

# WISCONSIN & SOUTHERN RAILROAD CO.



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**Safety First!  
Safety Always!!**

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## Time Table No. 3

FOR THE GOVERNMENT AND  
INFORMATION OF EMPLOYEES ONLY

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**Effective 12:01 A.M. Central Standard Time  
February 12, 1990**

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**W.E. GARDNER  
President**

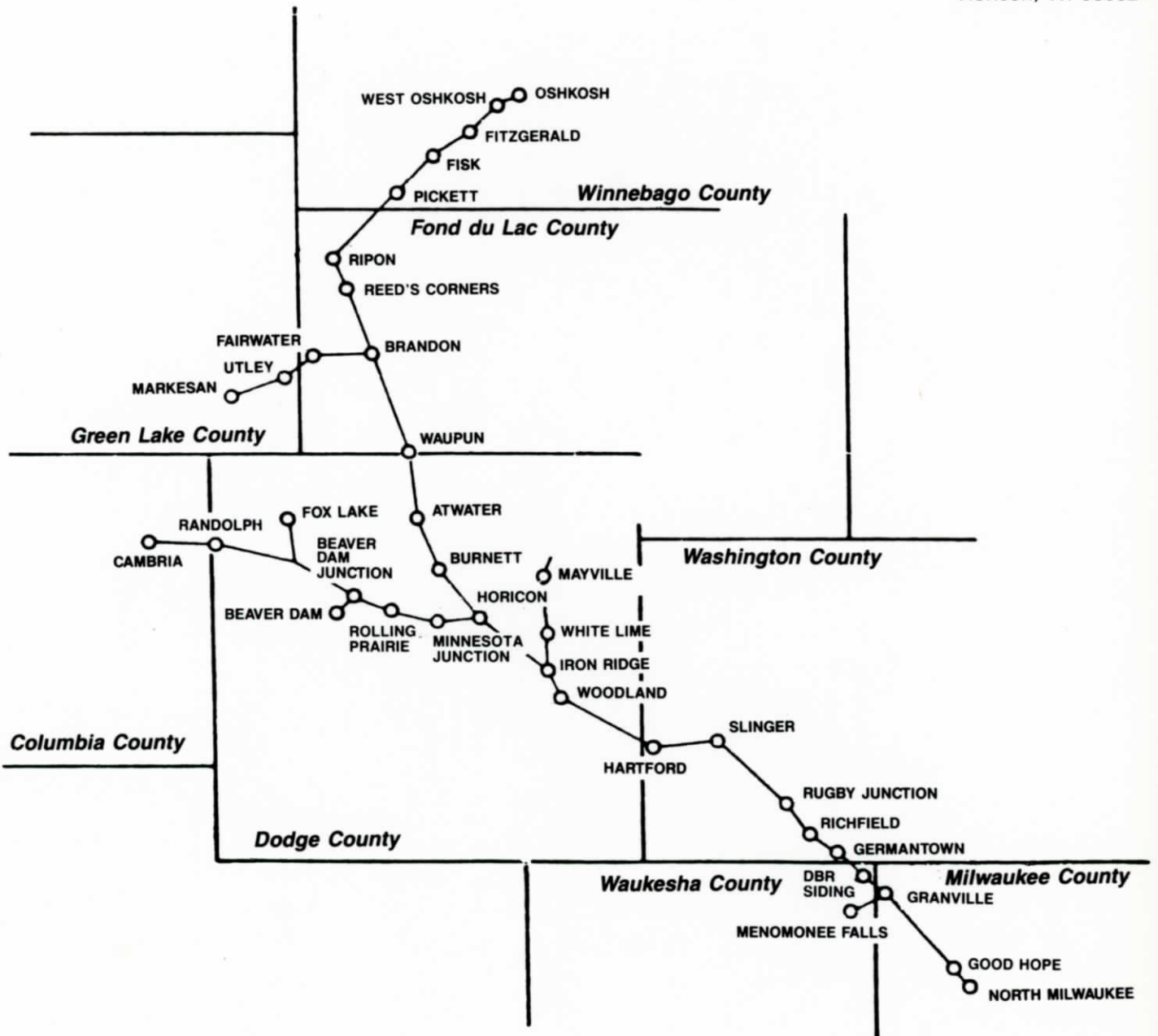
**J.J. MALLOY  
Executive V.P. & C.O.O.**

**J.C. ROBERTSON  
Chief Mech. Officer**



**WISCONSIN & SOUTHERN  
RAILROAD CO.**

511 Barstow Street  
P.O. Box A  
Horicon, WI 53032



**CONNECTIONS AND JUNCTION POINTS**

Glendale Yard (N. Milwaukee)	SOO
Granville	CNW
DBR Siding	FRVR
Rugby Junction (Deliver To)	WC
Slinger (Receive From)	WC

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## **WISCONSIN & SOUTHERN RAILROAD CO.**

511 Barstow Street  
P.O. Box A  
Horicon, Wisconsin 53032

### **PERSONNEL**

W.E. GARDNER	President & Chief Executive Officer	414-744-8500
R.J. SCHREIBER	Vice President, Secretary	414-744-8500
J.J. MALLOY	Executive V.P. & Chief Operating Officer	414-485-4229
J.L. BENZIE	Controller	414-485-4142
R.A. McWILLIAMS	Director of Sales & Marketing	414-485-3374
R.E. COOK	Manager of Intermodal Services	414-485-3374
J.M. SMET	Superintendent-Car Repair	414-485-2600
L.J. HOLZ, SR.	Assistant Supt.-Car Repair	414-485-3284
W.J. KNUEPPEL	Car Foreman	414-485-2600
J.A. WILSON	Chief Dispatcher/Agent	414-485-2644
J.M. BEILFUSS	Agent/Dispatcher	414-485-4783
J.D. PAINTER	Agent/Dispatcher	414-485-4783
R.G. O'CONNOR	Agent/Dispatcher	414-485-4783
R.J. PRZYBYLSKI	Rate & Division Analyst	414-485-3374
J.C. ROBERTSON	Chief Mechanical Officer	414-485-2476
B.M. MEIGHAN	Superintendent Maintenance of Way	414-485-2507
M.B. LIND	Road Master	414-485-2507

### **SIGNAL MAINTAINER**

AMERICAN SYSTEMS TECHNOLOGIES, INC.

608-275-2151

WESTWARD ↓	Station Numbers	Siding Length	Milepost Location	STATIONS	Distance From Horicon	Office Designation	↑ EASTWARD
		09148		86.6	MUSKEGO YARD BKTY	52.5	
			87.1	CUT-OFF IY	52.0		
			88.2	GRAND AVENUE IY	50.9	IN	
	09298		92.3	GLENDALE YARD Y	46.8	GD	
		Yard	93.4	NORTH MILWAUKEE BJPTY Yard	45.7	RG	
	09395		93.7	NORTH MILWAUKEE Y	45.4	WS	
	10086	3000	100.2	GRANVILLE BY (Jct. Menomonee Falls Line)	38.9	X	
	10310		103.1	DBR SIDING PTY	36.0	DB	
	10586	2820	105.4	GERMANTOWN Y	33.7	GM	
	11080		110.2	RICHFIELD	28.9	F	
	11277		112.6	RUGBY JCT. P	26.5	RT	
	11774	960	117.6	SLINGER IY (WC Crossing)	21.5	RC	
	12271	1926	122.0	HARTFORD Y	17.1	D	
	13065		130.7	WOODLAND	8.4	W	
	13256	960	132.5	IRON RIDGE JY (Jct. Mayville Sub)	6.6	RN	
	13901	Yard	139.1	HORICON BJQTY	0.0	J	

**YARD LIMITS**

West MP		East MP
97.8	..... North Milwaukee	93.7
101.2	..... Granville	99.8
103.7	..... DBR Siding	102.5
106.0	..... Germantown	105.2
118.4	..... Slinger	117.1
123.6	..... Hartford	122.6
133.0	..... Iron Ridge	132.5
133.0	..... Iron Ridge (Mayville Sub)	
	..... Horicon	138.5
139.8	..... Horicon (Oshkosh Sub)	
139.8	..... Horicon (Beaver Dam Sub)	

**SWITCH POSITIONS**

**Horicon** — Junction switch and west wye may be left lined for last position used.

**MENOMONEE FALLS LINE**

(Granville to Menomonee Falls)

Trains will move in accordance with Rule 105. Except on track where a block system is in effect, trains or engines using other than main track must move prepared to stop within one half the range of vision short of train, engine, railroad car, stop signal, derail or switch not properly lined.

**ENGINE RESTRICTIONS**

**At Menomonee Falls Line** — Not more than one locomotive unit may be operated on this line.

**CLEARANCE RESTRICTIONS**

**Germantown** — Over Pilgrim Road, maximum width at 10 feet 10 inches above the top of the rail is 13 feet 6 inches.

**OTHER TRACKS NOT SHOWN AS STATIONS**

Station Number		Mile Post Locations
10489	Menomonee Falls	.....104.2 (Line)
12271	Quad Spur	.....124.6

**SCENIC RAIL DINING, INC.**

Scenic Rail Dining, Inc. is a dinner excursion train that departs from Granville, Wisconsin and runs to Horicon, Wisconsin and returns to Granville on a daily basis. Scenic Rail Dining is located at 11340 West Brown Deer Road, Milwaukee, Wisconsin 53224 — 414-354-5544.

TWC (Track Warrant Control) is in use between MP 93.7 and Horicon.

**SPEED RESTRICTIONS MPH**

<b>MAXIMUM SPEED</b>	
Passenger Trains.....	30
Freight Trains .....	25
Slinger-WC Railroad Crossing.....	10
Horicon-Over Highway 33 .....	10
Menomonee Falls Line .....	10

**ENGINE WHISTLE SIGNALS**

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons: North Milwaukee (MP 93.5-MP 94.0).

## MAYVILLE SUB

WESTWARD	Station Numbers	Siding Length	Milepost Location	STATIONS	Distance From Iron Ridge	Office Designation	EASTWARD
	13256		132.5	<b>IRON RIDGE J</b> <small>(Jct. Milwaukee Sub)</small> 3.5	0.0	RN	
	13659		136.0	<b>WHITE LIME</b> 4.0	3.5	WL	
	14062		140.0	<b>MAYVILLE Y</b>	7.5	FC	

TWC is in use between Iron Ridge and Mayville.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED .....	25
Mayville-Tab Products switch (MP 139.1) to end of track. (MP 142.5) .....	10

### YARD LIMITS

West MP	East MP
133.0 .....	Iron Ridge .....
133.0 .....	Iron Ridge (Milwaukee Sub) ..... 132.5

## BEAVER DAM SUB

**3**

WESTWARD	Station Numbers	Siding Length	Milepost Location	STATIONS	Distance From Horicon	Office Designation	EASTWARD
	13901	Yard	139.1	<b>HORICON BJKQTY</b> 9.6	0.0	J	
	14811		148.7	<b>BEAVER DAM T</b> 5.7	9.6	B	
			154.4	<b>FOX LAKE JCT-EAST T</b> 2.3	15.3	DU	
	15614		156.7	<b>FOX LAKE</b> 1.8	17.6	C	
			154.9	<b>FOX LAKE JCT-WEST T</b> 4.8	15.8	DU	
	15918		159.7	<b>RANDOLPH</b> 5.5	20.6	RA	
	16520		165.2	<b>CAMBRIA</b>	26.1	ND	

TWC is in use between Horicon and Beaver Dam.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED .....	25
Beaver Dam MP 148.4 to MP 149.3 .....	10
Cambria Line .....	25
Fox Lake Line .....	10
MP 155.4 to MP 155.7 .....	10
Cambria-Highway 146 (MP 164.7) to Larsen Switch (MP 165.7) .....	10

### YARD LIMITS

West MP	East MP
139.8 .....	Horicon
139.8 (Oshkosh Sub) .....	Horicon
(Milwaukee Sub) .....	138.5

### SWITCH POSITIONS

**Horicon** — Junction switch and west wye may be left lined for last position used.

### CAMBRIA LINE

(Beaver Dam to Cambria)

Trains will move in accordance with Rule 105.

**4**

**OSHKOSH SUB**

WESTWARD ↓	Station Numbers	Siding Length	Milepost Location	STATIONS	Distance From Horicon	Office Designation	↑ EASTWARD
	13901		139.1	HORICON-BJKQTY 5.2	0.0	J	
	14423		144.3	BURNETT 5.0	5.2	BU	
	14826		149.3	ATWATER 4.4	10.2	WR	
	15329		153.7	WAUPUN 7.3	14.6	UN	
	16131		161.0	BRANDON-JT (Jct. Markesan Sub) 7.9	21.9	BR	
	16840		168.9	RIPON 7.0	29.8	ON	
	17545		175.9	PICKETT 3.9	36.8	KT	
	17948		179.8	FISK 7.8	40.7	SK	
	18754		187.6	OSHKOSH	48.5	KO	

TWC is in use between Horicon and Oshkosh.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED .....	25
Brandon-MP 160.8 to MP 161.2 .....	10
Ripon-MP 168.1 (East hill track switch) to MP 169.4 .....	10
Fisk-Jordan spreaders and snowplows over bridge at MP 179.9 .....	5
Oshkosh-MP 185.1 (Bemis switch) to MP 187.8 (End of track) .....	10

**YARD LIMITS**

West MP	East MP
139.8 .....	Horicon
139.8 .....	Horicon (Beaver Dam Sub) (Milwaukee Sub).....138.5

**OSHKOSH SUB**

**MOVEMENT OVER PUBLIC CROSSINGS**

**Oshkosh (MP 185.7)** — All movements over U.S. Highway 41 and Koeller Street (East Frontage Road) must stop and cross under flag protection per Rule 103 & 103A.

**DERAILS**

Derail located on main track in Ripon at MP 169.6.

**MARKESAN SUB**

WESTWARD ↓	Station Numbers	Siding Length	Milepost Location	STATIONS	Distance From Brandon	Office Designation	↑ EASTWARD
	16131		161.0	BRANDON-JT (Jct. Oshkosh Sub) 4.5	0.0	BR	
	16534		165.5	FAIRWATER 2.2	4.5	FR	
	16835		167.7	UTLEY 4.9	6.7	UT	
	17237		172.6	MARKESAN	11.6	MA	

TWC is in use between Brandon and Markesan.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED .....	25
Brandon-Both legs of the wye .....	10
Fairwater-Until main street crossing is occupied .....	10
Markesan-MP 171.1 (Cty. Hwy. A to MP 172.6 (End of track) .....	10

## HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation regulations applying to railroad operation, refer to tariff BOE 6000-F (or subsequent issues) or B.E. Pamphlet 20.

## DEFINITIONS:

"Placarded car" means a rail car which is placarded in accordance with the requirements of Part 172 of the DOT regulations, except those cars displaying only the FUMIGATION placards.

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

## §174.24 Shipping Papers.

- (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));
- (b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:
  - (1) Hazardous substance or,
  - (2) Hazardous waste.

## §174.25 Additional information on waybills, switching orders and other billing.

- (a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
  - (I) The shipping description consisting of—
    - (1) The proper shipping names specified for the material in §172.101 or 172.102 (when authorized) of this subchapter;
    - (II) The hazard class specified for the material in the same table;
    - (III) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
    - (IV) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
- (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in §172.204 of this subchapter.
- (3) The placard notation.
- (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (5) **The shipping paper of each Class DOT-113 tank car containing a flammable gas must contain an appropriate notation, such as "DOT-113A," and the statement "Do Not Hump or Cut off Car While in Motion."**
- (c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any

potential hazard, the billing must show the word(s) "RESIDUE" or "RESIDUE: Last Contained," followed by the basic description of hazardous material last contained in the tank car, and the word "PLACARDED." For example, "RESIDUE: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "RESIDUE: Last Contained SULFURIC ACID, Corrosive Material, UN 1830, Placarded."

## §172.205 Hazardous waste manifest.

- (a) No person may offer, transport, transfer, or deliver a hazardous waste unless a hazardous waste manifest is prepared, signed, carried, and given as required of that person by this section.
- (e) A copy of the manifest bearing all required dates and signatures must be—
  - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers.
  - (3) Given to a person representing the designated facility receiving the waste.
- (f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e)(2) of this item.
  - (2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

## §174.26 Notice to train crews of placarded cars.

- (a) At each terminal or other place where trains are made up or switched by crews other than train accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.
- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§172.202 and 172.203 of this subchapter.

## PLACARDING

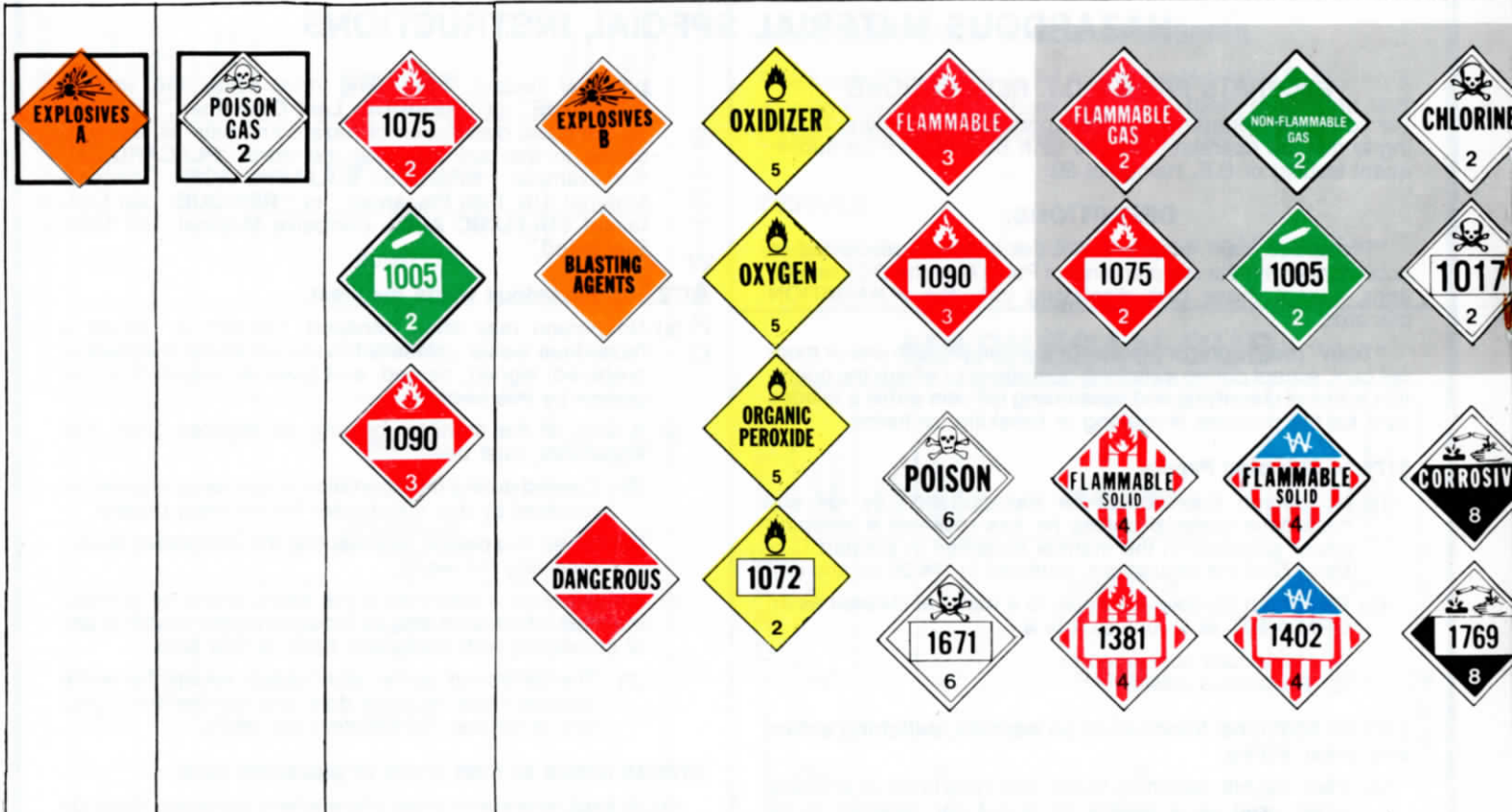
**§174.59 Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

Placards shall be displayed on each side and each end of:

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.

(continued on page 8)

# TRAIN PLACEMENT — SWITCHING RESTRICTIONS



Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	— LOADED PLACARDED CARS —	TOFC/COFC	Box, Hopper
				<b>POSITION IN TRAIN RESTRICTIONS</b>		
•	•	•	•	Must not be nearer than the sixth car from the engine, occupied caboose, or passenger car.		
•	•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose, or passenger car.		
•	•	•	•	Engine, occupied caboose, or passenger car		
• (1)	• (1)	• (1)	• (1)	Car occupied by guard or escort		
•	•	•	•	Loaded plain flat car		
• (2)	• (2)	• (2)	• (2)	Bulkhead flat car or open top car with shiftable load.		
• (3)	•	• (4)	• (4)	Loaded TOFC/COFC flat car		
•	•	• (5)	• (5)	Car loaded with vehicles		
•	•	•	•	Car with internal combustion engine in operation.		
•	•	•	•	Car with any heating apparatus or any lighted stove, heater or lantern.		
•	•	•	•	Car placarded EXPLOSIVES A	•	
•	•	•	•	Car placarded POISON GAS	•	
•	•	•	•	Car placarded RADIOACTIVE	•	
•	•	•	•	Any loaded placarded car (other than COMBUSTIBLE or same placard)		
				<b>SWITCHING RESTRICTIONS</b>		
•	•	•	• (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling.	•	
•				Must be separated from engine by at least one non-placarded car		
			•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow		

MUST NOT BE NEXT TO:





- (3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

#### §174.8

#### INSPECTION

- (b) At any point where a train is required to be inspected, each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping documents as required by §174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§174.10 and 174.104.

#### §174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.
- (c) The safety valves on a tank car may not be tested while the car is loaded. Whenever a test of the safety valves or tank becomes due while a loaded car is in transit, unless the car is leaking or in a manifestly insecure condition, it must be forwarded to its destination, carded on each side with a card exhibiting the following notice:

Safety valves overdue for test:

Tank overdue for test:

Moving under authority of 49 CFR 174.9(c).

A prompt report of each such movement, showing the identifying initials and number of each car, must be made to the Bureau of Explosives by the carrier carding the cars.

#### §174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see §174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.
- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight ticket, or other billing, must bear the placard notation and endorsement prescribed by §174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.

- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by §174.50.

#### SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 through 174.93, these requirements are outlined by the chart on the reverse side of this form.

In addition, switching restrictions applied by the Wisconsin & Southern governing the switching of placarded tank cars, such as, loaded placarded tank cars containing "FLAMMABLE GAS," "NOFLAMMABLE GAS," "CHLORINE," Canadian Poison Gas 2, 3, or Corrosive Gas 2.4 are outlined by the chart in the shaded boxes on the reverse side of this form.

#### EMERGENCY RESPONSE HAZARDOUS MATERIALS INCIDENT HANDLING AND REPORTING

These instructions should be followed as closely as possible; however, it is realized that on-scene judgment based on actual circumstances must be the final guide for protection of lives, property and the environment. Duties do not include use of protective equipment by train and engine crews. Your safety is of primary concern and can be assured only if you do not expose yourself to a suspected hazard.

#### ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS WHEN A DERAILMENT OR INCIDENT OCCURS IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED:

- (a) Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- (b) Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, train list or other data source, determine appropriate precautions in the event there has been a product release.
- (c) Inspection of trains or cars should be undertaken with caution. If a release of hazardous materials is evident, the area must not be entered except by person(s) equipped with proper protective equipment.
- (d) If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area, including shutting down of locomotive(s) and caboose stove, or mechanical refrigerator cars.
- (e) When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, 1/2 inch steam, vapor, etc.) and tank car specification (example: DOT 112J340W).

#### BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

- (f) When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible. A dike can be constructed to limit the area contaminated by a spill by simply using earth, old ties, rocks, etc.
- (g) Remain at the scene, in close contact with the dispatcher (yardmaster in terminals). Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

# HAZARDOUS MATERIALS INCIDENT CONDITION REPORT

9

This form (19-A) should be used when a derailment or incident occurs in which hazardous materials may be involved. Record the vital information gathered and use it when notifying the dispatcher.

Name of Person Reporting Incident: \_\_\_\_\_

Train or Other Identification: \_\_\_\_\_

Time of Incident: \_\_\_\_\_ M. Date of Incident: \_\_\_\_\_ 19\_\_\_\_

Location: \_\_\_\_\_

First car derailed from rear of train: \_\_\_\_\_ First car derailed from engine: \_\_\_\_\_, total number of cars involved: \_\_\_\_\_

Weather Conditions: Clear \_\_\_\_\_ Cloudy \_\_\_\_\_ Raining \_\_\_\_\_ Snowing \_\_\_\_\_

Temperature: \_\_\_\_\_ Wind Direction & Velocity: \_\_\_\_\_

Car No. 1:

Car No. 2:

Car No. 3:

Car No. 4:

Int'l. & Number: \_\_\_\_\_

Contents: \_\_\_\_\_

STCC#: \_\_\_\_\_

Shipper: \_\_\_\_\_

Origin: \_\_\_\_\_

Consignee: \_\_\_\_\_

Destination: \_\_\_\_\_

Emergency Telephone No. \_\_\_\_\_

This car is

- |                          |          |          |          |
|--------------------------|----------|----------|----------|
| 1. _____ Not derailed    | 1. _____ | 1. _____ | 1. _____ |
| 2. _____ Derailed, and   | 2. _____ | 2. _____ | 2. _____ |
| 3. _____ Upright         | 3. _____ | 3. _____ | 3. _____ |
| 4. _____ On side         | 4. _____ | 4. _____ | 4. _____ |
| 5. _____ Leaning         | 5. _____ | 5. _____ | 5. _____ |
| 6. _____ On fire         | 6. _____ | 6. _____ | 6. _____ |
| 7. _____ Spilled/leaking | 7. _____ | 7. _____ | 7. _____ |
| 8. _____ Other, describe | 8. _____ | 8. _____ | 8. _____ |

Contents are spilled into or onto



- |                                     |           |           |           |
|-------------------------------------|-----------|-----------|-----------|
| 9. _____ Lake/river/swamp           | 9. _____  | 9. _____  | 9. _____  |
| 10. _____ Culvert/sewer             | 10. _____ | 10. _____ | 10. _____ |
| 11. _____ Drainage/irrigation ditch | 11. _____ | 11. _____ | 11. _____ |
| 12. _____ Residential property      | 12. _____ | 12. _____ | 12. _____ |
| 13. _____ Railroad property         | 13. _____ | 13. _____ | 13. _____ |
| 14. _____ Farmland                  | 14. _____ | 14. _____ | 14. _____ |
| 15. _____ Other, describe:          | 15. _____ | 15. _____ | 15. _____ |

Residents are within: \_\_\_\_\_ 500 feet \_\_\_\_\_ 1/2 mile \_\_\_\_\_ 1 mile \_\_\_\_\_ further than 1 mile

Other conditions not listed: \_\_\_\_\_

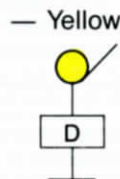
Name of person receiving report: \_\_\_\_\_

**INTERLOCKING SIGNALS**

RULE	ASPECTS	NAME	INDICATION
230		Clear	Proceed
242		Stop	Stop

**DISTANT SIGNALS**

229.



**NAME — DISTANT SIGNAL APPROACH.**

Indication — Approach next signal prepared to stop short of next signal.

**SPEED RESTRICTIONS**

ALL SUBDIVISIONS	MPH
Through turnout of all switches .....	10
All tracks other than main tracks, unless otherwise provided .....	10
Locomotive surfacing and car shop repair track areas.....	5

Trains handling wrecker derricks, scale test cars, locomotive cranes, Jordan Spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed 20 miles per hour. The maximum speed must be further reduced on tangents and curves where track conditions do not justify the maximum speed. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

**EQUIPMENT RESTRICTIONS**

Cars with shiftable loads are not to be placed as the rear car in a train (this does not include TOFC and COFC).

Maximum weight restriction is 263,000 lbs. on all subdivisions.

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

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

**Q: AUTHORIZED ABBREVIATIONS**

The authorized abbreviation for subdivision is changed to "Sub."

**6. TIMETABLE CHARACTERS:** The following characters placed in the timetable station column indicate:

- B.** - General Orders
- I.** - Manual Interlocking
- J.** - Junction
- K.** - Standard Clock
- P.** - Phone
- Q.** - Radio
- T.** - Turning Facility
- Y.** - Yard limits in effect continuously.

**19(D).** In cabooseless train operation the initial and number of the car on which the marker is applied must be determined by the conductor.

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

**99. FLAG PROTECTION**

Minimum flagging distance .....One Mile

**103(A). MOVEMENT OVER ROAD CROSSINGS**

All movements on or from sidings or other auxiliary tracks over a public crossing protected by automatic devices will not obstruct crossing until protective devices are operating for 20 seconds unless a crew member is on the ground at the crossing to warn traffic until crossing is occupied.

## 505. BASE AND WAYSIDE RADIO STATIONS

Location Station	M.P.	Channel	Period of Operation	Control Point
Horicon	139.1	1, 2	Irregular	Horicon

CHANNEL 1 = Road

CHANNEL 2 = Yards at North Milwaukee and Horicon

**616.** Employees governed by the General Code of Operating Rules must have Wisconsin & Southern Form 19, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

### 630. Modified by the addition of the following:

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

### 631. TOFC

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

**807.** There may be occasions where train or engine crews are requested by local police officers to provide urine samples, blood samples, submit to breathalyzer test or provide driver's license at the time of crossing accidents.

Our legal counsel has determined we are not required to provide them in the State of Wisconsin.

Additionally, if the train is being unduly detained, a crew member will contact the Train Dispatcher immediately.

## FACSIMILE MACHINES

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

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

FAX machines are located as follows:

Horicon .....	414-485-4354
Granville/Scenic Rail Dining .....	414-354-6014
North Milwaukee Yard.....	414-438-0453

## JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without watch is to count "one hundred and thirty-one, one hundred thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

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

### IMPACT FORCE AT VARIOUS STRIKING SPEEDS

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

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

## COMPANY DESIGNATED PHYSICIANS

City	Name and Address	Phone Number
Horicon	Daniel R. Erickson, M.D., S.C. 610 Washington Street Horicon, Wisconsin 53032	414-485-4341

## EMERGENCY TELEPHONE NUMBERS

Location	Ambulance	Fire	Police
Beaver Dam	911	885-5544	885-6262
Germantown	251-1710	251-1710	251-1710
Hartford	673-3071	673-5151	673-2600
Horicon	911	911	485-4722 485-4477
Markesan	398-3524	398-3524	398-2121
Mayville	387-7903	387-7903	387-7903
North Milwaukee	911	911	935-7243
Oshkosh	911	236-5240	236-5700
Ripon	748-7444	911	748-2888
Slinger	911	911	338-4411
Waupun	324-3765	324-7905	324-7911

## COUNTY SHERIFF DEPARTMENTS

County	Emergency	Non-Emergency	911
Columbia	608-742-4166		NO
Dodge	414-386-4455	414-386-2727	YES
Fond du Lac	414-929-3390	414-929-3370	YES
Green Lake	414-294-4001	414-294-4129	NO
Milwaukee	414-278-4700	414-278-4726	YES
Washington	414-338-4411	414-338-4378	NO
Waukesha	414-548-7111	414-548-7117	NO
Winnebago	414-236-4900	414-424-0015	YES



## MULTI-CHANNEL RADIO INSTRUCTIONS

On units equipped with a radio that can operate on channels used by other railroads, this radio is identified by a four-digit display which shows channels by the AAR frequency assignment plan number. Channels are selected by either rotary or pushbutton switches on the radio front panel.

RAILROAD	CHANNEL	DISPLAY	DISPATCHER CALL-IN
WSOR	1	31 31	
WSOR	2	69 69	
C&NW	1	52 52	Touch tone (DTMF) SEE CNW TIMETABLE
C&NW	3	62 62	
FRVR	1	49 49	
SOO LINE	1	84 84	DISP-1 Select DISP-1 Button Tone button to TONE position, then depress touch tone (DTMF) button #1.  DISP-2 same as above but select #2 button.
SOO LINE	2	94 94	
SOO LINE	3	65 65	
SOO LINE	4	44 44	
SOO LINE	5	88 88	
SOO LINE	6	41 41	
WC	1	45 45	
WC	2	10 10	
WC	3	79 79	

**SAFETY  
EVERYDAY  
IS THE**

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**WISCONSIN &  
SOUTHERN**

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**WAY**



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