will return to "R" and brake valve handle can be relatched with rotary valve after which the brakes may be released in usual manner. On engines having a brake application valve, when the acknowledging lever is released and returns to its normal position, the brake valve handle must immediately be placed in lap position and left in that position until the brake application valve piston returns to release position, after which the brakes may be released in the usual manner.
(D) Move engine over test inductor at not less than 2 MPH with acknowledging lever in full acknowledging position to determine that acknowledging whistle sounds and no ATS brake application occurs. When making this test, acknowledging lever must not be held in acknowledging position for more than 15 seconds.
(E) Move engine over second test inductor (where two are provided) at not less than 2MPH. Do not acknowledge. A brake application should occur bringing engine to a stop. Operate re-set lever to full opposite position and release brakes as described in item (C).
(F) If departure test is made by employe other than engineer, engineer will be given Form 651A with signature of person making test and information that the device functioned properly.

***Rule 370(A). Operation In "ATS" Territory Procedures**

1. On portions of the railroad and on designated tracks specified in the timetable, ATS Rules are in effect. Engines shall be equipped with ATS and must have same "Cut-In" before entering ATS territory.

This does not apply to the second engine of a double-header or to a helper engine pushing a train and does not apply in case of other exceptions authorized by the train dispatcher, timetable, special instructions or general orders.

2. Conductors of passenger trains operating in ATS territory must have the ATS token in his possession at all times except when a failure of the device makes it necessary to cut out the ATS or when the train is operating without ATS cut in under proper authority.

3. In freight service, 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.

4. When a wayside signal displays any indication other than "Proceed", engineer must acknowledge by moving acknowledging lever as far as possible to the acknowledging position less than 15 seconds before receiver on engine passes over inductor and hold lever until acknowledging whistle stops sounding which indicates that acknowledgment has been properly made. Failure to acknowledge at the proper time will result in a penalty brake application and train will be stopped.

5. If a penalty ATS brake application is received due to failure to acknowledge properly, engineer must wait until brakes are fully applied, then operate the re-set lever and brakes may be released after the expiration of 60 seconds on passenger engines and 120 seconds on freight and switch engines.

6. If a penalty ATS brake application is received and after train or engine is brought to a stop, it may proceed in accordance with applicable automatic block and interlocking rules.

7. When a penalty ATS brake application is received and there is no cause for same in evidence, the engineer must make report to the train dispatcher from first communicating office. If more than one penalty ATS brake application is received in succession, with no cause for same in evidence, action must be taken as prescribed in Rule 371.

8. If an ATS brake application is received due to holding acknowledging lever in acknowledging position more than 15 seconds, brakes must be released as prescribed by paragraph (C), Departure Tests.

9. Acknowledgment must be made at each inductor when engine is pushing cars, snow plows or other equipment and when switching under various circumstances.

ACTION TO BE TAKEN IN EVENT OF FAILURE OF "ATS" DEVICE ENROUTE

***Rule 371**

When two successive penalty ATS brake applications have occurred while passing over inductors at signals displaying "Proceed", engineer must acknowledge at each succeeding inductor thereafter, regardless of signal indication, and report to the train dispatcher from the first point where communication can be had.

The train dispatcher will direct conductor and engineer on the basis to proceed thereafter; to continue as above to a point where an engine having operative ATS device can be provided or where absolute block in advance of movement can be provided.

If acknowledging at succeeding inductors does not prevent penalty stops, the ATS device will be considered unworkable and Rules 371(A) and 373(A) must be complied with.

Rule 371(A)

The ATS device or any part of it must not be cut out unless it is unworkable. When, through failure of the engine device, it becomes necessary to cut out the ATS device, the engineer must immediately notify the conductor. After cut out is completed train or engine will proceed to the first point where communication can be had with, and facts reported to the train dispatcher, being governed by automatic block signal indications. Train or engine must not exceed 40 MPH until the train dispatcher is notified and his instructions are received.

***Rule 372**

If the acknowledging whistle fails to sound when acknowledgment is made over an inductor at a wayside signal indicating other than "Proceed", or if brakes do not apply upon failure to acknowledge such indication, it must be considered an improper operation of the ATS device. Train or engine will proceed to the first point where communication can be had with, and facts reported to the train dispatcher, being governed by automatic block signal indications. Train or engine must not exceed 40 MPH until the train dispatcher is notified and his instructions are received.

Rule 372(A) does not apply on CNW.

***Rule 373**

Engineers noting the absence of, or damage to, an ATS receiver must proceed to the first point where communications can be had with, and facts reported to the train dispatcher, being governed by automatic block signal indications. Train or engine must not exceed 40 MPH until the train dispatcher is notified and his instructions are received.

Rule 373(A)

When advice is received as to failures described in Rules 371, 371(A), 372 and 373, the train dispatcher will direct the conductor and engineer on the basis to proceed, to continue as before to a point where an engine having operative ATS can be provided or where absolute block in advance of movement can be established. When operating under absolute block in advance of movement with the ATS cut out and with automatic block signals working properly, train or engine may proceed being governed by the indications displayed and in accordance with timetable rules. Passenger trains must not exceed 79 MPH and freight trains must not exceed 59 MPH.

Rule 373(B)

Engineers noting the absence of, or damage to, a wayside inductor in approach to a signal must report same to the train dispatcher from the first communicating office.

The train dispatcher must immediately call the signal maintainer and instruct him to cause the signal to display its most restrictive indication until the inductor is replaced or repaired.

Rule 373(C)

When engines are operated over ATS territory during any portion of the trip, each engineer, at the end of trip, must fill out Form 651A, answering each question and stating any irregularities observed that affect proper operation of the ATS apparatus.

ADDITIONAL "ATS" INFORMATION

- A. The chief train dispatcher, by train order, will establish restricted speed approaching and through any block where improper operation as described in Rule 372 has been reported.
- B. The AVP-Divn Mgr. will immediately notify the General Manager, Signal Engineer and the Electrical Engineer-Equipment of the occurrence so that they or their representatives may proceed to the location as promptly as possible.
- C. Signal Department representatives and electrical representatives of the Mechanical Department will immediately make an inspection and test all wayside signal apparatus in the section involved.
- D. The speed restriction shall continue in effect until its removal is authorized by the General Manager.
- E. The engine involved must be held out of service upon arrival at the first point where another engine can be provided. If a single unit equipped on both ends or a multiple unit engine is involved, it is permissible to turn the engine at a convenient point enroute in order that the train may proceed at normal speed.
- F. No part of the engine shall be disturbed or inspections or tests made until an electrical representative of the Mechanical Department and representative of the Signal Department are present. The engine must be held out of service until its release is authorized by the General Manager.

***Rule 374. Establishing Absolute Block Verbally:**

An absolute block in advance of a train may be established verbally by the train dispatcher when safe to do so and it is not practical to issue train orders. When issued verbally, the following instructions govern:

1. When an absolute block in advance of a train is established, the following wording will be used:
"Absolute block is established in advance of _____ (train) on _____ (track) between _____ and _____"
The instructions may be modified by adding specific points when necessary.
2. The track in advance of the movement must be clear of trains and engines before the instructions are issued.
3. A train or engine may not occupy the track upon which the movement is to be made at any point within the block.
4. A train issued "Absolute block in advance of train instructions" must not pass the point at the last named station where time applies unless the instructions specify.
5. The requirements of Rule 93 and Rule 375 apply.

Rule 375. Signal Indications Within Absolute Block:

When absolute block is established in advance of a train, such train must not pass a signal indicating Stop, Stop and Proceed, or Restricting, unless verbally authorized to do so by the train dispatcher, except to leave the main track through a switch immediately beyond a signal indicating Stop and Proceed or Restricting.

When absolute block is established in advance of a train, the train dispatcher must authorize such train to pass a signal indicating Stop, Stop and Proceed, or Restricting, until it is known that the block governed by that signal is clear of trains.

If authorized to pass such signal, train must proceed at restricted speed to the next governing signal.

Rules 400 through 413 do not apply on the C&NW.

Rules 450 through 463 do not apply on the C&NW.

Rule 480. Designated DTC Limits:

The name of a DTC Block is the same as the station name shown to the left of the DTC Map Post Block Limits.

RULES AND INSTRUCTIONS RELATING TO AIR BRAKES AND TRAIN HANDLING

Rule 701

Members of train crew are responsible for the proper tests of air brakes as outlined herein except that at points or terminals designated in the timetable or by other special instructions, examination and testing of air brake apparatus can be performed by other employees and members of the train crew will be relieved of such duties. At such points or terminals, after engine has been coupled to train and air cut in, an automatic brake application and release test of air brakes on rear car must be made.

Rule 702

Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal requirements. When piston travel is in excess of 10½ inches, the air brakes cannot be considered in effective operating condition.

Rule 703

Condensation must be blown from the pipe from which air is taken before connecting yard line or engine to train.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

Rule 704

Each train must be inspected and tested as specified in this section by a qualified person at points:

- (A) Where the train is originally made up (initial terminal);
- (B) Where train consist is changed, other than by adding or removing a solid block of cars, and the train brake system remains charged; and
- (C) Where the train is received in interchange if the train consist is changed other than by—
 - (1) Adding or removing a solid block of cars from the head end or rear end of the train;
 - (2) Changing engines;
 - (3) Removing or changing the caboose; or
 - (4) Any combination of the changes listed in (A), (B), and (C) of this subparagraph

Rule 705

Intermediate inspection points as designated by timetable special instructions shall be established within a limit not to exceed 1,000 miles where additional inspection will be made to determine that:

- (A) Brake pipe leakage does not exceed 5 pounds per minute.
- (B) Brakes apply on each car from a 20 pound service brake pipe reduction.
- (C) Brake rigging is properly secured and does not bind or foul.

Rule 706

Train air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service.

Rule 707

- (A) The brake system on a freight train will be charged to within 15 pounds of the setting of the feed valve on the engine, but not less than 60 pounds as indicated by an accurate gauge at the rear of the train and on a passenger train to not less than 70 pounds.
- (B) Upon receiving the signal to apply the brakes for test, a minimum of a 20 pound, not to exceed full service, brake application must be made in automatic brake valve operation.
- (C) After the blow at the brake valve has ceased (engine brake valves equipped with pressure maintaining feature, will be cut out) a 45 second wait will be observed.
- (D) After the 45 second wait observe that brake pipe leakage does not exceed 5 pounds per minute as indicated by the brake pipe gauge.
- (E) Inspection of the train brakes must be made to determine that the angle cocks are properly positioned, that the air brakes are applied on each car, and that the piston travel is correct, the brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured.
- (F) Upon proper instructions, engines equipped with pressure maintaining feature will have same cut back in and the brakes released, each brake must be inspected to see that all have released.

Rule 708

At initial terminal piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

Rule 709

When test of air brakes has been completed, the engineer and conductor must be advised that train is in proper condition to proceed.

A qualified person participating in the test and inspection, or who has knowledge that it was made, shall notify the engineer that the initial terminal road train air brake test has been satisfactorily performed. The qualified person shall provide the notification in writing if the road crew will report for duty after the qualified person goes off duty. The qualified person shall also provide the notification in writing if the train that has been inspected is to be moved in excess of 500 miles without being subject to another test as specified by Rules 706 through 712.

Rule 710

During standing test, brakes must not be applied or released until proper signal is given.

Rule 711

When train air brake system is tested from a yard test plant, an engineer's brake valve or suitable test device must be used to provide increase and reduction of brake pipe air pressure at the same or a slower rate as with engineer's brake valve and yard test plant must be connected to the end which will be nearest to the hauling road locomotive.

When yard test plant is used, the train air brake system must be charged and tested as prescribed by Rules 706 to 709 inclusive, and when practicable should be kept charged until road engine is coupled to train, after which, an automatic brake application and release test of air brakes on rear car must be made.

If after testing the brakes as prescribed above the train is not kept charged until road engine is attached, the brakes must be tested as prescribed by Rule 707.

Rule 712

Before adjusting piston travel or working on brake rigging, cut-out cock in brake pipe branch must be closed and air reservoirs must be drained. When cut-out cocks are provided in brake cylinder pipes, these cut-out cocks only may be closed and air reservoirs need not be drained.

ROAD TRAIN AND INTERMEDIATE TERMINAL TRAIN
AIR BRAKE TESTS

Rule 713

Before engine is detached or angle cocks are closed on a passenger train, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from engine. Inspector or trainman must determine if brakes on rear car of train properly apply and release.

Rule 714

Before engine is detached or angle cocks are closed on a freight train, brakes must be applied with not less than a 20 pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by an air gauge at rear of train and that brakes on rear car are released. In the absence of a gauge, air brake test must be made as prescribed by Rule 713.

Rule 715

At a point other than initial terminal where engine or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on engine but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

Rule 716

At a point other than a terminal where one or more cars are added to a train, which have not been previously charged and tested, such cars must be given inspection and test in accordance with rules 706 through 712, after which it must be known that brakes on the rear car of the train apply and release.

Rule 717

At a terminal where a solid block of cars which has been previously charged and tested as prescribed by Rules 706 through 712 is added to a train, test must be made to determine that brakes on the rear car of the train apply and release.

When cars which have not been previously charged and tested are added to a train, such cars must be given inspection and tests in accordance with Rules 706 through 712.

Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

Rule 718

Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 20 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 706 through 712.

Rule 719. Inbound Brake Equipment Inspection:

At points where inspectors are employed to make general inspection of trains upon arrival at terminals, visual inspection must be made of retaining valves and retaining valve pipes, release valves and rods, brake rigging, safety supports, hand brakes, hose and position of angle cocks and make necessary repairs or mark for repair tracks any cars to which yard repairs cannot be promptly made.

Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the engine off until the 20 pound service reduction has been made. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

Rule 719(A). Detaching Engine From Cars:

When engine is to be cut away from cuts of cars or train, brake valve will be placed in handle-off position, until brake pipe is completely exhausted. When engine is cut away from train, the brake pipe angle cock on lead car will be left open. When required to have brake pipe angle cock on lead car closed, a period of two minutes must elapse after cutting engine off prior to closing it.

Rule 719(B). Engine, Cars or Train on a Grade:

The automatic air brake must not be depended upon to hold an engine, cars or train, when standing on a grade, whether engine is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

Rule 720. Double Heading and Helper Service:

When more than one unit is attached to a train, the engineer of the leading unit shall operate the brakes. On all other units in the train the brake pipe cut-out cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. (See Rule 758). In case it becomes necessary for the leading unit to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

Rule 721. Running Tests—Passenger Trains:

When engine, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Throttle must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

A running test of air brakes on a passenger train must be made, when practicable, two miles from meeting points, junctions, railroad crossings, drawbridges, and other points where failure of the brakes to operate properly would result in hazard.

Rule 722. Backing Up Train Movement:

A back-up hose, or its equivalent, must be used for backing all passenger trains, whether loaded or empty, and one or more experienced trainmen must be at the rear platform of the rear car during such operation.

Rule 723

Trainmen or back-up men must open the rear angle or cut-out cock in the brake pipe at the end of the train and blow it out thoroughly before coupling on their back-up hose to know the brake pipe is free from ice, snow or any other substance.

Rule 724

All back-up hose must have a valve with a 3/4 inch minimum opening and warning whistle.

Rule 725

When back-up movement is to be made with brakes controlled by use of back-up hose, or its equivalent, air brake test must be made as follows:

- (A) With train brakes released.
- (B) When practicable, just before back-up movement is started.
- (C) With sufficient brake pipe reduction by use of back-up hose, or its equivalent, so as to insure substantial brake application.
- (D) Trainman or back-up man must determine that brakes have applied on rear car.

The engineer will require this test to be made before backing up the train.

Rule 726

After back-up movement has started, a running test must be made by use of the back-up valve, or its equivalent, within 200 feet. If this is not done the engineer must stop movement and standing test must be repeated before again starting back-up movement. In making this test, brakes must be applied with sufficient force so that engineer can observe same on air gauge and feel the brakes hold.

During back-up movements, when the brakes are not being applied from engine, automatic brake valve must be in "RUNNING" position.

When making a slow down or stop with the back-up hose, or its equivalent, the brakes must be applied gradually until the train slows down sufficiently, or is stopped, as required. In case of emergency, the valve in the back-up hose, or its equivalent, must be opened quickly to initiate an emergency brake application.

When a trainman or back-up man controlling a back-up movement of a passenger train sees a signal at stop or necessity for stopping, a brake test must be made to assure himself that he has full control of train. If he is required to leave rear end of the train for any cause, the valve on the back-up hose, or its equivalent, must be left open sufficiently to prevent train from being moved until he returns.

Rule 727. Inoperative Air Brakes:

Each train leaving initial terminal must have air brakes in effective operating condition on all cars, except scale test cars.

Rule 728

A car on which the air brake becomes defective enroute may be handled to the next terminal. However, at no time shall the number of operative brakes be less than 85% of the total number of air brakes in the train. If the air brakes on any car becomes defective after leaving a terminal and before reaching a repair point, the conductor will promptly notify the chief dispatcher, giving nature of defect, car initials and number, location in train and in case of a loaded freight car, the contents, so that handling may be expedited.

Unless specifically authorized not more than two 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, whichever 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 729

Trainmen must keep on hand several air brake defect cards and when they find an air brake or communicating signal inoperative on a car which cannot be repaired immediately, they must apply a card indicating the defect. Conductors will be held responsible for leaving cars at repair points with air cut out, and no defect card attached.

Rule 730. Cutting Out Air Brakes:

The air brakes must not be cut out on any car unless the apparatus is defective and when this action is taken, the engineer must be notified.

Rule 731

When necessary to cut out air brakes on a freight car, close the cut-out cock in the brake pipe branch and block the release valve open. On passenger cars, close the cut-out cock in the brake pipe branch and drain the reservoirs, leaving the drain cocks open. However, when the defective condition is in the foundation brake rigging of cars equipped with universal control valve, the cut-out cock should be closed in the brake cylinder pipe located near the brake cylinder, and on cars equipped with D-22 control valve, the cut-out cock should be closed in the brake cylinder pipe leading to the truck which has the defective part.

Rule 732

If a passenger car equipped with LN equipment is picked up in a freight train, close the cut-out cock to the supplementary reservoir (this is the larger one). This cuts out the graduated release feature. If a car has UC or D-22 equipment see that direct and graduated release cap is set for direct release. The reservoirs must all be drained before changing the cap. In either case the car must be tagged with defect card.

ADDITIONAL INSTRUCTIONS

Rule 750. Engine Consist Air Brake Test:

Engineers must know that the air brakes on engines are in operative condition and make the following air brake test at initial terminal and when picking up and/or setting out engines en route:

1. Brakes set with independent.
2. Brakes release with independent.
3. Brakes set with automatic brake application.
4. Brakes release by depressing independent brake valve handle after you have set brakes with automatic.
5. Brakes set when automatic brake valve is placed into emergency.

All hand brakes must be released when leaving ready tracks.

Rule 751

Water and foreign matter must be drained from all reservoirs, intercoolers, sumps, dirt collectors and all other parts of the equipment provided with drains, before starting each trip or days work and, also, enroute when opportunity permits.

Rule 752. Safety Control Feature:

- (A) Engines equipped with safety control feature must have cut-out cock controlling operation thereof sealed in OPEN position.
- (B) The safety control foot pedal must not be blocked in the depressed position.
- (C) To avoid undesired functioning of the safety control feature, the foot pedal must be depressed before releasing engine brakes.
- (D) To release brakes after functioning of the safety control feature, the following will govern:
 1. Throttle must be in IDLE position.
 2. Foot pedal must be depressed and held in that position.
 3. The automatic brake valve handle must be placed in LAP position until application pipe pressure is restored on all units except the following:
 - a. 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.
 - b. On units equipped with 6BL or 6SL brake equipment, where the Automatic Train Control actuator has been used in conjunction with the safety control foot pedal, the automatic brake valve handle must be moved to LATCH position, the same as would be required with a train control penalty application.
 - c. On units where the K4 application valve is used, with the safety control foot pedal, to initiate an emergency application of the brakes, the automatic brake valve handle must be moved to EMERGENCY position and kept in that position until the brake pipe pressure falls to zero (approximately 5 to 7 seconds) at which time the brake valve handle can be returned to RUNNING position and the brakes recovered.

Rule 753

Brake pipe leakage must not exceed 5 pounds per minute after a reduction of 10 pounds has been made from brake pipe air pressure of not less than 70 pounds, and with pressure maintaining feature cut out, if so equipped.

Rule 754. Brake Cylinders:

- (A) Brake cylinder leakage; With a full service application of brakes and with communication to the brake cylinders closed, the brakes must remain applied not less than five minutes.
- (B) Minimum brake cylinder piston travel must be sufficient to provide proper brake shoe clearance when brakes are released.
- (C) Maximum brake cylinder piston travel, when engine is standing, must not exceed the following:
 1. Driving wheel brake 6 Inches
 2. Swivel type truck brake with brakes on more than one truck operated by one brake cylinder 7 Inches
 3. Swivel type truck brake equipped with one brake cylinder 8 Inches
 4. Swivel type truck brake equipped with two or more brake cylinders... 6 Inches

Rule 755

Air pressure regulating devices must be adjusted for the following pressures:

- (A) **Air Compressor**
Governors 120-130 Pounds
- (B) **Brake Pipe Feed Valves**
 1. Passenger Service 90 Pounds
 2. Freight Service:
 - a. Freight trains running at "TOFC" train speeds 90 Pounds
 - b. Unit trains, all 100-ton cars 90 Pounds
 - c. Grain, ore or coal trains, or trains handling 40 or more cars of grain, ore or coal 90 Pounds
 - d. Other freight service 75 Pounds
 3. Yard service set for service required but not less than 60 Pounds
- (C) **Reducing Valves**
 1. Control Air 90 Pounds
 2. Signal Line 45 Pounds
 3. Independent Brake Valves
 - a. Passenger Service (cast iron brake shoes) 30 Pounds
 - b. Passenger Service (composition brake shoes) 30 Pounds
 - c. Freight Service (cast iron brake shoes) 35 Pounds
 - d. Freight Service (composition brake shoes) 50 Pounds
 - e. Switching Service 35 Pounds

Rule 756

When operated in an engine consist and when double headed or being towed dead in train, the following charts indicate the proper position of various cocks and valves on units:

**6BL-6DS-6ET-14EL
SINGLE UNIT BRAKE EQUIPMENT**

	Frt & Pass Service & Lead	Double Heading Service Trailing Unit	Towing Engine Dead in Train
Automatic Brake Valve Handle	Running	Running	Running
Independent Brake Valve Handle	Release	Release	Release
Double Heading Cock	Open	Closed	Closed
Dead Engine Feature	Closed	Closed	Closed
Safety Control Cut-Out	Open	Open	Open
K4 Application Valve Ports	Open	Open	Plugged

**6BL-6SL-6BLC
BRAKE EQUIPMENT**

	Frt & Pass Service	Double Heading Service	Towing Engine Dead in Train
LEADING OPERATING UNIT			
Automatic Brake Valve Handle	Running	Running	Running
Independent Brake Valve Handle	Release	Release	Release
Rotair Valve (6 BLC only)	Pass	Pass	Pass
Double Heading Cock (6 BLC only)	Open	Open	Closed
3 Way Double Heading Cock	Lead	Lead	Dead
Dead Engine Feature	Closed	Closed	Open
Safety Control Cut-Out	Open	Open	Closed
TRAILING OPERATING UNIT			
Automatic Brake Valve Handle	Lap	Running	
Independent Brake Valve Handle	Release	Release	
Rotair Valve (6 BLC only)	Pass Lap	Pass	
Double Heading Cock (6 BLC only)	Closed	Closed	
3 Way Double Heading Cock	Trail	Trail	
Dead Engine Feature	Closed	Closed	
Safety Control Cut-Out	Open	Open	

**26L
BRAKE EQUIPMENT**

	Frt & Pass Service	Double Heading Service	Towing Engine Dead in Train
LEADING OPERATING UNIT			
Automatic Brake Valve Handle	Running	Running	Handle off
Independent Brake Valve Handle	Release	Release	Release
Brake Pipe Cut-Out Valve	Cut-In	Cut-In	Cut-Out
MU-2A Valve	Lead	Lead	Dead
Dead Engine Feature	Closed	Closed	Open
Safety Control Cut-Out	Open	Open	Closed
Actuating Air Hose Cock	---	---	Open End Cocks
TRAILING OPERATING UNIT			
Automatic Brake Valve Handle	Handle Off	Running	
Independent Brake Valve Handle	Release	Release	
Brake Pipe Cut-Off Valve	Cut-Out	Cut-Out	
MU-2A Valve	Trail	Trail	
Dead Engine Feature	Closed	Closed	
Safety Control Cut-Out	Open	Open	

**24RL
BRAKE EQUIPMENT**

	Frt & Pass Service	Double Heading Service	Towing Engine Dead in Train
LEADING OPERATING UNIT			
Automatic Brake Valve Handle	Running	Running	Running
Independent Brake Valve Handle	Release	Release	Release
Rotair Valve	Frt or Pass	Frt or Pass	Pass
Double Heading Cock	Open	Open	Closed
Dead Engine Feature	Closed	Closed	Open
Safety Control Cut-Out	Open	Open	Closed
TRAILING OPERATING UNIT			
Automatic Brake Valve Handle	Running	Running	
Independent Brake Valve Handle	Release	Release	
Rotair Valve	Frt or Pass	Frt or Pass	
	Lap	Lap	
Double Heading Cock	Closed	Closed	
Dead Engine Feature	Closed	Closed	
Safety Control Cut-Out	Open	Open	

6-BL		6-BLC		24-RL		26-L		LEAD / TRAIL	
EQUALIZING	ACTUATING	IND. APPL. & REL.	EQUALIZING	ACTUATING	IND. APPL. & REL.	EQUALIZING	ACTUATING	EQUALIZING	TRAIL
								26-L	
X			X		X		X	EQUALIZING	
	X			X		X		ACTUATING	
CLOSED	CLOSED		CLOSED		CLOSED		CLOSED	BRK. PIPE CUT-OUT	
								24-L	
Not compatible	X		X		X		X	ACTUATING	
		X		X		X		IND. APPL. & REL.	
	CLOSED		CLOSED		CLOSED		CLOSED	BRK. PIPE CUT-OUT	
								6-BLC	
X			X		X		X	EQUALIZING	
	X			X		X		ACTUATING	
		X		X		X		IND. APPL. & REL.	
TRAIL	TRAIL		DEAD		TRAIL		TRAIL	BRK. PIPE CUT-OUT	
								6-BL	
X			X		X		X	EQUALIZING	
TRAIL	TRAIL		Not compatible		TRAIL		TRAIL	BRK. PIPE CUT-OUT	

Rule 756(A). Brakes Release on Units:

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 engines 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, after the exhaust stops from automatic brake valve.

When there is any other type brake equipment in the engine 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.

Engine Flat Spots:

The following guidelines must be adhered to:

- Engineer receiving an engine with flat spots will notify the Chief Train Dispatcher promptly and make entry on Enroute Work Report.
- If the flat spots occur while Engineer is in charge of unit, report must be made indicating time, location and cause.
- SD40-2 units, regardless of their location in an engine consist, have a tendency to permit a recurring build-up of brake cylinder pressure. Independent brake valve must continually be bailed off to prevent build up of brake cylinder pressure.
- Engines must not make adjustments to the independent brake cylinder pressure. If independent brake cylinder pressure is not accurate, it must be reported to Mechanical Forces for correction.
- To prevent jackknifing and flat spots on units, the independent brake only must never be used for stops or slow downs in forward movements.
- With the radar speed recorders on GP50 and SD50 units, Enginemen cannot rely on speed recorder registering 0 MPH when engine wheels slide, as would be the indication on other units where speed is registered from the axle.

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:

- Check feed valve for proper setting.
- Make a 20-pound service brake application. When blow at the brake valve stops if standing, or when train stops if moving, place train in emergency and wait 3 minutes.
- Return brake valve to release or running position and charge train.

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 must not proceed at normal speed until one of the following guidelines has been met:

- Train will proceed at not to exceed 10 MPH until such time as gauge on rear car 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 gauge on rear car.
- 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.
- 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.

MU Air Brake Compatibility:

GP38-2 units (4600-4634 inclusive) must not be MUed trailing behind 6 type brake equipment (6BL-6BLC-6SL-6DS) because brakes will not release.

There are two exceptions to the above as follows:

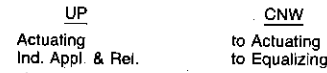
- When GP38-2 units are leading consist.
- When GP38-2 is anywhere but in lead there must be a unit with 24 or 26 air brake equipment between the GP38-2 and 6 type equipment.

Rule 756(B). Hose Connections for Multiple Unit Operations:

- When 26L or 6BLC units are trailing 6BL units only the equalizing hose will be connected. The actuating hose will not be connected and the cut-out cocks at end of unit must be open to atmosphere to prevent the trapping of air in the actuating pipe.
- 26L and 24RL equipped units can be operated together in any combination.
- 26L and No. 6 equipped units can be operated together in any combination. Except units 4600-4634 with 26L cannot operate with No. 6 type brake units.
- With 26L equipped unit leading one or more 24RL equipped units, No. 6 equipped units with or without actuating pipe can trail.
- Only if it has an actuating pipe can a unit having No. 6 type equipment be operated between a leading 26L equipped unit and any trailing consist which includes a 24RL equipped unit.

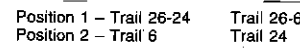
Rule 756(C). MU Operation With UP or Conrail Units:

- While UP engines are equipped with 26 type air brake system, it differs from the CNW (that it is not compatible with 6BL equipment and has only a cut-out cock in place of the MU2A valve).
- If a CNW engine is leading, the MU2A valve must be positioned for LEAD and all other engines positioned for trail. If CNW is trailing a UP engine, the MU2A valve must be positioned for TRAIL 24.
- The MU air hoses are to be connected as follows:



- CR engines in trailing position:

The MU2A valve is marked different than CNW engines.



Rule 756(D). SD18 Engines 6622-6647:

When MU'ing these engines with other series, the independent brake may fail to release during the "seat-box air test". To correct, reduce setting of reducing valve to 38 lbs. or lower.

Rule 757. Units Set Out or Picked Up:

When units are set out or picked up at initial or final terminals, the engineer only will couple and/or uncouple electrical jumper cables, air and/or other appurtenances between units.

When necessary to uncouple units, high pressure hoses (brake pipe and main reservoir hoses) must not be uncoupled by hand. The angle cocks should be closed and unit moved to uncouple the hoses. Low pressure hoses should be uncoupled by hand.

When disconnecting 27 point jumper cable it must be stored in the engine unless the engine is provided with a special receptacle for both ends. Jumper cables left hanging free can cause an electrical short and damage to the engine.

Rule 758. Changing Operating Ends:

Brake Control

To change operation of brakes to opposite control unit of a multiple unit consist or suburban train proceed as follows:

(A) 6-BL, 6-BLC or 6-SL Equipment

- Make a 20 pound brake pipe reduction and place automatic brake valve in LAP position.
- Move double heading cock to trail position.
- Move independent brake valve to release position and remove both the automatic and independent brake valve handles, if removable.

To assume control of brakes at opposite end:

- Insert both brake valve handles and move independent brake valve to the fully applied position.
- Move double heading cock to lead position.
- Move automatic brake valve to running position.

(B) 26-L Equipment

- Make a 20 pound brake pipe reduction and move brake pipe cut-out cock to cut-out position.
- Place MU-2A valve in propr position for type of equipment which will be the leading unit.
- Move the automatic brake valve to handle off position and remove the handle.
- Move independent brake valve to release position and remove handle.

To assume control of brakes at opposite end:

- Insert both brake valve handles and move independent brake valve to fully applied position.
- Place MU-2A valve in lead position.
- Move the brake pipe cut-out cock to cut-in position.
- Move automatic brake valve to running position.

(C) 24-RL Equipment

- Make a 20 pound brake pipe reduction and close double heading cock.
- Move both independent and automatic brake valves to running position and remove handles (In suburban service lock handles in glove compartment).
- Position rotair valve to proper position for type of service frt. lap or psgr. lap. (In suburban service the rotair valve always remains in psgr. position whether leading or trailing).

To assume control of brakes at opposite end:

- Insert both brake valve handles and move independent brake valve to fully applied position.
- Move double heading cock to open position.
- Position rotair valve to proper position for type of service frt. or psgr. (In suburban service the rotair valve must be in psgr. position).

(D) 26 B1 Equipment (Suburban Cab Cars)

To Cut Out:

- Move brake valve handle to full service position.
- Depress center of brake pipe cut-off valve with tool suspended from chain and move handle 1/2 turn to cut-out position.
- Move brake valve handle to "handle off" position.
- Place handle in receptacle and lock.
- Release parking brake.

To Assume Control:

1. Apply parking brake.
2. Remove brake valve handle from receptacle locked with switch lock and insert in brake valve.
3. Depress center of brake pipe cut-off valve with tool suspended from chain and move cut-off valve handle to cut-in position. (This requires 1/2 turn).
4. Move brake valve handle to left or running position, and note that:
 - a. Brake pipe pressure raises to 90 psi as indicated by gauge.
 - b. Main reservoir pressure reduces to some value below 130 psi and then recovers to 130-140 psi. (The recovery of main reservoir pressure will indicate that air supply is being replenished from engine).
5. Release parking brake.

Rule 759. Dynamic Brakes:

When handling an engine consist with a dynamic brake-equipped unit in the lead the following governs:

1. Dynamic brake units are equipped with an interlock to release independent brake pressure when applying automatic air brakes with dynamic braking.
2. When using automatic air brakes in conjunction with dynamic braking, with non-dynamic brake units in consist, independent brake valve handle must be kept in bail off position during this cycle.
3. When using all dynamic brake-equipped units in a consist, during dynamic braking periodically bail off the independent brake valve to prevent creep on.

Two Speed Dynamic Brake Units

"Two speed" dynamic brake are installed on the following units:

GP50 Units 5061, 5068, 5072, 5086 and 5097
 SD50 Units 7000 through 7034

These units are equipped with two speed dynamic brake systems in which the engine speed is dependent on dynamic brake current flowing through the braking grids and/or on traction motor temperature. If the traction motor grid current rises above 575 amperes (as shown on the load-meter) or if the traction motor temperature rises above 170° F, the engine speed will increase from idle to notch 4 to provide additional cooling air for the traction motors.

After current decreases (due to drop in braking load), there is a 60 second delay before engine speed drops back to idle. With the engine in idle, grid current is limited to 575-600 amperes; in notch 4, grid current is limited to 700 amperes.

Burlington Northern engines are not equipped with Dynamic Brake Interlocks. Therefore Engineers MUST "bail off" engine brakes when using automatic brake with dynamic brake applied.

CNW Engines Equipped with Dynamic Brake

GP40	5500-5537
SD40	921-929
SD40-2	6801-6935
GP50	5050-5099
SD45	6500-6589
SD50	7000-7034

CAUTION: When CNW units are in the lead dynamic braking is retained when an emergency brake application occurs. The engineer must use caution when emergency or penalty application occurs, so that independent brake does not apply on top of dynamic brake causing excessive forces which can cause wheels to slide.

Rule 759(A). Buff Forces:

Engine consists are restricted to a maximum of 24 axles used in dynamic braking. Under most circumstances concentrated buff forces with a train should not exceed 250,000 lbs. to avoid damage to cars and the occurrence of high lateral forces which can cause derailments. Modern high horsepower engines develop up to 10,000 lbs. of retarding force per traction motor at maximum amperage, therefore a 24 axle limitation gives a maximum of 240,000 lbs. of force which is in safe limits.

When operating through turnouts, crossovers and curves exceeding 4 degrees, dynamic brake amperes must not exceed a maximum of 350 amps until one-half the train has negotiated turnout, crossover or curve. This is particularly important when the dynamic brake is being used entirely for controlling the speed of the train. Under these conditions a harsh bunching of slack or run-in combined with the curvature can cause high forces and possibly cause a derailment.

When operating in territory where grade changes from descending to ascending, dynamic brake must be reduced proportionately to degree of change. When curves over 2 degrees are located at points where grades change, dynamic brake must not exceed 350 amps. Under these conditions the gravity forces change when grade changes which increase forces in the train to a point where derailment can occur.

Rule 760

When necessary to apply brakes in emergency from the engine while using power, brakes must be applied before closing throttle.

Rule 761

If a train parts while running, forward portion must be kept moving, if possible, until rear portion has stopped. When necessary to replace knuckle or perform any work under or between separated portions of train, angle cock on both portions of train must be left open until work is complete and train is ready to be moved or recoupled. Hand brakes must be applied to the extent necessary on both portions of train if standing on a grade.

Rule 762

When making a back-up movement with more than 3 GP Type Units in multiple there is danger of jackknife action of the units which may result in rail turning over under the units. Before making back-up movement with more than 3 GP Type Units, the leading unit or units must be isolated and only the 3 units next to the train allowed to work power.

Rule 763

In making a service stop with a freight train moving backward with engine on head end, the engine brake must be kept released and slack kept bunched by working sufficient power until stop is made.

Rule 764. Undesired Releases

To prevent undesired release of train brake after a service application utilizing 26 brake equipment the following will govern:

When a brake application is in effect, the brake valve handle must never be moved to the left towards release position until it is desired to release the brakes.

Rule 765. Daily Engine Inspections:

Engines in service must be inspected once each calendar day. A written report of the inspection shall be made on a "Locomotive Inspection Report." This report shall contain the initial and number of the engine, place, date and time of the inspection, a description of any defects disclosed by the inspection and the signature of the employee making the inspection.

In addition to filling out the Inspection Report, the daily cab card must also be filled out. The location, date, time and signature must correspond on both the daily cab card and the inspection report.

Example: An engine that was inspected at 12:01 a.m., August 5, does not have to be inspected again until 11:59 p.m., August 6.

Engineers claiming payment for engine inspection are required to note on limeslip the time, date and place of the last inspection prior to that for which payment is claimed.

Rule 766. Track Conditions—High Temperatures

High temperatures, and/or fast, large increases in temperature may cause sun kinks. Track that is not anchored or that has insufficient anchors and track with insufficient ballast is most likely to kink. Train and engine crews can observe tight "bulging" joints and shifted ties with displaced ballast as signs of rail expanding, running and possibly kinking.

Train handling through these areas is extremely important, and the following guidelines should be followed whenever possible.

- (a) Avoid heavy braking to avoid stresses transmitted to track which cause it to run and/or kink.
- (b) Communicate between head end and rear end to be especially alert in train observation over these areas.
- (c) Report to dispatcher track conditions which require Track Department inspection.

Rule 767. Engine Cab Door and Windows:

Engineers must see that cab doors and windows on trailing units in consist are closed when not occupied and must also check radios when making inspection of engine consist. When a radio is found damaged, the engineer will report damage to train dispatcher and note on enroute work report.

The radio is an integral part of the engine regardless of its location in the consist and is under the responsibility of the engineer.

Rule 768. Detour Movements:

When detours require C&NW engines in lead for ATC, the horsepower-tonnage ratios are not in effect. All foreign engines will be kept on line so fuel usage is equalized.

Rule 769. Journal Inspection:

When Engineers are notified to inspect an engine for a suspected hot journal, the inspection must be conducted in the following manner.

1. Inspect front face of journal area for heat.
2. Inspect journal area between wheel and truck side.
3. Inspect wick lubricator box directly behind the wheel.
4. Inspect support bearing behind the wheel.

Rule 770. Engine Shutdown—Fuel Conservation

- A. When temperature exceeds 35° engineers in yard, wayfreight and transfer service, will shut units down when delay is to exceed 30 minutes, except one unit to be kept idling to keep train line charged, when delay is from one station or yard to another. Engineers in other service will shut units down when delay is to exceed 1 hour, except one unit to be kept idling to keep train line charged.
- B. The engineer is responsible to ascertain anticipated delay time. When delay time cannot be ascertained, it must be assumed to be more than the 30 minutes or one hour minimums.
- C. On way freights and through freights when temperature exceeds 35°F and horsepower per ton ratio is exceeded, excess units must be shut down, and notation must be made on Engine Work Report stating "Shut down for fuel conservation" with the date and time of shut down. HP/T Ratio is to be figured by dividing total operating horsepower by total trailing tonnage. (HP - T = HP/T) and can also be found in HP/T ratio chart in timetable.
- D. When engines are shut down or isolated for fuel conservation they may be restarted if required to handle train.
- E. Engineers in freight service with two or more operating dynamic brakes will not use power or stretch braking when making planned slow downs or stops. Power or stretch braking is keeping throttle open in power position when using automatic brake valve. Planned slow downs are situations when speed of train has to be reduced for speed restrictions, or any other slow downs known prior to taking braking action. Planned stops are for pickups, set outs, changing crews, meets and other stops known prior to taking braking action.

Exception: When unit is being used in lieu of a caboose or is occupied by employees deadheading the unit will not be shut down unless outside temperature is above 60°.

- F. 1. Engine monitors or listening devices have been installed at various locations. Engines must be parked adjacent to these monitors when tied up at locations where mechanical forces are not on duty.
2. When outside temperature will be between 10 and 20 degrees, the engine throttle must be left in throttle 2, and when below 10 degrees throttle must be left in throttle 4 position. In addition the following will govern:
 - (a) Generator field switch "OFF"
 - (b) Leave electrical cabinet door open if not sealed.
 - (c) Pull battery field fuse (80 amp)
 - (d) Set hand brake, close doors and windows.
 NOTE: Engines on tie-up track where Mechanical forces are on duty will leave throttle in idle and secure engine.
3. Good judgement must be used when temperatures are at or near the parameters outlined.
4. When engines are shut down for the purpose of fuel conservation, the date and time shut down, must be shown on work report.
5. When engines are tied up at points where mechanical forces are not employed or on duty, and engine is kept running, and an "engine watcher" or "annunciator" is provided, engineer will arrange to plug annunciator cable into jumper cable receptacle at either end of the engine. Also, engineer must inspect engine carefully at enginehouses and other areas when taking up service to be sure that engine watching plug-in devices are not connected before moving engine.
6. When engines are plugged into wayside engine watching devices all units must be placed on line. Engine watcher will not detect a malfunction of an isolated unit.

G. Horsepower/Tonnage Ratio

Except where exceptions have been granted the HP/ton ratio is one HP/ton except:

Mpls-Altoona	1.5
Itasca-Altoona	1.5
Butler-Fond du Lac	1.5
Chicago-Fremont	1.5
TOFC (types F, H, T, V)	3.0
Designated perishable trains (NPBIA)	2.0

NOTE: It is permissible to exceed these standards provided if shutting down a unit would mean dropping below the H.P.T. ratio, however, a unit must not be left on the line when it could be shut down and still maintain on or above the standard at temperatures above 35°.

Empty trains identified as ballast, ore, potash, grain or coal hoppers whether solid, mixed or handling manifest, will operate with only one unit unless the total number of cars handled, mixed or otherwise, exceeds 110 cars or if permission has been granted by the train dispatcher. Trains identified as such which exceed 110 cars, will operate under the applicable horsepower per ton ratio as indicated above—NO EXCEPTIONS.

Rule 771. Restarting Engines:

- A. Check engine water sight glass—Water level should be near the Full (Engine Dead) mark. **DO NOT ATTEMPT TO START THE ENGINE IF** the water glass is out of sight in gauge glass.
- B. Check that the overspeed trip lever is not in the tripped position. Lever should be angled to the left while facing the front of the engine. If the lever is angled to the right, it is tripped and should be reset by pushing over to the left.
- C. Check the low oil trip plunger on the governor. Push in to reset.
- D. Check the engine protective device to see if either the low water or crank case buttons are tripped. The low water may be reset by pushing in.
Engine protective devices sometimes cause engine shutdowns because of momentary events. In many cases, if the device is reset, and the engine is restarted, no further problems will be encountered.
The only exception to this is the crankcase pressure trip. No attempt to restart should be made if this device is tripped.
- E. Check the governor oil sight glass. Do not attempt to restart unless oil can be seen in the glass.
- F. Check around the engine and air compressor for obvious damage caused by failed components. Do not attempt a restart if damage is evident.
- G. Check that the Battery Switch is closed and that all required circuit breakers are turned on.
- H. If the unit is trailing in a consist with MU cables connected, the Generator Field, Engine Run, and Control and Fuel Pump Switches on the control stand must ALL be in the off position. If the unit is a single unit or is leading a consist, only the Control and Fuel Pump Switch should be on.
- I. Place the throttle in Idle. Turn the Isolation Switch to the Isolate/Start position.
- J. On most engines, the Start/Prime Switch is located on the right hand side of the engine on the accessory rack. On some units, the switch is located in the cab. Turn the switch to the Prime position and hold until the fuel return sight glass has filled with fuel and is clear of bubbles. This normally takes 10-15 seconds. Release the Prime switch.
- K. On units equipped with engine purge control (5050-5099, 5500-5537, 6801-6935, 7000-7034), hold the engine layshaft at full off (pull out from engine). On all other units, push the layshaft in to about one-third rack (1.6 on indicator).
- L. Turn the Start/Prime Switch to start. On units equipped with engine purge, an increase in engine cranking speed should be noted after about 6 seconds. At this point push in on the layshaft about one-third of the way. When engine fires release the Start Switch. CAUTION: Under no circumstances should an EMD engine be cranked longer than 20 seconds. If the engine fails to fire, wait a few minutes to allow the starter coils to cool before attempting another start. If the engine fails to crank, check the 400A starting fuse.
- M. As the engine comes up to speed, release the layshaft. **DO NOT** race the engine with the layshaft.
If the engine will not crank and is at operating temperature (160 degrees), wait 5-10 minutes and try again. If the engine has been shut down for more than 15 minutes and still will not crank, do not attempt further restarts.
- N. Observe the Low Water and Crankcase Pressure buttons. The Low Water Detector will often trip during engine starting and must be reset or the engine will die. If the Crankcase Pressure Detector trips **DO NOT** attempt to restart the engine.
- O. Observe the engine oil pressure gauge. If pressure does not build within a minute, the Low Oil Detector on the governor will trip. If the trip is reset quickly, the engine will not die. If oil pressure does not build up within two minutes, check the engine water temperature gauge. Allow a hot engine (above 212 degrees F) to cool before another start is attempted. If the engine is not overheated and there is a danger of freezing, drain the engine cooling water and report the failure.
- P. Recheck the fuel return sight glass. If the glass fails to remain full, check to see if the fuel pump is running. If not, check the fuel pump circuit breaker, the aux. gen. circuit breaker, and the 150 amp. aux. gen. fuse. Use caution in removing the fuse to avoid burns or electrical shock. On a trailing unit, turn on the Control and Fuel Pump Switch. If the pump runs now, the MU jumper is probably at fault. Report the failure.
If an engine shuts down again after restarting, do not attempt any further restarts.
- Q. 1. Engines shut down less than six hours can be restarted without opening test cocks.
2. Engines shut down more than six hours and less than seventy-two hours must have test cocks opened and engine "bumped" (hold start button in for one second intervals for 3 times until engine makes at least one revolution) over to check for presence of water. If no water is observed coming out of test cocks, close test cocks and start engine. If engine does not turn over freely or if any sign of water is seen at test cocks, **DO NOT** make further attempts to start engine. Mechanical department must be contacted.
3. Engines shut down more than seventy-two hours must have crankshaft pre-lubed, test cocks opened and engine barred over by hand prior to starting.
4. Engines equipped with Purge Control feature need not comply with Item 2 above. Engines equipped with this feature can be identified by a tag on Engine Series 5050-5099, 5500-5537, 6801-6935, and 7000-7034.

Caution: When necessary to open or close test cocks, test cock wrench must be used. **NEVER** use pipe wrench or other tools not designed for this purpose. Test cocks need only be hand tightened.

Rule 772. Draining Units:

Following is a list of draining procedures to be used where the danger of freezing exists. It should be noted that the **draining of the cab heater** is of equal importance.

GP7 (1500-1600): Open drain valve on floor in front of engine. Remove pipe plug on right water pump housing.

GP7 (4100-4499): Open drain valve on floor in front of engine. Remove pipe plug on right water pump housing. Open cab heater drain valve under cab on left side.

GP9 (1700): Open drain valve on floor in front of engine. Remove pipe plug from right water pump housing. Cab heater drain valve right front cover of ENGINE beneath floor. Cab heater drain valve left rear corner of cab below floor.

GP9 (4500): Open drain valve on floor in front of engine. Remove pipe plug from right water pump. All pressure fill caps should be last thing opened when draining those units so equipped.
SD9 and SD18: Open engine drain valve in front of engine. Open cab heater drain valves located under cab in center of unit. Go through cab floor. Remove pipe plug from right water pump housing.

GP35: Open drain valve at floor in front of the engine. Remove pipe plug from right water pump. Open cab heater drain valves left side under cab floor. Remove water fill pressure cap. **Be sure pressure is released.**

GP38-2: Cab heater supply and return valve in drain (handle vertical) position. Open engine drain valve in front of engine. All valves are located in engine drain sump governor end of engine. Open fill valve on water tank (pull down to open). Remove pressure cap.

SD38-2: Open engine drain valve in front of engine. All valves are located in engine drain sump governor end of engine. Open fill valve. Remove pressure cap.

SD40 and GP40: Open engine drain valve in front of engine in sump. Open fill valve (pull down to open). Remove pressure relief cap. Open cab heater drain under cab left side below underframe.

GP50: Open engine drain valve in front of engine in sump. Open fill valve on water tank (pull down to open). Remove pressure relief cap.

SD45: Open main engine drain valve located at front end of engine in sump. Open cab heater emergency drain valve. The main engine and cab heater drain valves are adjacent. Remove water fill pressure cap. Be sure pressure is released.

SD50: Open engine drain valve between the engine and accessory rack. Open fill valve on water tank (pull down to open). Remove pressure cap. Make certain that the preheater supply and return valves are open.

MP15 and GP15: Open engine drain valve located front of engine in sump left side of engine. Open cab heater drain valve. Open cab heater vent valve. All three valves discharge into engine sump drain. Open fill relief valve (pull down). Remove pressure cap.

U30C and C30-7: If automatic water drain does not operate, open main cooling water drain valve on floor below water expansion tank near water pump. Remove plug from bottom of water pump. Remove water filler cap on expansion tank.

C-628: Open red drain valve at floor on engineer's side at turbo end of engine. Open red drain valve at bottom of water pump. Open red drain valve at bottom of oil cooler on either side. If equipped with cab heater drains, red drain valves will be located under cab on foreman's side.

Rule 772(A). Cab Heaters:

Cab heaters on trailing units must be turned on to the low fan position with heater supply valves open to maintain at least 40° in the cabs to prevent heaters or air equipment from freezing.

Rule 773. Cold Weather Operations:

- A. Caution must be used when starting trains and using train air brakes during cold weather to prevent failure of drawbars and/or knuckles. During cold weather metal is known to withstand less stress and air brakes take longer to set up and release. Taking a little more time and exercising patience during running releases and starting trains will help reduce train separations. When in doubt about a running release of brakes, stop train, then proceed when released.
- B. When required to operate a train handling a snow plow, review equipment handling instructions in the timetable.
- C. When an obstruction or frozen train line is suspected reduce brake pipe pressure from rear of train if practicable. The train must be stopped until engineer is assured that air is in proper working order.
- D. When alcohol is used to remove blockage in train line, the rear end brake pipe should be cracked until strong smell of alcohol comes through. This generally occurs in immediate area where engines are coupled to train. It would be advisable to open hose approximately 20 cars from engine and allow air to blow through.
- E. It is important to keep water out of air system by assuring that main reservoir blow-downs are working properly and use manual blow-downs on both main drums and air compressors whenever possible. Air hose on engine should be blown out prior to coupling to train. Where alcohol is put in at ramp, caution should be taken not to use blow-downs until train has been charged up.
- F. To prevent freezing of sanders and whistle, they should be used frequently during heavy moisture conditions.
- G. Extreme care should be taken where flat spots are encountered on either engine or cars, as risk of breaking rail is increased during cold weather.
- H. When air trouble is encountered, look closely for partially closed angle cocks between cars. An angle cock opened slightly can cause air problems in cold weather.
- I. Advise train dispatchers of extreme weather conditions, particularly heavy snow conditions.
- J. Use extra care when getting on or off engines during slippery conditions.
- K. Be sure snow packed switches are thoroughly cleaned out.
- L. Be sure knuckle is closed on lead unit to prevent it from becoming packed with snow. Be sure MU hoses are properly secured.

Rule 774. Engine Flashovers:

One of the most common causes of flashovers is attempting to start a heavy train and when unable to do so, suddenly "slamming" the throttle to idle position.

The flow of electric current is somewhat like momentum in a mechanical device. It tends to keep on flowing after the circuit is broken, and therefore, when the throttle is shut off suddenly, the power contactors open and the current, trying to keep on flowing, will flashover the main generator and in many instances the traction motors as well. This tendency to continue flowing is sometimes referred to as electric-magnetic inertia. Whenever it is found that you cannot start a heavy train without backing up to bunch the slack, you must reduce the throttle slowly, notch by notch, in order to permit the generator field to have time to collapse.

Rule 775. Turbo Pump Motor Circuit Breaker:

This circuit breaker must be in the ON position to start the engine and operate the turbo-charger auxiliary lube oil pump. It must remain in the ON position to provide auxiliary lubrication to the turbo-charger at engine start and after the engine is shut down. Some engines have a guard over this breaker switch to prevent accidental movement to the OFF position.

Rule 776. Brake Cylinder Pressure on GP38-2, Engines 4600-4634 and SD45 Engines 6567-6589, With Cast Iron Brake Shoes:

1. When the above engines are trailing any units that have Cobra Brake Shoes, the engine brake cylinder pressure must not exceed 40 pounds, account the GP38-2's have Cast Iron Shoes and wheels will slide.
2. When GP38-2 units are trailing any unit having composition shoes the Independent Brake Valve must be actuated back and forth to exhaust brake cylinder pressure to keep cylinder pressure below 40 pounds.
3. The independent brake valve must be kept in depressed (Bail Off) position for a minimum of 5 seconds for each engine in the consist after exhaust has stopped when using automatic brake valve.

As Information:

Cast Iron shoes = 2 per wheel
Composition = 1 per wheel

Rule 777. Low Water and Crankcase (Oil Pan) Pressure Detector:

1. The Low Water and Crankcase Pressure Detector is located in the Engine room Compartment next to the lay shaft.
2. On GP38's, SD50's and GP50's the Engine Low Water Reset is the top button and the Crankcase Pressure Reset is the bottom button.
3. All other engines equipped with these devices have buttons in reverse order. The top button is Crankcase Pressure Reset and the bottom button is the Low Water Reset.
4. When reporting engine shutdown on En Route Work Reports, be sure you identify correctly which Reset Button was tripped.
5. Do not block these Reset Buttons "IN" account they are a safety device to protect the engine in the event of loss of cooling water and lubricating oil.

Rule 778. Fire Danger — Engines:

Engines which have been shut down, idling and/or used in switching service or slow speed, light duty, branch line operation tend to accumulate carbon in their exhaust systems. This carbon begins to burn when the units involved are worked under full throttle and sustained loading conditions. The burning will continue for a period of 10-15 minutes and during this time, of course, start right-of-way fires if the burning carbon contacts dry combustible material.

The following can help minimize the danger:

1. Be alert for any fires that may be started. Immediately report and, if practicable, stop and extinguish such fires.
2. If possible and consistent with proper train handling and tonnage requirements, operate at reduced throttle during this period to reduce the carbon blow.
3. Units that continue to throw sparks or fire should be isolated, again keeping in mind the requirements of good train handling and tonnage. Such units should be reported at the first opportunity to the Train Dispatcher and also on the enroute report left on engine.

Rule 779. Foreign Engines Equipped With Pulse Sentry II Safety Alerters:

Some D&RGW and BN units are equipped with Pulse Sentry II safety alerters.

If the engineer is not actively engaged in controlling the unit after an elapsed time of between 40 and 60 seconds, a horn and warning light will come on with increasing intensity for 10 seconds, then will stay on steady for 10 seconds. If the engineer takes no action during this time, a penalty brake application will occur.

To prevent a penalty application, one of the following must be done:

- 1) A change to throttle position above No. 1
- 2) Depressing the independent brake handle.
- 3) Change level of dynamic braking.
- 4) Blow whistle.
- 5) Press manual reset button.
- 6) Vary power reduction rheostat more than 50 amps when in use.
- 7) Apply locomotive brake above 25 pounds when stopped.

The averter automatically will be cut out whenever the train air is cut out. However, it will go through one complete cycle but will not cause a penalty brake application.

On trailing units equipped with alerters, when the engine brakes are released after being applied with more than 25 pounds of brake cylinder pressure, the alerters will go through one complete cycle. This is a normal function and should be disregarded. Should a penalty brake application be caused by the averter, recovery is made in the normal manner.

Rule 780. Near Miss Program/Form 314-7:

Each engine should have a small supply of "Near Miss Cards" in the cab of each engine. When a "Near Miss" occurs, the engineer must complete the postcard size "Near Miss" card and mail to the AVP & Division Manager. Information such as location, direction, type of vehicle, name of company (trucks), license number, date, time or anything that will help in contacting the owner and/or driver of the vehicle involved should be included.

Rule 781. Instructions for Engineman Pilots When Detouring:

- (a) When C&NW engineer pilots are used on foreign railroad trains detouring over C&NW trackage, they will operate the engine.
- (b) When C&NW trains are detoured over foreign railroad trackage and an engineer pilot is provided by the foreign railroads, C&NW engineer will require that the foreign engineer operate the engine.

Train handling through these areas is extremely important, and the following guidelines should be followed whenever possible.

**ADDITIONAL INSTRUCTIONS—
TRAIN DISPATCHERS AND OPERATORS**

Special Instructions

Rule 2200(A)

Train dispatchers must familiarize themselves with the physical characteristics of the territory under their supervision, such as grade conditions, location of sidings, location of train order signals at stations and other conditions that affect the movement of trains.

Rule 2200(B)

Train dispatchers must respond with the term "dispatcher" when returning to desk after having been absent. Any other term that could be construed as a reply to a question must be avoided.

Rule 2200(C)

Train dispatchers must consult with the Chief Train Dispatcher or other officer as to the necessity of establishing an absolute block for trains when visibility is minimal due to severe weather conditions.

Rule 2200(D)

Train dispatchers must issue the following train order to trains affected when a Rule 307 condition is reported:

SIGNAL _____ LOCATED _____ IS NOT WORKING PROPERLY
OBSERVE THIS SIGNAL AS THOUGH DISPLAYING ITS MOST RESTRICTIVE
INDICATION

Rule 2200(E)

Train dispatchers must anticipate the necessity for train orders and have them ready on arrival of trains; and be familiar with consist of trains and work enroute.

Rule 2200(F)

Operators must promptly record and report to the train dispatcher the time of arrival and departure of trains. They must observe trains closely and report to the train dispatcher any irregularities including weather conditions.

Rule 2200(G)

Operators must keep station records in a neat and appropriately filed manner. Train orders, clearances and line-ups must be filed separately from other messages and records.

Rule 2200(H)

Train dispatchers and operators must be courteous in telephone conversations. Special care must be given when working with new or inexperienced personnel. Train orders, line-ups, CTC permits and other information relative to the use of tracks must be transmitted with care and at a speed regulated to the ability of the individual copying same. This includes information transmitted into "Phone Recording Systems." Business required to be transacted must be in a business-like manner. Special care must also be used when transmitting and checking names of stations that are similar in sound or spelling.

Rule 2200(I). Train Dispatcher's Group Address Page:

(Dispatcher's name)	From _____ M to _____ M	(Date)
	(Time on duty)	
OFFICE	ADDRESS	TRAIN ORDER NUMBERS
VD	WW trains Janesville Subdivn	548 549
VD	WW Second Class and Extra trains	52
AD	EW trains	548 549

} tfrd

Group address page in the train order book must be kept in the manner illustrated above. When train orders are issued to groups of trains such as, "Eastward Trains, Eastward Extra Trains, Westward Trains, etc.," the address must be entered on the record before the train order is transmitted. Such entries should be blocked so that various group addresses for each station will be together. Sufficient space should be left for adding other group addresses at each station should the necessity for adding them arise. The relieving train dispatcher must transfer from predecessor's group address page all train orders which are in effect and indicate on that page that they have been transferred by notation "tfrd".

Rule 2200(J). Train Dispatcher's Clearance Record Page:

(Dispatcher's name)	From _____ M to _____ M	(Date)		
	(Time on duty)			
OFFICE	ADDRESS	ORDER NUMBERS	TOTAL	TIME OK'D
AD	Extra 1522 East	542 548 18		tfrd
SF	No. 214	566 567 11	2	1050 am
SF	Extra 885 East	566 567 11 12	2	1105 am
SF	Extra 1759 East	566 567 11 14 15	4	1215 pm

Clearance record page in the train order book must follow the group address page and be kept in a manner similar to the above illustration.

Train dispatcher must transcribe to clearance record page any train orders which are shown in the group address page as being required for a train before clearance "OK" for such train is requested by an operator.

The relieving train dispatcher must transcribe from predecessor's clearance record page all entries which have not previously been "OK'd" or otherwise disposed of in accordance with the above instructions and then indicate on the predecessor's record that they have been transferred by writing "tfrd" in the "OK" column as shown in the example.

When train orders are sent to specifically named train or trains, the office to which the orders will be sent, the identity of the trains addressed and the numbers of such train orders must be entered on the clearance record page. These entries must be made before the body of the order is transmitted.

When an operator requests "OK" to a clearance for a train, the train dispatcher must check the train and order numbers by underlining them as the operator reads them from the clearance. If the numbers and total number of train orders to be delivered correspond with the train dispatcher's record, "OK" will be given to the clearance and the time of "OK" will be entered in the proper column on clearance page.

When necessary to issue a second clearance as prescribed by Rule 219, the information required by Rule 221 must be entered on a separate line and proper notation made as required. If previous clearance was made void notation must be made in clearance record.

When necessary to void a clearance as required by Rule 219, Paragraph (3), Item (b), the operator must respond to train dispatcher, "Clearance to (train) OK'd at (time) void," followed by his initials and name of station.

Train dispatcher will record in train order book the word "Void" and time and initials of the operator opposite the record of the time the clearance was originally "OK'd".

When train orders are annulled, the train dispatcher must circle the entry of the order on group address page or clearance record page or both, as the case may be, thus indicating that the train order has been annulled.

When a schedule has been annulled, the train orders addressed to that schedule must be entered on the clearance record page. When the annulling order is annulled, circle it and write the word "void" in the column "Time OK'd". The same procedure must be followed at an entry where all train order numbers have been circled and will not be used.

When a clearance is to be issued, or a comparison of train orders is to be made, in connection with Rule 215, the following procedures govern:

1. Train dispatcher must enter the location, train designation and order numbers on a comparison record page, including those previously issued which are still in effect. The entries must be made by the train dispatcher on duty at the time it is known a clearance will have to be issued, or a comparison of train orders will have to be made. Necessary information must be included on transfer page.
2. Train dispatcher must inform the operator the numbers of the train orders to include on the clearance. The operator must repeat the information.

The page immediately following clearance record page in train order book must be used for comparison of train orders with train crews.

When a train is cleared at originating station and it is anticipated that crew will be relieved at a location where comparison of orders is required, train dispatcher will enter train orders on comparison page of train order book. This entry will be used as running record of train orders that are held by that train. Once a train order has been delivered to a train with a clearance, that train order must not be circled unless it is annulled.

Comparison page must be current at all times. Relieving train dispatcher must transfer predecessor's entry in the same manner as with entries on clearance record page.

When train has reached final destination, any open records may be marked void in "Time OK" column. If personal delivery was made, the record should so indicate.

When conductor or engineer compares orders with train dispatcher, underline orders as they are repeated. If order numbers and number of orders agree, give crew member an "OK" and the time and write total number of orders, time OK'd and crew members' name on comparison page. A new entry will then be started and additional orders to that train will be listed on this line anticipating the next time train will be relieved at location where train orders must be compared.

When personal delivery of train orders is not made between train crews, and train orders are issued direct to relieving crew member, the train is to be cleared with train orders issued to that crew member, and a comparison to be made of the train orders transferred from the crew relieved.

Rule 2200(K). Train Dispatcher's Transfer Page:

(Dispatcher's name)	From _____ M to _____ M	(Date)
	(Time on duty)	

TRAIN ORDERS	LINE-UPS	CTC INSTRNS	CTC TRACK PERMITS
501 201	1003	52	101
511 205	1005	54	102
514 209	1011	58	106
522 221			

OTHER INFORMATION: _____

 Signed _____
 (Relieving Dispatcher)

Transfer page must be kept in a manner similar to the above illustration. Train dispatcher, prior to being relieved, must make a written transfer. The transfer page must include the numbers of train orders, line-ups, CTC instructions and CTC track permits in effect. Information relative to unusual circumstances as well as recorded train orders yet to be transmitted must also be included.

The relieving train dispatcher must sign the transfer as acknowledgment that the information is understood.

Rule 2200(L). Train Sheets:

Before issuing a Form G or Form H train order authorizing extras, such trains must be recorded on the train sheet and conflicting movements protected by train order.

Train sheets must be legible, neat and except where otherwise permitted, made in ink. Information received by annunciators on train movements and the movement of on-track vehicles should be recorded in pencil.

Information relative to arrival and departure of trains, loads, empties, tonnage, blocks, names of conductor and engineer, on duty time, off duty time, delays, weather reports, watch comparison, and unusual occurrences must be recorded unless otherwise instructed by the chief train dispatcher.

Train dispatchers must read General Orders and will record the number of the last General Order posted, opposite their signature on the train sheet, as acknowledgement of understanding of all General Orders in effect.

Rules For Movement By Train Order

Rule 2201(A)

Unless otherwise instructed each train order must be written in full, as it is transmitted, in a book provided for that purpose and with it recorded the names of those who have signed the order; the time repeated and completed and from what office the order was repeated. The order must be underscored each time it is reported. These records must be made at once and they must be legible.

When train orders are no longer in effect, train dispatchers will write their initials across the train order in red. When all of the orders on a page are no longer in effect the train dispatcher will so indicate by drawing a red diagonal line across the entire page. When all of the orders in the book up to and including a certain page are no longer in effect, the train dispatcher will so indicate by drawing a red "X" across the entire page.

Rule 2201(B)

Train dispatchers must guard against issuing train orders that are not clear in their meaning. If a train order is not understood or if there is any doubt as to there being a common understanding, it must be annulled and another one issued.

Rule 2201(C)

When an office is closed at the time a train order is transmitted to other offices, the address for that office must be entered in the train order book as a reminder to issue such train order when that office opens. Such information must be included on the transfer page.

Rule 2201(D)

When listing addresses where more than one train gets a train order at the same station, place the station symbol opposite each address and have the time completed shown on the line opposite the last entry for that station.

Rule 2201(E)

When train orders are delivered by the train dispatcher, the requirements as to the record and delivery are the same as at other offices.

Rule 2204. Addresses:

Train dispatchers are authorized to issue train orders to operators instructing them not to deliver specific train orders to a train.

Rule 2209. Transmitting Simultaneously:

The filing of train orders addressed to a train or trains is not permitted unless such train order has been delivered to all trains addressed or the train order has been annulled.

Rule 2216. Issued at Point Restricted:

Restricting train orders must not be issued to a train which may have passed a station during the operator's absence or when the office was closed, unless positive knowledge is had that the train has not passed such station. A train order issued to a train in advance to obtain a clearance at that station would be assurance that train could be restricted.

Special precautions must be taken before issuing train orders at an office which is not customarily open at that time, or when visibility is restricted by storm or adverse weather conditions. At night, train order signal must be lighted and, when necessary, other protection must be provided before issuing a train order. When restricting train orders are issued under these conditions, operators must be instructed to use lighted fuses and torpedoes to stop the train being restricted.

FORMS OF TRAIN ORDERS**Form S-A**

Unless otherwise provided, Form S-A train order must be used when opposing passenger trains are to meet.

A Form S-A train order must not be used to advance a train to the beginning of CTC territory and, unless otherwise provided, to the beginning of multiple track territory.

A Form S-A train order must not be used to establish a meeting point between a work extra and another train.

Form G

Before issuing Form G train order authorizing an extra train, unless otherwise instructed, the train dispatcher must enter the train on the train sheet.

An extra train must not be given train orders effective beyond the limit of its running order except slow and cautionary orders where address includes the extra train.

Form P

A train order must not be superseded more than once. After a train order has been superseded, if any further changes are necessary, the superseding train order must be annulled.

Form X

When more than one speed restriction is in effect on a subdivision, they should be combined in one train order, as far as possible, and listed in geographical sequence. In multiple main tracks territory, speed restrictions that apply to different tracks should be on separate orders.

Station names will be used in addition to mile posts to identify locations; for example:

Do not exceed 15 MPH between MP 80 and MP 80.5 located between C and D

Station names will be those designated in timetable. Decimals will be used, when necessary, in stating mile post locations.

Cautionary train orders pertain to many items, for example, an industry track out of service, a derail removed or installed, a track placed in service, lookout for material, construction, or depressions, etc.

When train dispatcher receives information requiring a cautionary train order, the condition should be immediately protected by train order. If condition is of indefinite or permanent duration, a general order should be issued as soon as possible. The train order covering the condition may be annulled when the general order has been issued and posted for seven days.

Rule 3312(2). Manual Interlockings:

When safe to do so and provided it will not interfere with the movement of trains, switches and signals may be operated by control operator on request of signal maintainer or track foreman for test or adjustment purposes or for the movement of heavily loaded track cars or track equipment.

Switches must be kept in normal position and signals at stop except when routes are lined for immediate movement of trains.

Rule 3350(A). Authority to Enter CTC:

When issuing instructions in the manner prescribed by Rules 350(A), 351, 351(B) and 351(C), the train dispatcher must make a record in the train order book and the control operator must make a record in the book provided for that purpose. These instructions must be numbered consecutively beginning at midnight each day.

When the instructions have been fulfilled or cancelled, the train dispatcher and control operator will write their initials across the instructions in red.

Cancellation of CTC instructions will be in the words "CTC instruction No. 5 is cancelled."

Rule 3351(A). Protection of Limits:

The requirements of Rule 351(A) must be followed before granting "CTC Track Permits."

Rule 3351(B). CTC Track Permits:

Each time a "CTC Track Permit" is granted, on CTC machines so equipped, a traffic block and/or switch block must be coded on the CTC machine to prevent movement into the limits. Each time a traffic block or switch block is coded on a corresponding time, this block protection, which was put on or taken off, must be recorded in applicable column on Form 1346-A.

"CTC Track Permits" must be prominently displayed at all times. When cancelled or expired they must be filed with other records that are required to be retained for specified period of time.

"CTC Track Permits" will be numbered consecutively beginning at midnight, starting with 101 on first day of month, 201 on second day, 301 on third day, etc.

Train Location Reports—(Line-Ups)**Rule 3390**

Line-ups will be issued at time specified by the chief train dispatcher. They must be numbered consecutively beginning at midnight.

When a train runs in advance of the time specified on the line-up, or when it is necessary to run a train that is not shown on line-up, train dispatcher will issue Form O train order.

In multiple main track territory, when necessary to operate a train against the current of traffic and it is not so designated on the line-up, such train shall be considered the same as a train not shown on the line-up.

Rule 3390(A)

Train dispatchers must make a written record of the line-up on a separate page in the train dispatchers book unless otherwise instructed.

The line-up shall list all trains on the road, ordered or expected to be run in the territory involved within the specified time. An approximate time for extra trains will be shown at intermediate key stations. The prescribed form, "Train Location Report for Foremen and Track Car Operators," must be used by employes copying line-ups. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and will immediately call attention to any error.

When a "Phone Recording System" is used for line-up purposes, the train dispatcher must write the information as it is transmitted. The information must be 'played' back at which time the train dispatcher will underline each word and figure.

Rule 3390(B)

Information must be recorded in the proper columns. Work extras must be listed on both columns.

Rule 3390(C)

Line-ups must specify the subdivisions or portion of subdivisions where they apply. They must be given in the same words to all employes and copied without erasure, alteration or interlineation. Additions must not be made after they have been repeated. Line-ups may be reproduced mechanically. All copies must be legible.

Rule 3391

Line-ups must specify an expiration time.

Example: "This line-up void at 1201 PM"

Rule 3392

When a line-up includes an extra train which is authorized to operate at passenger train speed the fact must be stated in the line-up.

Example: "Extra 1655 East (operating at psgr train speed)"

When a train is operated at a speed exceeding that which is prescribed by Timetable or General Order, it must be so indicated on line-up.

Rule 3393

All trains listed by train dispatcher must be shown on line-up. Operators must not omit any train from the line-up on the assumption the information does not apply to or affect employes receiving the line-up.

Rule 3394

Operators must give accurate information on train movements to the train dispatcher. Precautions must be taken to see that trains do not depart in advance of time indicated on line-up, unless authorized by train dispatcher.

Rule 3395

For line-ups delivered by the train dispatcher, the requirements as to the record and delivery are the same as at other offices.

Rule 3396

When line-up indicates an engine number on an extra train and then the engine number is changed, it will be necessary to issue Form O train order to the extra train.

It is not necessary to issue this train order if the ALPHA symbol changes.

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.

IF HAZARDOUS MATERIALS ARE INVOLVED, DO NOT GO NEAR DERAILED CARS

IF NO HAZARDOUS MATERIALS ARE INVOLVED:

Head-End Crew: **Survey** derailment for FIRST CAR derailed
Rear-End Crew: **Survey** derailment for LAST CAR derailed

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.

HP/TON RATIO CHART

HP	TRAIN TONNAGE (read down)																							
	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000	10500	11000	11500	12000	
3000																								
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HORSEPOWER (read across)

HP/TON RATIO CHART:

This chart shows combinations of train tonnage, working horsepower and the horsepower per ton ratio which results from each combination. The numbers at the top of each column are train tonnages; the numbers at the extreme left are total working horsepower. For example, to determine what the HP/ton ratio would be for a train with 5500 tons trailing 3 GP50 locomotives (a total of 10,500 HP), read down the column below the "5500" tons at the top, and read across from the "10,500" horsepower in the far left column. The resulting HP/ton ratio is where the tonnage column and HP row cross: 1.90 HP/ton.

Using the same train as above, if the allowable maximum HP/ton ratio based on fuel conservation rules is 1.00, one unit must be shut down, isolated or worked (depending on the temperature) in order to comply with the rule. With only 2 GP50 units working (7000 HP), the resulting HP/ton ratio for the train would be 1.27 (read down from "5500" and across from "7000"). Likewise, if the allowable maximum HP/ton ratio under the rule was 1.50, all three units could be worked. (Although 3 units would produce 1.90 HP/ton, which is more than the rates 1.50 HP/ton, you are allowed to work enough horsepower to produce at least the rated HP/ton.)