PB-27032

CHICAGO AREA
TIMETABLE #3

Effective 0001 Sunday, December 12, 2004

D. J. Duffy, Executive Vice President - Operations
J. H. Koch, Vice President - Transportation
M. F. Kelly, Vice President - Northern Region
J. M. Santamaria, Vice President - Central Region
C. O. Malone, Vice President - Southern Region
T. F. Jacobi, Vice President - Western Region
W. E. Wimmer, Vice President - Engineering
D. H. Jacobson, Vice President - Operating Service
R. S. Blackburn, Vice President - Premium Operations
J. H. Rebensdorf, Vice President - Network Planning & Operations
R. M. Grimaila, Sr. AVP - Safety ,Environmental & Security
B. J. Kanuch, Chief Mechanical Officer
S. R. Barkley, Vice President - HDC & Network Operations

This document supersedes:

Union Pacific Railroad Chicago Timetable 2 effective Dec 09, 2001

EXPLANATION OF CHARACTERS

Symbol	Represents
CTC	CENTRALIZED TRAFFIC CONTOL
CTC ATC	CENTRALIZED TRAFFIC CONTOL AUTOMATIC TRAIN CONTROL
ATC	AUTOMATIC TRAIN CONTROL
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
DT	DOUBLE TRACK
DTC	DIRECT TRAFFIC CONTROL
DTC ABS	DIRECT TRAFFIC CONTROL AUTOMATIC BLOCK SIGNAL SYSTEM
TWC	TRACK WARRANT CONTROL
TWC ABS	TRACK WARRANT CONTROL AUTOMATIC BLOCK SIGNAL SYSTEM
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS DUAL CONTROL SWITCHES
Y	YARD LIMITS

Symbol	Represents
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9
(11)	SPECIAL INSTRUCTIONS APPLY ITEM 11
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD
C	CENTER
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIUPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTORS WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR

OTHER AVAILABLE REFERENCE MATERIAL

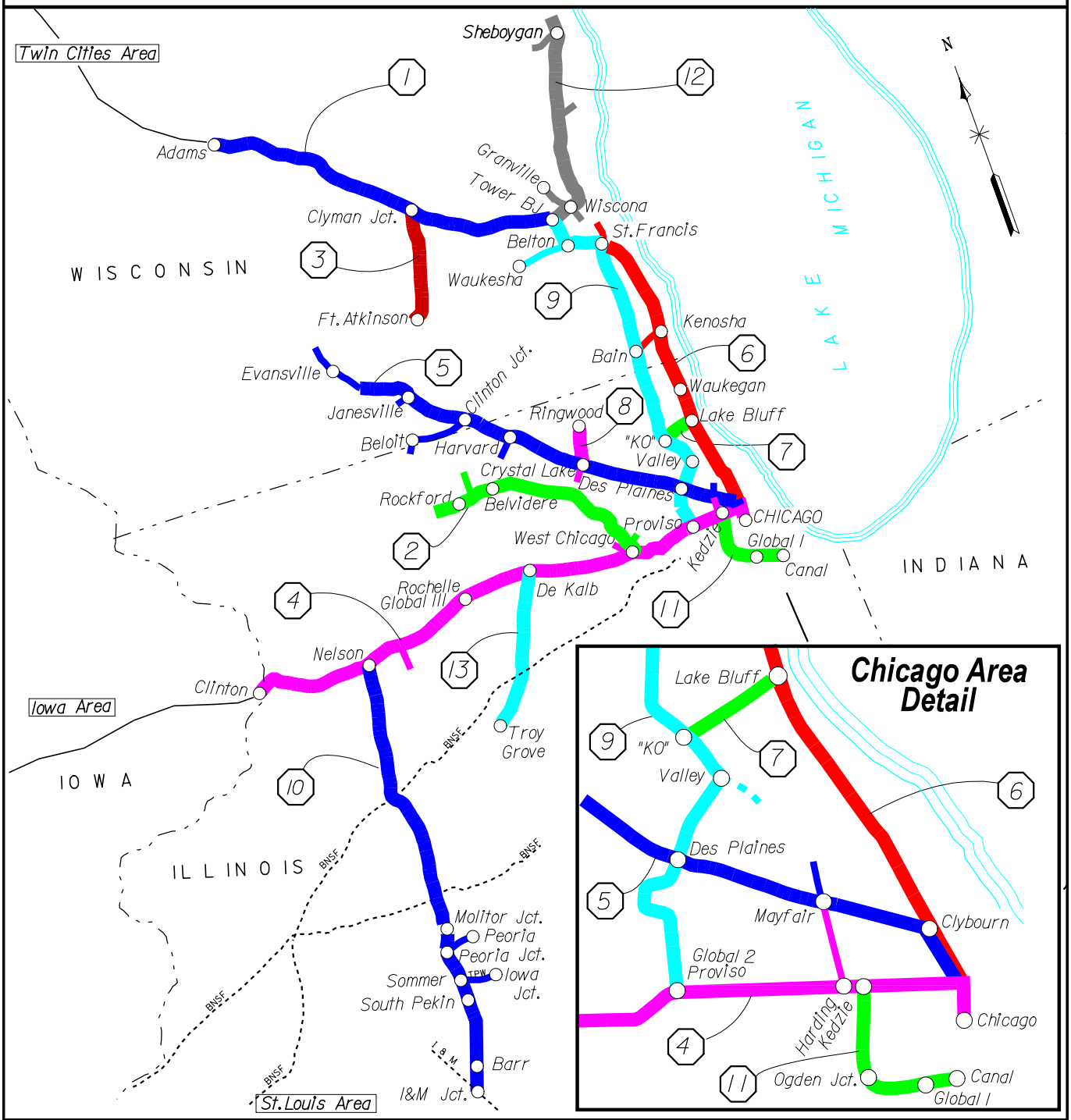
Area #	Area Name	Timetable Item #	Area Profile
1	Portland	PB-27020	Not Available
2	Salt Lake City	PB-27021	Not Available
3	Roseville	PB-27022	Not Available
4	Los Angeles	PB-27023	Not Available
5	El Paso	PB-27024	Not Available
6	Denver	PB-27025	Not Available
7	North Platte	PB-27026	Not Available
8	Council Bluffs	PB-27027	Not Available
9	Kansas City	PB-27028	Not Available
10	Salina	PB-27029	Not Available
11	Iowa	PB-27030	Not Available
12	Twin Cities	PB-27031	Not Available
13	Chicago	PB-27032	Not Available
14	St. Louis	PB-27033	Not Available
15	North Little Rock	PB-27034	Not Available
16	Dallas / Ft. Worth	PB-27035	Not Available
17	Houston	PB-27036	Not Available
18	San Antonio	PB-27037	Not Available
0	All Area 3 Hole Singles	PB-27038	
0	3" Binder	PB-27019	
0	Area Tabs (19 Each)	PB-27018	
0	System Special Instructions	PB-27015	

Building America

CHICAGO AREA

TIMETABLE #3

Effective 0001 Sunday, December 12, 2004



1. ADAMS ..... (0174)	6. KENOSHA ..... (0010)	11. ROCKWELL ..... (0008)
2. BELVIDERE ..... (0015)	7. LAKE ..... (0012)	12. SHORELINE ..... (0157)
3. CLYMAN ..... (0178)	8. McHENRY ..... (0013)	13. TROY GROVE ..... (0024)
4. GENEVA ..... (0001)	9. MILWAUKEE ..... (0152)	
5. HARVARD ..... (0163)	10. PEORIA ..... (0019)	

PEN TABLE - Q:\TT_MAPS\TT_MAPS.PEN

FILE: Q:\TT_MAPS\ 2004_CHICAGO\CHICAGO_N03_2004.DGN NOVEMBER 18, 2004

CHICAGO AREA

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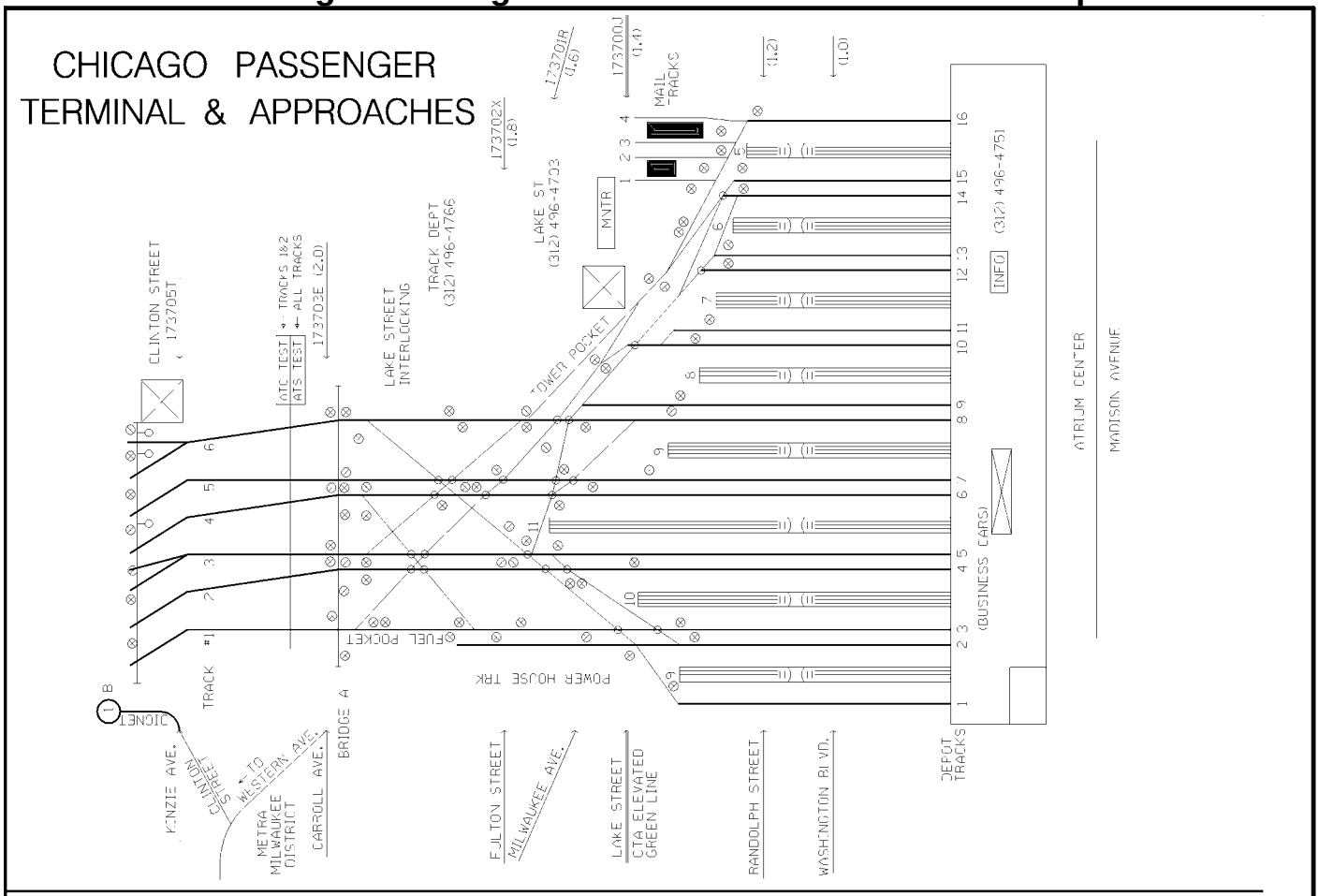
CHICAGO AREA

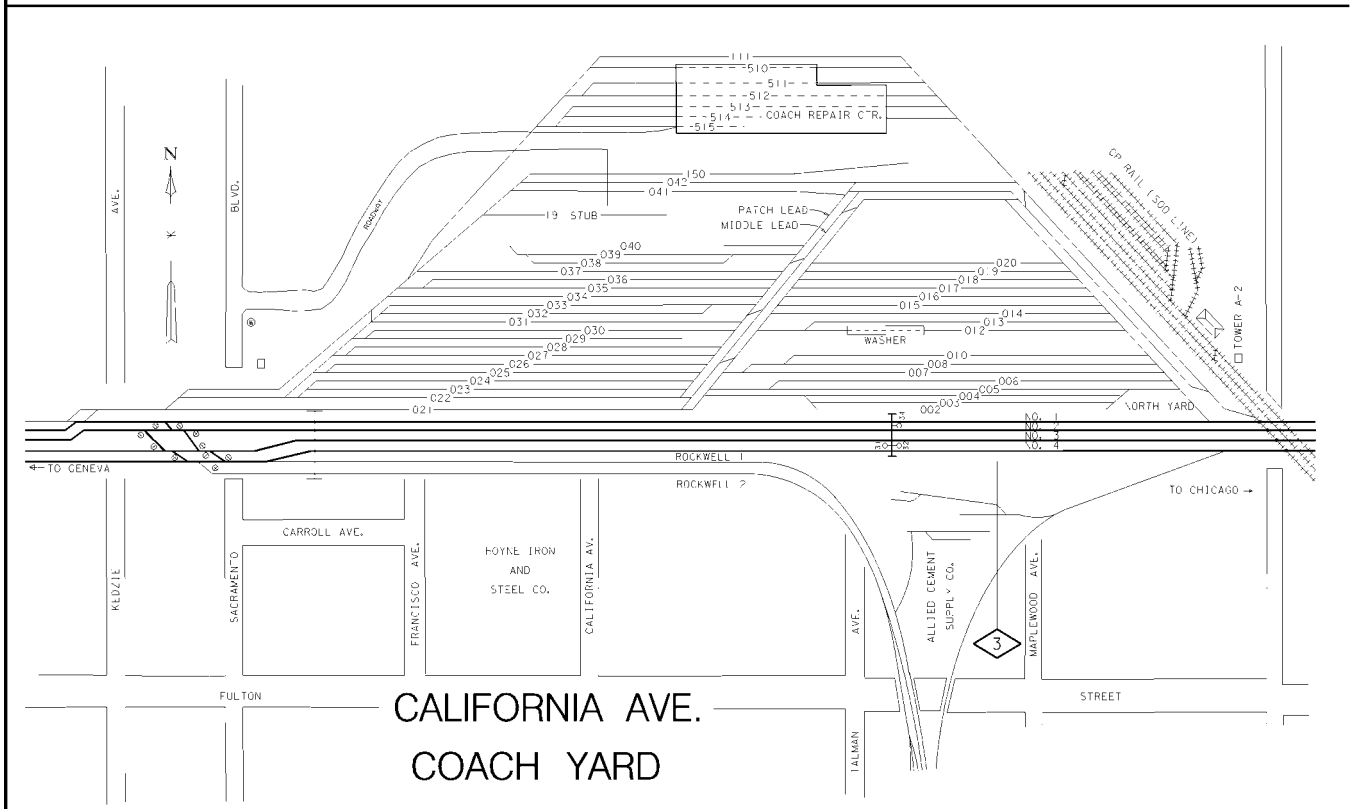
Station Name	Circ7 #	Subdivision	Page #
25TH AVE.	NZ015	GENEVA	4
ADAMS	EC209	ADAMS	33
ADAMS ST.		PEORIA	24
AIRPORT	EC076	MILWAUKEE	28
ARLINGTON HEIGHTS	HV023	HARVARD	12
ARLINGTON PARK	HV024	HARVARD	12
ASHTON	NZ084	GENEVA	4
BAIN	EC053	MILWAUKEE	28
BARR	SM236	PEORIA	24
BARRINGTON	HV032	HARVARD	12
BELGIUM	ED123	SHORELINE	32
BELLWOOD	NZ017	GENEVA	4
BELTON	EC090	MILWAUKEE	28
BELVIDERE	NR050	BELVIDERE	22
BERKELEY	NZ019	GENEVA	4
BJ EAST	ED098	MILWAUKEE	28
BJ EAST	ED098	SHORELINE	32
BJ SOUTH	EC097	ADAMS	33
BJ SOUTH	EC097	MILWAUKEE	28
BRAESIDE	CY021	KENOSHA	18
BRYN MAWR	EC006	MILWAUKEE	28
BUTLER	EC096	MILWAUKEE	28
BX		TROY GROVE	26
CANAL ST.	CZ001	ROCKWELL	21
CARY	HV039	HARVARD	12
CENTRAL ST.	CY014	KENOSHA	18
CHICAGO	HV000	GENEVA	4
CHICAGO	HV000	KENOSHA	18
CHICAGO	HV000	HARVARD	12
CLINTON	NZ140	GENEVA	4
CLINTON JCT.	HV079	HARVARD	12
CLYBOURN	CY002	HARVARD	12
CLYBOURN	CY002	KENOSHA	18
CLYMAN JCT.	EC135	ADAMS	33
CLYMAN JCT.	EC135	CLYMAN	34
COLLEGE AVE	NZ026	GENEVA	4
CORTLAND	NZ055	GENEVA	4
CRYSTAL LAKE	HV043	HARVARD	12
CRYSTAL LAKE JCT.	HV042	MCHENRY	20
CRYSTAL LAKE JCT.	HV042	HARVARD	12
CUDAHY	CY078	KENOSHA	18
CUMBERLAND	HV019	HARVARD	12
CY		KENOSHA	18
CY		HARVARD	12
DALTON	EC169	ADAMS	33
DE KALB	NZ058	GENEVA	4
DEE ROAD	HV015	HARVARD	12
DEERING BR.	CY006	KENOSHA	18
DEKALB	NZ058	TROY GROVE	26
DEMENT	NZ073	GENEVA	4
DES PLAINES	HV017	HARVARD	12
DEVAL	EC012	HARVARD	12
DEVAL	EC012	MILWAUKEE	28
EARLVILLE	NT026	TROY GROVE	26
EAST CLINTON	NZ136	GENEVA	4
EAST ELBURN YARD	NZ043	GENEVA	4
EDGEWATER JCT.		SHORELINE	32
EDISON PARK	HV013	HARVARD	12
ELBURN	NZ044	GENEVA	4
ELGIN	NR012	BELVIDERE	22
ELMHURST	NZ022	GENEVA	4
END OF SUBDIVISION		HARVARD	12
END OF YARD LIMITS		BELVIDERE	22
ERIE		HARVARD	12
ERIE		KENOSHA	18
EVANSTON (DAVIS ST.)	CY012	KENOSHA	18
FIFTH STREET	NZ138	GENEVA	4
FONDA	ED100	SHORELINE	32
FOX RIVER GROVE	HV037	HARVARD	12
FROG POND	NZ133	GENEVA	4
FRVR CONNECTION		SHORELINE	32
FT. ATKINSON	EJ029	CLYMAN	34
FT. SHERIDAN	CY026	KENOSHA	18
GALT	NZ113	GENEVA	4
GENEVA	NZ035	GENEVA	4
GLADSTONE PARK	HV010	HARVARD	12
GLEN ELLYN	NZ025	GENEVA	4
GLENCOE	CY020	KENOSHA	18
GLOBAL ONE	GO003	ROCKWELL	21
GLOBAL THREE	NZ077	GENEVA	4
GRAND AVENUE	EC004	MILWAUKEE	28
GREAT LAKES	CY032	KENOSHA	18
GURNEE	EC039	MILWAUKEE	28
HALSTED		GENEVA	4
HARDING AVE.	NZ004	GENEVA	4
HARVARD	HV063	HARVARD	12
HIGHLAND PARK	CY023	KENOSHA	18
HIGHWOOD	CY025	KENOSHA	18
HOLD SIGNA 23		KENOSHA	18
HOLD SIGNAL 38		KENOSHA	18
HOLD SIGNAL 44		KENOSHA	18
HOLD SIGNAL 46		HARVARD	12
HOLD SIGNAL 47		HARVARD	12
HOLD SIGNAL 52		HARVARD	12
HOLD SIGNAL 53		KENOSHA	18
HOLD SIGNAL 53		HARVARD	12
HOLD SIGNAL 63		HARVARD	12
HUBBARD WOODS	CY019	KENOSHA	18
I&M JCT.		PEORIA	24
ILLINOIS RIVER BR.	SM193	PEORIA	24
INDIAN HILL	CY017	KENOSHA	18
IRVING PARK	HV007	HARVARD	12
JANESVILLE	HV089	HARVARD	12
JEFFERSON JCT.	EJ020	CLYMAN	34
JEFFERSON PARK	HV009	HARVARD	12
KAY	EC066	MILWAUKEE	28
KEDZIE	NZ003	ROCKWELL	21
KEDZIE	NZ003	GENEVA	4
KEELER AVE.	NZ005	GENEVA	4
KENILWORTH	CY016	KENOSHA	18
KENOSHA	CY051	KENOSHA	18
KO	EC032	MILWAUKEE	28
KO	EC032	LAKE	31
KOHLER JCT.	ED141	SHORELINE	32
KRESS	NZ032	GENEVA	4
LA FOX	NZ040	GENEVA	4

CHICAGO AREA

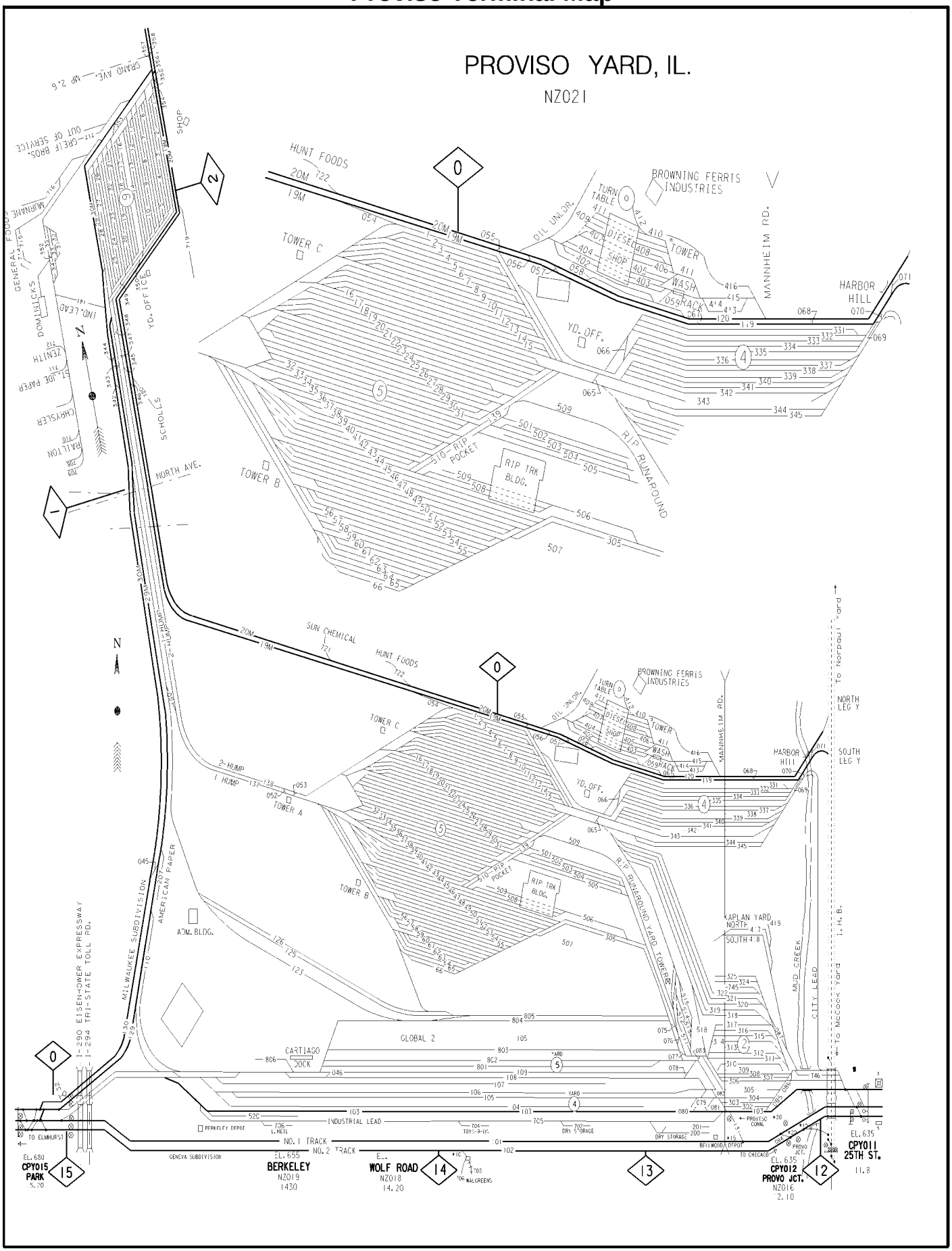
Station Name	Circ7 #	Subdivision	Page #
LAKE BLUFF	CY030	LAKE	31
LAKE BLUFF	CY030	KENOSHA	18
LAKE FOREST	CY028	KENOSHA	18
LAKE ST.	NZ000	GENEVA	4
LAKE ST.	NZ000	KENOSHA	18
LAKE ST.	NZ000	HARVARD	12
LOMBARD	NZ024	GENEVA	4
LYNDON	NZ121	GENEVA	4
MAIN ST.	CY011	KENOSHA	18
MALTA	NZ064	GENEVA	4
MANLIUS	SM128	PEORIA	24
MARCY	EC101	ADAMS	33
MAYFAIR	HV008	HARVARD	12
MAYWOOD	NZ013	GENEVA	4
MCHENRY	HH008	MCHENRY	20
MELROSE PARK	NZ014	GENEVA	4
MEREDITH	NZ048	GENEVA	4
MISSISSIPPI RIVER BR.	NZ137	GENEVA	4
MITCHELL	EC085	MILWAUKEE	28
MT. PROSPECT	HV021	HARVARD	12
NACHUSA	NZ093	GENEVA	4
NELSON	NZ104	GENEVA	4
NELSON	NZ104	PEORIA	24
NJ	NZ105	GENEVA	4
NORMA	EC011	MILWAUKEE	28
NORTH CHICAGO	CY033	KENOSHA	18
NORTHWEST JCT.	NZ001	GENEVA	4
NORTHWEST JCT.	NZ001	HARVARD	12
NORTHWEST JCT.	NZ001	KENOSHA	18
NORWOOD PARK	HV011	HARVARD	12
NQ	NZ103	GENEVA	4
NY		PEORIA	24
NY (Contolled Siding)	SM106	GENEVA	4
OAK CREEK	CY073	KENOSHA	18
OAK PARK	NZ009	GENEVA	4
OGDEN JCT.	GO002	ROCKWELL	21
OXFORD	EC190	ADAMS	33
PALATINE	HV027	HARVARD	12
PARK		GENEVA	4
PARK CITY	EC035	MILWAUKEE	28
PARK RIDGE	HV014	HARVARD	12
PECK	NZ037	GENEVA	4
PEORIA JCT.	SM185	PEORIA	24
PIONEER	SM176	PEORIA	24
POTTSTOWN	SM181	PEORIA	24
PPU JCT	SM189	PEORIA	24
PROVISO	NZ021	GENEVA	4
PROVO JCT.	NZ016	GENEVA	4
RACINE	CY060	KENOSHA	18
RAVENSWOOD	CY007	KENOSHA	18
RAVINIA	CY022	KENOSHA	18
RAVINIA PARK	CY013	KENOSHA	18
RINGWOOD	HH011	MCHENRY	20
RIVER FOREST	NZ011	GENEVA	4
ROCHELLE	NZ075	GENEVA	4
ROCK	EC124	ADAMS	33
ROCKFORD	NR060	BELVIDERE	22
ROCKWELL JCT.	GO001	ROCKWELL	21
ROGERS PARK	CY010	KENOSHA	18
ROTHS	ED143	SHORELINE	32
ROUND GROVE	NZ119	GENEVA	4
RP		KENOSHA	18
SEEGER	HV020	HARVARD	12
SHEBOYGAN	ED139	SHORELINE	32
SHERMER	EC018	MILWAUKEE	28
SOMMER	SM190	PEORIA	24
SOUTH PEKIN	SM198	PEORIA	24
ST. FRANCIS	EC081	KENOSHA	18
ST. FRANCIS	EC081	MILWAUKEE	28
STERLING	NZ110	GENEVA	4
STORAGE	SM149	PEORIA	24
TERRA COTTA	HH003	MCHENRY	20
TROY GROVE	NT037	TROY GROVE	26
TURNER	NZ029	GENEVA	4
UPTON	EC033	MILWAUKEE	28
VALE	NZ012	GENEVA	4
VALLEY	EC021	MILWAUKEE	28
VILLA PARK	NZ023	GENEVA	4
WASHINGTON ST.	NZ031	GENEVA	4
WATERTOWN	EJ009	CLYMAN	34
WAUKEGAN	CY036	KENOSHA	18
WEST CHICAGO	NZ030	BELVIDERE	22
WEST CHICAGO	NZ030	GENEVA	4
WEST CHICAGO YARD	NZ030	GENEVA	4
WEST ELBURN YARD	NZ043	GENEVA	4
WEST WYE SWITCH		MCHENRY	20
WESTERN AVE.	NZ002	GENEVA	4
WHEATON	NZ027	GENEVA	4
WILMETTE	CY015	KENOSHA	18
WINFIELD	NZ028	GENEVA	4
WINNETKA	CY018	KENOSHA	18
WINTHROP HARBOR	CY044	KENOSHA	18
WISCONA	ED103	SHORELINE	32
WK		KENOSHA	18
WOODSTOCK	HV052	HARVARD	12
ZION	CY042	KENOSHA	18

Chicago Passenger and California Ave Terminal Maps





Proviso Terminal Map



GENEVA SUBDIVISION (0001)

Radio Display:
Chicago to CP Y015 - 5252 -*51
CP Y015 to CP Y048 - 5252 -*41
CP Y048 to Clinton - 6262 -*43
Commuter Control -*52

Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
0.0	SEE SI-01		CHICAGO Y (0.2)	HV000	
0.2			LAKE ST. (M)Y (0.3)	NZ000	
0.5		Y900	NORTHWEST JCT. XY (0.3)	NZ001	
0.8	9.14 ATC	Y901	HALSTED XY (1.8)		
2.6	SEE SI-01	Y902	WESTERN AVE. Y(X) (1.0) METRA (M)	NZ002	
3.6	CTC4MT	Y903	KEDZIE TYX	NZ003	
3.7	CTC3MT ATC	Y904	(0.9)		
4.5			HARDING AVE. Y (0.3)	NZ004	
4.8			KEELER AVE. Y (3.7)	NZ005	
8.5			OAK PARK Y (1.2)	NZ009	
9.7			RIVER FOREST Y (0.3)	NZ011	
10.0	CTC2MT ATC	Y010	VALE YX (0.5)	NZ012	
10.5			MAYWOOD Y (0.8)	NZ013	
11.3			MELROSE PARK Y (0.5)	NZ014	
11.8		Y011	25TH AVE. YX (0.3)	NZ015	
12.1		Y012	PROVO JCT. YX (0.6)	NZ016	
12.7			BELLWOOD Y (1.6)	NZ017	
14.3			BERKELEY Y (0.9)	NZ019	
			PROVISO T	NZ021	Yard
15.2	CTC3MT ATC	Y015	PARK YX (0.5)		
15.7			ELMHURST Y (2.1)	NZ022	
17.8			VILLA PARK (2.1)	NZ023	
19.9			LOMBARD (2.5)	NZ024	
22.4			GLEN ELLYN (1.4)	NZ025	
23.8			COLLEGE AVE (1.2)	NZ026	
25.0			WHEATON (2.5)	NZ027	
27.5			WINFIELD (2.0)	NZ028	
29.5		Y029	TURNER X (0.2)	NZ029	
29.7			WEST CHICAGO (0.6)	NZ030	
30.3		Y030	WASHINGTON ST. X (1.8) (X)EJE(M)	NZ031	
			WEST CHICAGO YARD T	NZ030	Yard
32.1	CTC2MT ATC	Y032	KRESS X (3.4)	NZ032	
35.5			GENEVA (2.7)	NZ035	
38.2	CTC3MT ATC	Y038	PECK X (2.6)	NZ037	
40.8			LA FOX (1.8)	NZ040	
42.6		Y042	EAST ELBURN YARD (Trk.3) (0.8)	NZ043	YARD
43.4		Y043	WEST ELBURN YARD (Trk.3) (0.6)	NZ043	YARD
44.0	CTC2MT ATC	Y044	ELBURN X(Trk.2 & 3) (4.5)	NZ044	
48.5		Y048	MEREDITH X (6.9)	NZ048	
55.4		Y055	CORTLAND X (9) (2.9)	NZ055	
58.3			DE KALB (4.7)	NZ058	
63.0		Y063	MALTA X (10.3)	NZ064	
73.3		Y073	DEMENT X (2.0)	NZ073	
75.3			ROCHELLE (0.6) (X)BNSF(A)	NZ075	
75.9		Y076	GLOBAL THREE (Trk.2)	NZ077	
78.4		Y078	(Trk.2)		
79.9		Y080	(6.8) (Trk.2)		
82.7		Y083	ASHTON X (10.2)	NZ084	
92.9		Y093	NACHUSA X (10.1)	NZ093	
103.0		Y103	NQ X (1.3)	NZ103	
104.3		Y104	NELSON X (0.2)	NZ104	11084
104.5		Y000	NY (Contolled Siding) T (0.6)	SM106	
105.1		Y105	NJ X (4.4)	NZ105	
109.5			STERLING (4.4)	NZ110	
113.9		Y114	GALT X(11) (4.7)	NZ113	
118.6			ROUND GROVE (2.4)	NZ119	
121.0		Y121	LYNDON X(11) (12.0)	NZ121	
133.0		Y133	FROG POND X(11) (2.9)	NZ133	
135.9			EAST CLINTON (0.8)	NZ136	
136.7		Y137	MISSISSIPPI RIVER BR. (M)D (0.4)	NZ137	
137.1		Y138	FIFTH STREET X (1.8)	NZ138	
138.9			CLINTON T	NZ140	Yard

(138.9)

SI-01 MAIN TRACK AUTHORITY

Chicago to CP Y901:
Interlocking/Control Point limits.

CP Y901 to CP Y902 - 4 MT: Rule 9.14/9.15/ATC;
Trk 1-EWD,
Trk 2-WWD,
Trk 3-EWD,
Trk 4-WWD.

CP Y902 to CP Y903 - 4 MT:
Trk 1-EWD - Rule 9.14/9.15;
Trk 2 - Rule 9.14.2/9.15;
Trk 3-EWD;
Trk 4-WWD - Rule 9.14/9.15/ATC.

GENEVA SUBDIVISION (0001)

SI-01 MAIN TRACK AUTHORITY Continued...

CP Y903 to CP Y904 - 4 MT:
Trk 1 CTC;
Trk 2 CTC/ATC;
Trk 3 CTC/ATC;
Trk 4 CTC/ATC.

CP Y904 to CP Y010 - 3 MT: CTC/ATC.

CP Y010 to CP Y015 - 2 MT: CTC/ATC.

CP Y015 to CP Y032 - 3 MT: CTC/ATC.

CP Y032 to CP Y038 - 2 MT: CTC/ATC.

CP Y038 to CP Y044 - 3 MT: CTC/ATC

CP Y044 to Clinton - 2 MT: CTC/ATC.

Yard Limits between Chicago and MP 17.0

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	**PSGR**	**FRT**
0.0 and 139.9		
(Except as Below)	**70**	**70**
0.0 and 0.3 Chicago-Signal Bridge A	10	10
0.3 and 0.5	15	10
0.5 and 1.6 Trk1 & Trk2	30	10
0.5 and 1.6 Trk3 & Trk4	35	25
1.6 and 2.6 Trk1 & Trk2	30	10
1.6 and 2.6 Trk3 & Trk4	50	25
2.6 Western Avenue	30	10
2.6 and 3.6 Trk4	50	25
2.6 and 3.6 Trk3	35	35
2.6 and 3.6 Trk1 & Trk2	30	10
3.6 Kedzie	40	40
3.6 and 5.5	60	35
5.5 and 6.4 EWD only	70	45
5.5 and 6.4 WWD only	70	40
6.4 and 10.0	70	45
8.7 and 9.8 WWD only	70	35+
10.0 Vale Trk3 to Trk2	60	45
10.0 Vale Trk1 to Trk1	60	45
10.0 Vale Trk2 to Trk2	40	30
10.0 Vale Trk1 to Trk2	40	30
10.0 and 10.2	70	45
10.7 and 11.5 WWD only	70	35+
11.8 25th Ave	50	40
12.1 and 15.1	70	40+
15.1 Park	55	50
22.3 and 25.4	55	45
25.2 and 25.8 EWD only Trk1	50	50
29.5 Turner	55	40
29.5 and 30.0 Trk3	35	35
29.5 and 30.0 Trk1 & Trk2	55	40
30.0 and 30.5 Washington St	30	25
32.1 Kress	70	60
35.2 and 35.5	70	50
75.3 Rochelle (X)BNSF	35	35
97.0 and 100.0	45	45
107.0 and 109.6	50	50
135.9 and 136.7	25	25
136.7 and 138.9	20+	20+

Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains, not to exceed 79 MPH. Where permanent or temporary speed restrictions are in effect for passenger trains, they will apply.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
CP Y903/Y904: Passenger*	15
Freight*	10
*(1) When a train has a Clear cab signal; *(2) When an eastward movement with a non-equipped ATC engine receives an Advance Approach aspect at the approach signal (MP 4.7); or *(3) When a westward movement on the Rockwell Subdivision receives a Clear aspect at the Distant Signal (MP 0.7).	
Passenger*	40
Freight*	30
CP Y012 Passenger	40
Freight	30
IHB Connection and Proviso Lead	10
CP Y015 Passenger	40
Freight	30
Except to Proviso 30 Main	20
Loaded Bulk Commodity Unit Trains to Proviso 30 Main	10
CP Y032 Passenger	40
Freight	30
CP Y030, CP Y105 (except Trk.1 to Trk.2)	10
CP Y083, CP Y114, CP Y121 and CP Y133	40
3. Misc. Speed Restrictions	
CP Y902 thru turnouts	10
California Avenue Coach Yard:	5
except when headend of movement is on the east or west end leads	10
TOFC and Double Stack speed thru crossovers at following locations: CP Y037, CP Y048, CP Y055, CP Y063, CP Y073, CP Y093, and CP Y103	35
Yard Trk. 4&5 between Kedzie and Harding Avenues: Passenger trains and light engines	15
Freight trains	10
Global Three: Trk. 202 between CP Y076 and CP Y077	20
Trk. 101 between CP Y078 and CP Y080	40
Trains handling dimensional or excessive dimensional loads between mile post: (3.9 and 5.2), (9.6 and 9.8), (15.6 and 15.8), (44.8 and 45.2), (50.6 and 50.7), (69.0 and 69.2), (74.6 and 74.8), (83.7 and 84.0), (97.7 and 97.9), (103.7 and 105.0) and (137.5 and 137.6)	30

GENEVA SUBDIVISION (0001)

SI-04 MAIN TRACK DESIGNATIONS

CP Y900 to CP Y904: 4 MT
CP Y904 to CP Y010: 3 MT
CP Y010 to CP Y015: 2 MT
CP Y015 to CP Y032: 3 MT
CP Y032 to CP Y038: 2 MT
CP Y038 to CP Y044: 3 MT
CP Y044 to Clinton: 2 MT

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

35.5.1 Remote Control Area: Proviso, West Chicago and Global Three are designated remote control operations areas.

Proviso:

35.6.1 Remote Control Zones: Zone 1: Hump Lead 1 from the top of the hump to the power switches at North Ave. Pull Back Tonnage: 4200 tons per 4 axle locomotive with an entry speed of 10 MPH.

Zone 2: Hump Lead 2 from the top of the hump to the power switches at North Ave. Pull Back Tonnage: 4200 tons per 4 axle locomotive with an entry speed of 10 MPH.

35.6.3 Ending the Tour of Duty: Zones 1 and 2 remain active zones except zones will be deactivated to allow mechanical and engineering department employees with equipment to occupy or foul the tracks.

35.6.4 Entering a Remote Control Zone: Contact the remote control operator or the Yard 9 yardmaster.

West Chicago:

35.5.1 Remote Control Area: When RCL is pulling cars towards Roosevelt Road: Pull Back Tonnage: 4300 tons per 4 axle locomotive with an entry speed of 10 MPH.

35.6.1 Remote Control Zones: Zone 1: Track 201 (411) Begins west of the yard lead switch and extends west to the west clearance point of Coach Yard track 16/(412). Zone is equipped with Electronic Detection Protection (EDP)* that will stop westward movements before reaching the end of the zone. Pull Back Tonnage: 4300 tons per 4 axle locomotive with an entry speed of 10 MPH.

Zone 2: Track 207 Begins approximately 200 feet west of the 207/lead switch and extends west to the west clearance point of track 207(417) and coach yard track 20 (416). Pull Back Tonnage: 4300 tons per 4 axle locomotive with an entry speed of 10 MPH.

35.6.4 Entering a Remote Control Zone: Contact the West Chicago yardmaster or the remote control operator to determine if the zones are active. Remote Control Operator must notify the West Chicago Yard Master when a zone is activated and when deactivated.

SI-06 RCL OPERATIONS Continued...:

Global Three:

35.1.6 Road Crossing Equipped with Cameras: Add Thorpe Road:
An automatic bell and whistle activation puck is installed on track 102 approximately 350 feet east of Thorpe Road (within zone 1). This automatic bell/whistle puck will activate the bell and whistle on equipped remote control locomotives from a point 350 east of Thorpe Road until the RCL completely occupies the crossing. On initial movement pass the puck the RCO must monitor the sounding of the whistle and bell to verify the system is functioning as intended.
Any failures must be reported to MITO on duty, and the remote control operator must sound the bell and whistle as required until repairs are made. After repairs are completed, the RCO must verify the system is functioning as intended.

35.6.1 Remote Control Zones: Zone 1: Begins on Track 13 approximately 400 feet east of the 13 lead switch on Track 102 to the insulated joint on Track 102. The zone is equipped with Positive Stop Protection (PSP) that will stop westward RCL movements before reaching the end of the zone on the west end near the insulated joint on Track 102. Pull Back Tonnage: 7000 tons per 4 axle locomotive with an entry speed of 9 MPH.

Zone 2: Begins approximately 50 feet east of the east end switch of No. 13 lead to the east end of No.13 lead including No.13 lead switch, and entire Del Monte Stub. The zone is equipped with Positive Stop Protection (PSP) that will stop westward RCL movements before reaching the end of the zone 250 feet from the east end of track 130 (Del Monte Stub). Pull Back Tonnage: 7000 tons per 4 axle locomotive with an entry speed of 9 MPH.

35.6.4 Entering a Remote Control Zone: Trains, engines, M/W and mechanical must contact the Manager Intermodal Operations (MITO) at Global Three on channel 7171 or the remote control operator to determined if zones are active. Remote Control Operator must notify the MITO in charge of the yard when any RCZ is activated and when deactivated.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 29.0	(#) 78.8	(#) 127.9
(#) 46.1	(#) 95.0	
(#) 64.0	(#) 113.2	

GENEVA SUBDIVISION (0001)

SI-08 RULES ITEMS

Rule 1.47, Part C, Item 3: Not in effect between: Geneva and Chicago; MP 133.0 and Clinton or when operating on foreign railroads in the Chicago Terminal.

Rule 5.4.2 A and 5.4.5: Between Chicago and Geneva, yellow flags and green flags will not be displayed with temporary speed restrictions.

Rule 5.5: Between Chicago and Kress, speed restriction signs may not be displayed - Refer to Maximum Speed Table.

Rule 5.8.2 (7): Between Chicago and Geneva whistle signal 5.8.2 (7) is not required at crossings equipped with operating automatic gate warning devices, except when meeting or passing the head end or rear end of a train in the vicinity of a grade crossing. Whistle must be sounded at Kilbourn Avenue, MP 5.3 and 25th Avenue, MP 11.7.

Rule 5.9.: The headlight must be on bright when approaching and passing commuter stations. These stations are identified in the Commuter Operations Train Schedules.

Rule 5.9.1: Additional condition when headlight may be dimmed:
At the initial station of a passenger train when the passenger train is stopped on the main track waiting until time to begin loading passengers.

Rule 6.25: Movements Against the Current of Traffic must be authorized by Track Permit or Track Bulletin except between Halsted and Kedzie where movements may be authorized by signal indications.

Rule 9.2.5 Yellow over Red over Yellow aspect: When an approach signal displays an Approach Diverging aspect (Yellow over Red over Yellow), prepare to diverge at next signal on the most restrictive route at prescribed speed.

Rule 9.9.1 Rochelle Interlocking: Rule change: Passing Approach Clear Sign to Automatic Interlocking at Rochelle:
A train must proceed prepared to stop at the interlocking signal regardless of the indication of the signal that governs the approach to the automatic interlocking or cab signal when:

Moving below 25 MPH when passing the approach clear sign
or
Speed is reduced to below 25 MPH after passing the approach clear sign.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 600 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed. If signal does not indicate proceed follow instructions in the release box.

Approach clear sign at MP 70.3 for westward trains.
Approach clear sign at MP 79.7 for eastward trains.

Rule 9.12.3 Rochelle Interlocking: Return Movement Boxes: Boxes located on the signal mast poles are to be used for return movements or multiple movements through the interlocking. When such movements are made, be governed by instructions in the Return Movement Box.

SI-08 RULES ITEMS Continued...:

Rochelle Interlocking Job Briefing: When required to go to the release box the job briefing must include:
1. Which track the train is on.
2. If red light is illuminated: DO NOT push the release button.
3. If red light is NOT illuminated: Push release button for your track and hold for 5 seconds, then release.
4. Follow instruction.
5. Illuminated amber light indicates signals on conflicting routes are displaying STOP.

Rule 17 Instructions governing ATC:
1. Movements between CP Y901 and Kedzie may be made in accordance with signal indication and at restricted speed:
A. With engines not equipped with ATC with or without cars; or,
B. To and from the CP Y901 with the ATC cut out and back-up moves; or,
C. With the ATC cut out due to failure.
2. Between Kedzie and 25th Ave., engines not equipped with ATC may be operated at a speed not exceeding 40 MPH when a block signal displays an indication more favorable than Approach. An indication more favorable than Approach establishes absolute block to the next block signal. In connection with these movements, if block signal displays an Approach or Diverging Approach indication, movement must be made at restricted speed. If block signal displays a Stop, Stop and Proceed or Restricting indication, train must stop and not proceed until authorized by the train dispatcher. However, the train may pass a signal indicating Restricting to leave the main track immediately pass the signal.
3. Non-equipped engines in switching service may be operated on the main track between CP Y901 and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton and Clinton, and at West Chicago, De Kalb, Dixon, Nelson, Sterling and Clinton within switching limits, in accordance with signal indication, not exceeding restricted speed.
4. Between Kedzie and Clinton when movements to and from repair shops for inspection and repairs are made with engines not equipped with ATC, they must not exceed restricted speed until an absolute block in advance of movement has been established by the train dispatcher, and then not to exceed 40 MPH.

Rule 17.7: Continuous block signals between:
CP Y901 and CP Y015;
CP Y103 and CP Y138.

ATC Test Sections: ATC test sections are located at: Lake St.: Leads 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.
Proviso: Westward - 29 and 30 main at Park.
West Chicago: Eastward - Yard track 207 at Yard office, Downtown lead, Belvidere Subdivision.
Westward - Yard track 201 at Kress.
De Kalb: Eastward - Connecting track from Troy Grove Branch.
Nelson: Eastward - East Wye. Westward - West Wye at NJ.
Sterling: Old 25 Track.

GENEVA SUBDIVISION (0001)

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
California Ave. Coach Yd.	3.0	. . .
Creston	69.7	NZ069
Franklin Grove	87.8	NZ088
Dixon	97.9	NZ098
Morrison E	123.8	NZ124

SI-11 INDUSTRIAL LEADS

Cragin:(0003) Off main track No. 3 at MP 4.5. Extends 6.6 miles from Harding Avenue MP 0.0 northward to MP 7.0. FRA excepted track. Equation MP 0.4 = MP 0.8.
Six Axle units prohibited.
If train delayed within Cragin interlocking limits, a crew member must immediately communicate with control operator at Tower A-5 for instructions.

Business Tracks	MP	Sta.#'s
Augusta Blvd. (9)	1.2	SK001
Cragin (X)METRA(M) (9)	5.6	SK002
Grayland (X)METRA(M) (9)	5.0	SK005
Mayfair (M) (9)	5.6	HV008

St. Charles:(0004) Off main track at West Chicago Yard. Extends 7.5 miles from MP 30.8, to End of Track at MP 38.3. St. Charles, Sta. No. NI002, MP 35.9. FRA excepted track.

Dixon River:(0006) Off main track NO. 1 at Dixon. Extends from Dixon, MP 0.0, 3.4 miles to Dixon-Marquette cement facility MP 3.4. Six axle units must not be operated on this lead.

SI-12 TONNAGE RESTRICTIONS/TPOB

Max Gross weight; Kedzie to Clinton - 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Lake St. Tower: Control operator at Lake St. Tower controls Lake St., CP Y900, and CP Y901. Radio access: 516.

Chicago to Bridge A: Movements to be made at Restricted Speed. Lake St. Interlocking signals (including the Eastward/Southward signals at Bridge A) do not convey track occupancy.

California Avenue Coach Yard: Maximum Speed 5 MPH, except maximum speed is 10 MPH when headend of movement is on the east or west end leads. Six axle units are prohibited between Sacramento and Western Avenues.
Yardmaster Radio access: 514.

MP 5.5 and MP 8.9 - Emergency Application: When a train is stopped by an emergency application of the brakes along adjacent tracks of the CTA between MP 5.5 and MP 8.9, a member of the crew must immediately notify the train dispatcher who will in turn immediately notify the CTA Control Center (312) 432-8035.

Proviso:

Tracks designated as "Mains": Rule 6.28 applies on all yard tracks at Proviso.
19 Main and 20 Main ... 10 MPH except 15 MPH between Fire Road (east end Yard 4) and Mannheim Bridge.
30 Main ... 10 MPH except 20 MPH between Lake St. Bridge and Park. Loaded Bulk Commodity Trains (40 or more cars) ... 10 MPH.

Radio Controlled Switches:

Location	Channel	Operate	Status
110/KP Lead	7171	#110	#5110
19 main W.of ramp	7171	#2119	#5119
19-20 main xover	7171	#2120	#5120
City Lead 6 main	7171	#2104	#5134
29 main - 25 switch	4141	#025	#5025
Yd 9 Hump Xover	4141	#2138	#5138
Yd 9 Lazyman Xover	4141	#2129	#5129
YD 2 Trk 5 east end	3131	#2305	#5305
Yd 5 Trk 1 west end	3131	#2515	#5515

SSI Item 4-A: Change last paragraph to read: Do not switch more than eight coupled locomotives within locomotive service facility. Movements between locomotive service facility and train yards within the Proviso Terminal must not exceed 12 locomotives. Air must be train lined.

West Chicago:

Loaded Bulk Commodity Unit Trains:
1. Loaded Bulk Commodity Unit Trains going to and from the EJE Railroad are restricted to track 201 through West Chicago Yard.
2. Track 207 is out of service for Loaded Bulk Commodity Unit Trains between yard office and coach yard lead.

SI-14 MISC. INSTRUCTIONS Continued...

RCL Foul Time:

RCL Foul Time (for movements to and from Toyota).

RCL Foul Time:
When necessary to make RCL movements between CP Y032 and CP Y037 the RCL operator may request authority for these movements by requesting RCL Foul Time.

When RCL Foul Time is requested, the train dispatcher must apply blocking or marking devices to the control machine to prevent movements into the limits and determine the limits are clear of all movements before authorizing the RCL movement. Rule 6.4.2 A does not apply within RCL Foul Time limits.

Requesting RCL foul time authority:
1. State UP RCL operator (name) with (engine number) at West Chicago requesting RCL Foul Time.
2. Specify RCL movements need to occupy (Track ____) between CP Y032 and CP Y037 including CP Y032 (including time limits if necessary) and is ready to copy the authority.

Train dispatcher will:
1. Verify the limits are clear of all movements.
2. Apply blocking or marking devices to the control machine to prevent movements into the limits.
3. Specify which track and control point RCL movements are authorized to occupy with RCL Foul Time.

RCL operator will:
1. Repeat the RCL foul time authority granted back to the train dispatcher.
2. RCL foul time authority is not in effect until "OK" time is received.

Once RCL foul time authority is in effect:
1. The movement may enter and occupy the limits authorized.
2. Signals governing movements into the limits will display a Stop indication. After stopping at signals displaying a Stop indication, movement may proceed.
3. Movement may be made in either direction.
4. After the RCL operator visually ascertains that the limits are clear, the requirements of Rule 6.27 are waived. RCL movements will be governed by the RCL operator.

Authority may not be issued "joint". The RCL operator may not allow other movements to occupy the limits.

Releasing Authority:
1. Authority must be released (including RCL foul time number) and limits cleared before the expiration of the time granted.
2. Limits may be released to move in a specified direction.
3.Authority may only be released by the crew member who controls the locomotive.
4. If additional time is required, authority must be obtained before the authorized time limit expires.
5. If the train dispatcher cannot be contacted and the time limit expires, authority is extended until the train dispatcher can be contacted.

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SI-14 MISC. INSTRUCTIONS Continued...

Geneva: Unless Clear cab signal is received, eastward passenger trains must communicate with train dispatcher not less than five minutes prior to scheduled leaving time to obtain authority to depart.

Global Three:

Entering the Yard: Trains and engines must contact the Manager Intermodal Operations (MIO) at Global Three on channel 7171 before entering the yard for instructions. These instructions should include if any Remote Control Zones (RCZ) are active on the route to be used.

Radio Controlled Switches:

Location	Channel	Operate	Status
Trk.101-102-crossover	7171	#223	#523

Radio Controlled Switches: Radio Controlled Switches will not operate if equipment is detected within the occupancy circuits.
When necessary to operate the switches, commands must be given and status received before movement enters these circuits.
Enter Status Code - Crew will be advised (via radio) status of switch, i.e. lined normal/straight route or lined reversed.
Enter Operate Code - Switch will operate and crew will be advised (via radio) status of switches after operation, i.e. lined for normal/straight route or lined reversed. If crossover switches, both switches will operate.
If a radio failure occurs, the switches can be operated by unlocking the switch plate cover and pressing a button (both switches will operate if crossover switches). Position of switch points must be verified by visual inspection as required by Rule 8.2 after operation.
Maintenance or cleaning of switches or switch points must not be performed unless the power is removed from the switch.
If switches do not operate correctly or have a malfunction, crew will be advised (via radio) of malfunction.
If a malfunction is reported, switches must be operated by hand. If hand operation is required be governed by instructions for hand operation posted near the switches and Rule 8.2.

Six-Axle Units are prohibited on the following industry tracks:
Oak Park Lumber - Trk. 3 at MP 9.2
Walgreens - Trk. 2 at MP 13.5
Elmhurst Stone - Trk. 1 at MP 16.2;
FE Wheaton - Trk. 1 at MP 25.5;
Jel Sert - Trk. 66 at MP 30.0;
Globe Union - Trk. 1 at MP 34.1;
Elevator Trk. - MP 87.0;
Elevator Trk. - MP 87.8;
Plexi Glass - MP 96.2.

Control Points/CTC

CP Y076, CP Y078 and CP Y080 are on Track 2 (movements into and out of yard).

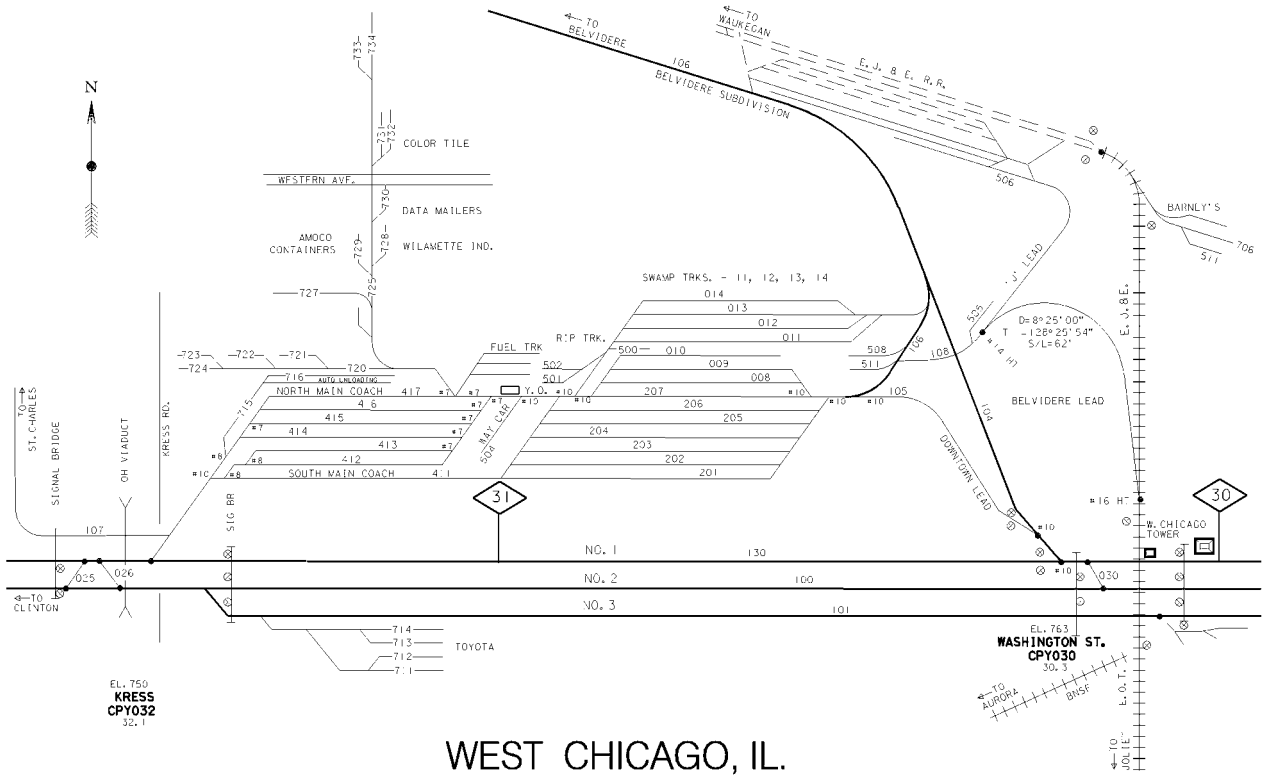
CP Y077 (MP 77.6) on Track 202 only.
Between:
CP Y078 and CP Y080 on Track 101 (west end):
CTC in effect; Maximum Speed .... 40 MPH.

CP Y077 and CP Y076 on Track 202 (east end):
CTC in effect; Maximum Speed .... 20 MPH.
RCL Operations:
RCL movements do not need track bulletins before occupying Trk 101 or Trk 202 within CTC limits.
Maintenance of Way employees must obtain Track and Time before occupying Track 101 or Track 202 within CTC limits.

Commuter Operations: Commuter Operations Train Schedules and System Special Instructions Item 10-J are in effect between Chicago and Elburn.

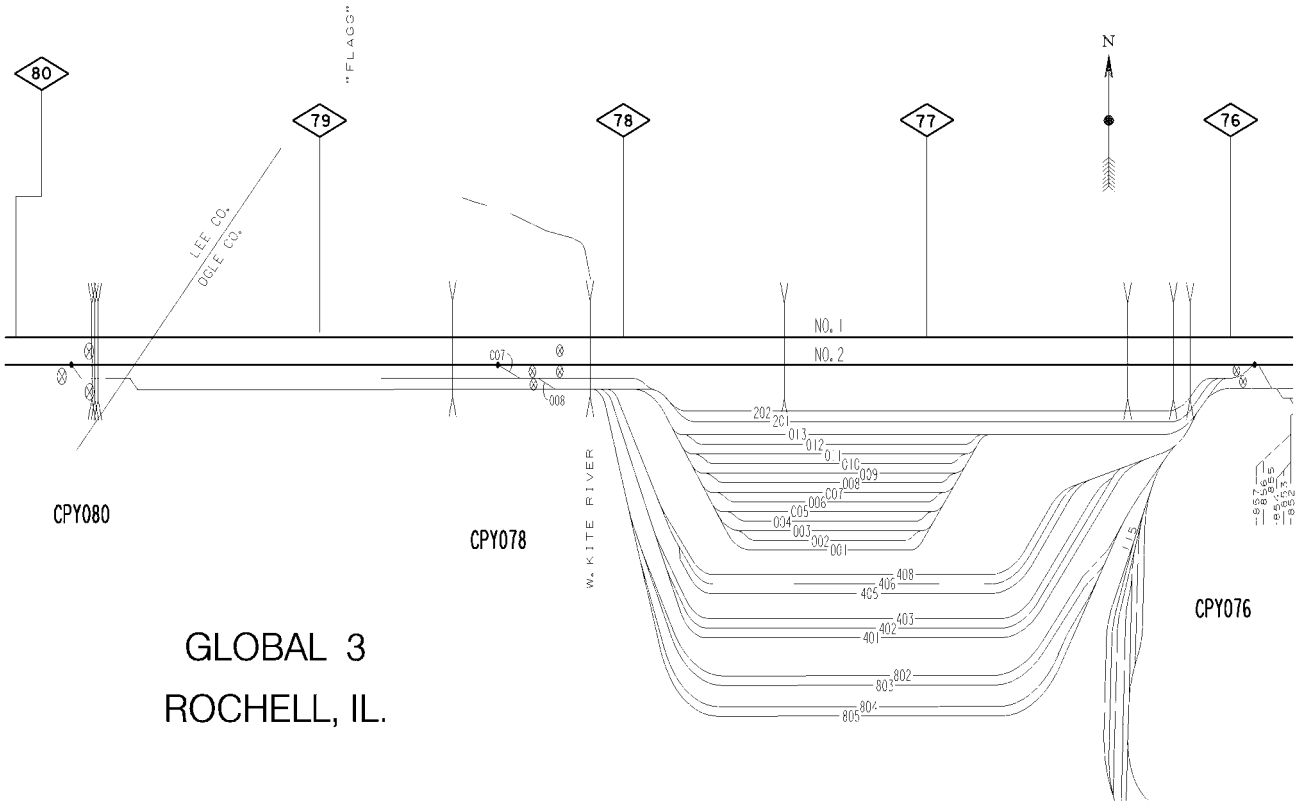
JCM

West Chicago and Global 3 - Rochell Terminal Maps



WEST CHICAGO, IL.

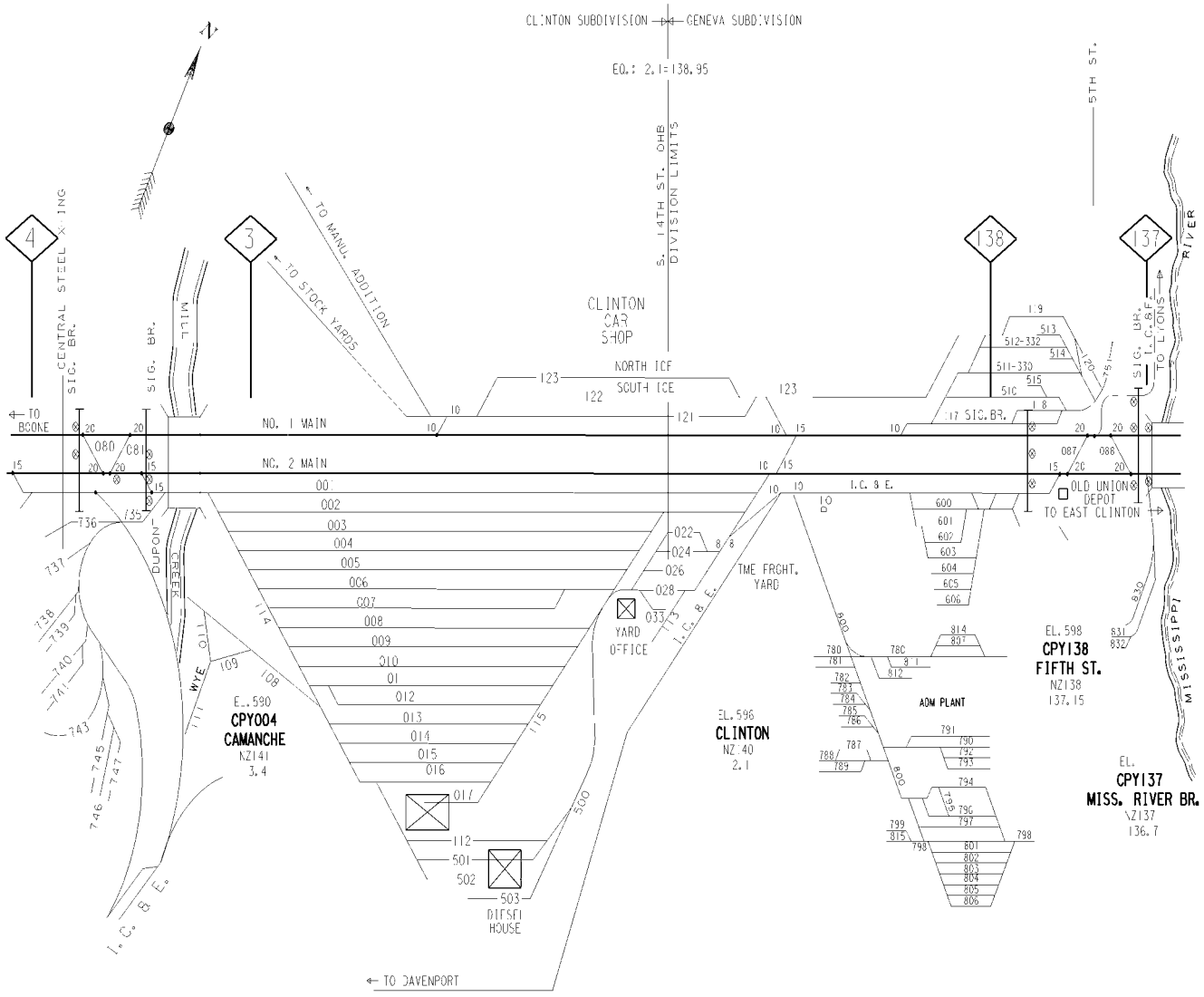
NZ030



GLOBAL 3

ROCHELL, IL.

Clinton Terminal Map



CLINTON, IA.

NZ140

HARVARD SUBDIVISION (0163)

Radio Display:

End of Subdivision to CY - 6262 -*47

CY to Chicago - 5252 -*47

Commuter Control -*52

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Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
102.0	TWC		END OF SUBDIVISION (14.4)		
88.2	TWC ABS		JANESVILLE TY (9.7)	HV089	Yard
78.5			CLINTON JCT. (15.5)	HV079	3006
63.0	DT/ATS 9.15	T063	HOLD SIGNAL 63 SWD (0.2) Y		
62.8			HARVARD (A)Y (11.5)	HV063	
52.6		T053	HOLD SIGNAL 53 Trk.1 NWD		
52.3		T052	HOLD SIGNAL 52 Trk.2 SWD		
51.3			WOODSTOCK (8.4)	HV052	
47.3		T047	HOLD SIGNAL 47 Trk.2 SWD		
46.4		T046	HOLD SIGNAL 46 Trk.1 NWD		
42.9			CRYSTAL LAKE Y (0.4)	HV043	
42.5			CRYSTAL LAKE JCT. T Y (4.2)	HV042	
38.3			CARY (1.3)	HV039	
37.0			FOX RIVER GROVE (5.1)	HV037	
31.9			(X)EJE(M) (0.4)		
31.5	SEE SI-01	T031	BARRINGTON X (5.1)	HV032	
26.4			PALATINE (2.2)	HV027	
24.2			ARLINGTON PARK (1.7)	HV024	
22.5			ARLINGTON HEIGHTS (2.9)	HV023	
19.6			MT. PROSPECT (1.1)	HV021	
18.5		N019	SEEGER X (0.3)	HV020	
18.2			CUMBERLAND (0.9)	HV019	
17.3		N012	DEVAL T(M) (0.6) (X)WC(X)UP	EC012	
16.7			DES PLAINES (2.1)	HV017	
14.6			DEE ROAD (1.5)	HV015	
13.1			PARK RIDGE (0.8)	HV014	
12.3			EDISON PARK (1.2)	HV013	
11.1			NORWOOD PARK (1.4)	HV011	
9.7			GLADSTONE PARK (1.0)	HV010	
8.7			JEFFERSON PARK (1.1)	HV009	
7.6	CTC ATS	N007	MAYFAIR X (0.9) (X)METRA(M)	HV008	
6.7			IRVING PARK (3.9)	HV007	
2.8			CLYBOURN (0.1)	CY002	
2.7	SEE SI-01	N002	CY X (1.8)		
0.9		N001	ERIE X (0.4)		
0.5		Y900	NORTHWEST JCT. (0.3) XY	NZ001	
0.2			LAKE ST. (M)Y (0.2)	NZ000	
0.0			CHICAGO Y	HV000	

(101.1)

SI-01 MAIN TRACK AUTHORITY

MP 102.0 to MP 91.7: TWC

MP 85.5 to MP 63.7: TWC/ABS

Harvard to CP T031 DT:
Trk 1-NWD and Trk 2-SWD - Rule 9.14/9.15/ATS/ABS.

CP T031 to CP N007 - 3MT:
Trk 1-NWD and Trk 3-SWD - Rule 9.14/9.15/ATS/ABS;
Trk 2 - Rule 9.14.2/9.15/ATS/ABS.

CP N007 to CP N002 - 3MT: CTC/ATS.

CP N002 to CP Y900 4MT:
Trk 1 NWD, Rule 9.14/9.15/ATS/ABS;
Trk 2, Trk 3 and Trk 4, Rule 9.14.2/9.15/ATS/ABS.

CP Y900 (Northwest Jct.) End of Harvard Sub.

CP Y900 to Chicago: Control Point/Interlocking Limits (Geneva Sub.).

Yard Limits between MP 91.7 and MP 85.5;
MP 63.7 and 62.0; MP 43.6 and 41.9.

ABS between MP 87.0 and CP N007;
CP N002 and CP N001

ATS between Harvard and CP N001

HARVARD SUBDIVISION (0163)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts		
102.0 and 87.5		
(Except as Below)	**30**	
102.0 and 95.2	10	
91.7 and 91.4	10	
91.4 and 87.5	20	
Between Mileposts		
87.5 and 63.0		
(Except as Below)	**50**	
87.5 and 87.2	20	
Between Mileposts	**PSGR**	**FRT**
63.0 and 0.0		
(Except as Below)	**70**	**60**
63.0 and 62.4	30	30
62.4 and 61.2 Trk1	70	40
52.0 and 50.6	50	50
37.3	70	50
37.0 and 36.5	50	50
32.0 and 31.0	50	40
31.0 Trk.1 to Trk.1	40	35
31.0 Trk.2 to Trk.2	40	35
29.4 SWD - Trk.2 & 3	70	40+
29.4 and 29.0 Trk1	55	50
17.6 and 17.5	35	30
17.0 and 16.4 Trk1	50	30
13.2 Trk.2 & 3	55	40
8.2 and 7.6	50	50
7.6 (X)	45	30
7.6 and 2.9	70	35
2.9 and 2.7	35	30
2.7 and 0.5	35	10
0.5 and 0.3	15	10
0.3 and 0.0	10	10
Around Station platforms on Trk.1 between Mayfair & Barrington	50	40

Freight Trains: With over 80 tons per operative brake must not exceed 50 MPH;
With over 100 tons per operative brake must not exceed 45 MPH.

.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings	10
2. Dual Control Switch Turnouts	
CP N019 Passenger	20
Freight	10
CP N012 Passenger	35
Freight	25
CP N007	35
CP N002 Passenger	30
Freight	10
3. Misc. Speed Restrictions	
CP N012 thru turnout	
(South end) Passenger	35
Freight	25
(North End) Passenger	15
Freight	10
Trains handling loaded cars 39 feet or shorter on track 2 between CY and Mayfair	10
Trains handling dimensional or excessive dimensional loads between mile posts:	
(62.8 and 62.4), (51.4 and 51.2), (43.0 and 36.8), (31.7 and 31.4) and (22.5 and 12.7)	30
Movements against the current of traffic outside of yard limits at public crossings shown below until headend of movement occupies the crossing:	
MP 51.7 Trk.1	20+
MP 51.6 to MP 51.5 Trk.1	20+
MP 51.3 to MP 51.1 Trk.1	30+
MP 42.9 Trk.1	25+
MP 42.5 Trk.1	25+
MP 13.2 to MP 13.1 Trk.1	25+
MP 12.5 Trk.1	35+
MP 11.8 Trk.1	15+
MP 12.2 Trk.1	15+
MP 11.7 Trk.1	25+
MP 11.3 to MP 11.0 Trk.1	25+
MP 10.3 Trk.1	30+
MP 10.1 Trk.1	30+
MP 9.7 Trk.1	15+
MP 51.7 Trk.2	15+
MP 51.5 to MP 51.6 Trk.2	20+
MP 51.1 to MP 51.3 Trk.2	25+
MP 43.2 Trk.2	25+
MP 43.0 Trk.2	25+
MP 42.9 Trk.2	25+
MP 13.8 Trk.3	10+
MP 13.1 to MP 13.2 Trk.3	30+
MP 12.5 Trk.3	30+
MP 12.2 Trk.3	20+
MP 11.8 Trk.3	30+
MP 11.7 Trk.3	30+
MP 11.0 to MP 11.3 Trk.3	25+
MP 9.7 Trk.3	10+
MP 10.3 Trk.3	35+

HARVARD SUBDIVISION (0163)

SI-04 MAIN TRACK DESIGNATIONS

Harvard to CP T031: 2 MT

CP T031 to CP N002: 3 MT

CP N002 to CP N001: 4 MT

SI-05 MILEPOST EQUATIONS

MP 91.0 to MP 92.0 = 1.6 miles.

SI-06 RCL OPERATIONS

35.5.1 Remote Control Area: Janesville is a designated remote control area.

Janesville:

35.6.1 Remote Control Zones:

ZONE 1:
South end Janesville Yard tracks 20 through 26, North end of South yard lead to the Engine service Track, all entry points announced by signs. The yardmaster on duty will keep the zone log.
Pull Back Tonnage: 2200 tons per 4 axle locomotive with an entry speed of 10 MPH.

ZONE 2:
South end Janesville Yard tracks 1 through 12. North end north yard track 113 through Old Crossovers North on main track 100 to Beloit Ave. All entry points announced by signs. The yardmaster on duty will keep the zone log.
Pull Back Tonnage: 2200 tons per 4 axle locomotive with an entry speed of 10 MPH.

ZONE 3:
Track 117 at Janesville Yard tracks 801 through 810, North through west end switch to track 100. All entry points announced by signs. The yardmaster on duty will keep the zone log.
Pull Back Tonnage: 2200 tons per 4 axle locomotive with an entry speed of 10 MPH.

ZONE 4:
Track 100 North of Beloit Avenue to clearance point of Yard Lead switch. All entry announced by signs. The yardmaster on duty will keep the zone log.
Pull Back Tonnage: 2200 tons per 4 axle locomotive with an entry speed of 10 MPH.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 73.7
(#) 47.4

SI-08 RULES ITEMS

Rule 1.47, Part C, Item 3: Not in effect between Harvard and Chicago for passenger trains.

Rule 5.4.2 A and 5.4.5: Between Chicago and Harvard, yellow flags and green flags will not be displayed with temporary speed restrictions.

Rule 5.5: Between Chicago and Barrington permanent speed restriction signs may not be displayed - Refer to Maximum Speed Table.

Rule 5.8.2 (7): Between Chicago and Harvard whistle signal 5.8.2 (7) is not required at crossings equipped with operating automatic gate warning devices, except when meeting or passing the head end or rear end of a train in the vicinity of a grade crossing.

Rule 5.9: The headlight must be on bright when approaching and passing commuter stations. These stations are identified in the Commuter Operations Train Schedules.

Rule 5.9.1: Additional condition when headlight may be dimmed:
At the initial station of a passenger train when the passenger train is stopped on the main track waiting until time to begin loading passengers.

Rule 6.25: Movements Against the Current of Traffic must be authorized by Track Permit or Track Bulletin.

Rule 8.2 Chemung Industrial Lead: Main Track Switch: Normal position is for Harvard Subdivision. Exception: Between Trains No. 610 and 636 and between Nos. 625 and 645 daily except Sat. and Sun., normal position is for Chemung Industrial Lead.

Rule 9.17: Part A, Condition (2) does not apply on the UPRR except at the following locations:
Crystal Lake - MP 43.5;
Barrington - MP 32.7.

Rule 12.1 ATS: Engines not equipped with ATS may be operated:
(a) Between CP N001 and MP 25.0 west of Arlington Park in accordance with automatic block signals not exceeding restricted speed.
(b) Between Harvard and CP N002 for inspection and repairs not exceeding 40 MPH. Such movements must be made in accordance with automatic block signals and an absolute block in advance of the movement.

ATS Test Sections: ATS test sections are located at the following mile post locations: 7.6, 17.8, 32.1, 32.3, 42.8, 62.7 and 87.1. For operation to the Harvard Subdivision, test sections are located at: Bridge "A", M19 A, Cal Ave., Mc Henry Subdivision - MP 65.6 and Cragin Industrial Lead at Mayfair.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Avondale Yard N	5.2	HV005
Ridgefield N	45.7	HV046
Sharon N	70.9	HV071
Leyden	97.5	HV098

HARVARD SUBDIVISION (0163)

SI-11 INDUSTRIAL LEADS

Evansville:(0009) Off main track at MP 102.0. Extends 7.8 miles from MP 102.0 to end of track at MP 119.0. Mile post equation: MP 106.7 = MP 115.9.

Business Tracks	MP	Sta.#'s
Evansville	115.9	HV108

Janesville:(0168) Off main track at MP 91.4. Extends 3.0 miles from MP 91.6 to end of track, MP 94.9. MP 92.0 to MP 93.0 = 0.7 miles. Junction with WSOR at MP 94.3. Maximum speed 20 MPH except MP 94.3 to MP 94.9 ... 10 MPH.

State Line:(0166) Off main track at MP 78.5. Extends from Clinton Jct., MP 58.9, 10.1 miles west to Beloit, End of Track at MP 30.9. MP 67.5 = MP 32.4
Station, Beloit Jct. MP 32.4 Sta. No. HS009, Station, Beloit MP 31.0 Sta. No. HS010. Equation MP 67.5 = 32.4
Operation over IMRL between MP 65.2 and Beloit MP 31.0. Six Axle units prohibited on the IMRL. Trains must not enter this territory until permission received from IMRL train dispatcher. Radio Channel 6565 access code 80.

Beloit:(0167) Off State Line Industrial Lead at MP 32.4. Extends 2.8 miles from Beloit Jct., MP 90.5 to MP 87.7.

Chemung:(0165) Off main track at MP 62.9. Extends 1.1 miles from Harvard to MP 64.0, Chicago and Chemung RR Conn. FRA excepted track.

Weber:(0164) Off main track No. 1 at MP 7.6. Extends eastward from Mayfair 2.3 miles. MP 7.3 to MP 9.6. FRA excepted track.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: CP N002 to CP NY900 116 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Janesville: IMRL and WSOR trains operate over UP at Janesville and on Janesville Industrial Lead and must obtain permission from yardmaster at Janesville or train dispatcher before entering UP track. No normal position for main track switches at Janesville within yard limits.
Gates have been installed at the WSOR railroad crossing on the Belt Line Lead. The normal position for the gate will be against movement on the Belt Line Lead. Refer to Rule 6.16.

Crystal Lake: Southward trains waiting for trains from McHenry Subdivision, stay north of Signal 426/2.

Barrington: UP-EJ&E Manual Interlocking: UP-EJ&E manual interlocking (MP 31.9) is controlled by the EJ&E's Western Subdivision Train Dispatcher.
To contact: Radio Channel: 9191, Access code 42; Phone: (815) 740-6743;
Emergency phone: (815) 740-6745.

CY Tower: Control operator at CY Tower controls CP N002 and CP N007. Radio access: 517.

Lake St. Tower: Control operator at Lake St. Tower controls Lake St., CP Y900, (Geneva Sub.) and CP N001. Radio access: 516.

Chicago to Bridge A: Movements to be made at Restricted Speed. Lake St. Interlocking signals (including the Eastward/Southward signals at Bridge A) do not convey track occupancy.

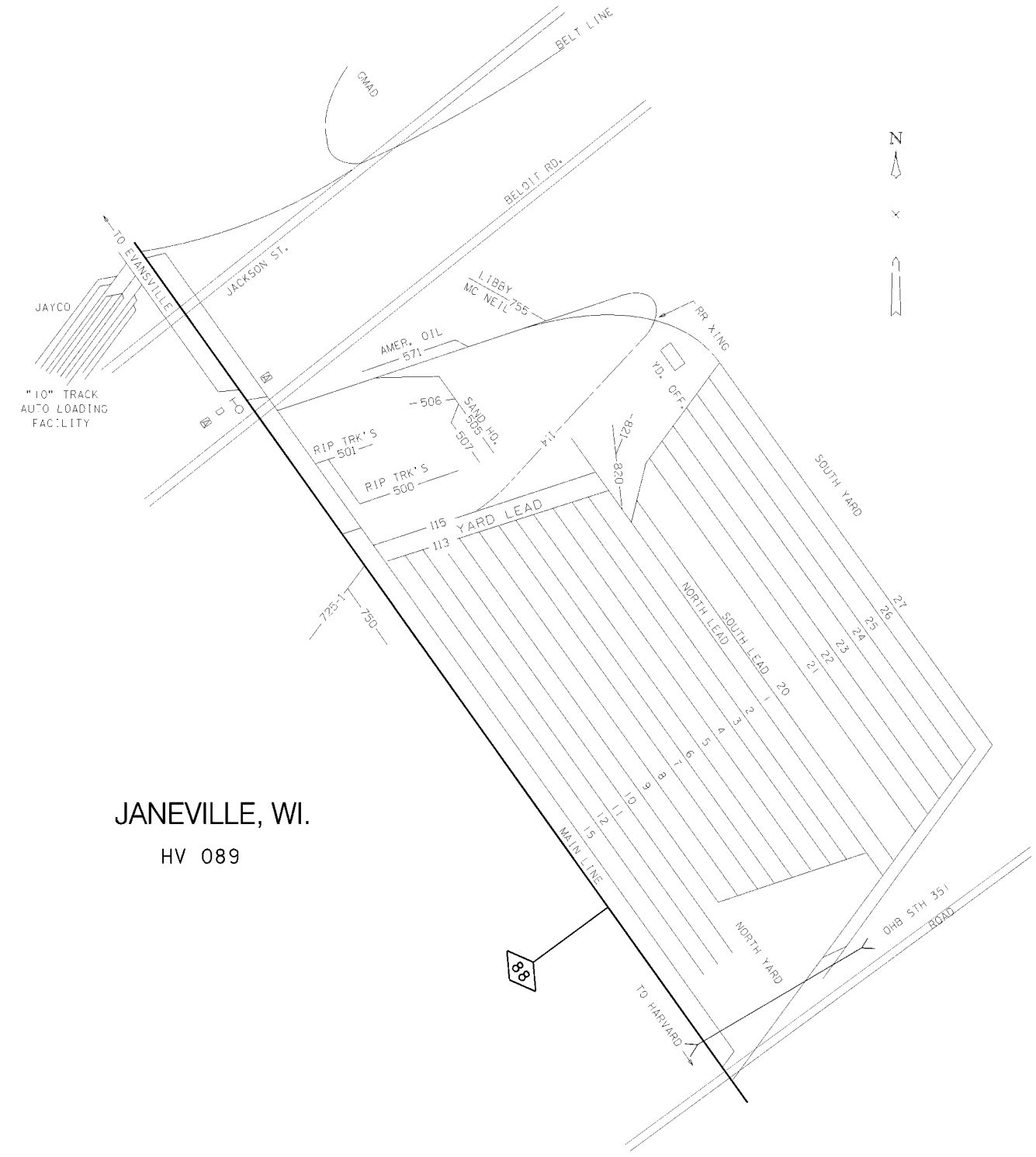
Spring Switches: Spring switches located at MP 91.4, for W.S.O.R. northward movements, normal position for Harvard Subdivision, equipped with a switch point indicator for southward movements; Harvard, end of double track, normal position for Track 2; and at Barrington, south end coach yard, Track 2, equipped with a switch point indicator.

Six-axle units prohibited on following industry tracks:
- Avondale Yard;
- Cary General Paint MP 38.2;
- Chemtool MP 45.3
- Wells MP 48.7
- Shannon MP 49.1
- Knight Engineering MP 49.2;
- Brown Printing MP 49.6
- Silicon Container MP 49.7
- DB Hess MP 49.8
- Woodstock Lumber MP 49.9.

Commuter Operations: Commuter Operations Train Schedules and System Special Instructions Item 10-J are in effect between Chicago and Harvard.

Item 2-C: Exception 2 applies north of Janesville.

Janeville Yard



Harvard Automatic Interlocking

The instructions for the operation of the Harvard Automatic Interlocking are as follows:

1. The time release period is 6 minutes 5 seconds activated by unlocking a switch. If electric lock does not allow the switch to be operated do not attempt to operate the switch during the time release period.
2. When proceeding at restricted speed on signal indication or train dispatcher's authority, Rule 8.9.1 (Testing Spring Switch) applies.

TRAINS DEPARTING COACH YARD, SWITCH NOT LINED AT INTERLOCKING:
Chemung Lead to Track 2 SWD (Route C to D)

Stop at the absolute signal, if no conflicting movement is evident, unlock and operate the Chemung Lead switch. Movement may then proceed on signal indication. If signal does not display a proceed indication after lining the route movement must obtain authority from the train dispatcher to pass the signal.

If the electric lock does not allow the switch to be operated contact the train dispatcher for authority to operate the switch and pass the signal. Operate switch after the 6 minute 5 second time release period and proceed on signal indication or on train dispatcher's authority. However, if unable to contact the train dispatcher during the time release period, the switch may be operated after 6 minutes 5 seconds and movement proceed on signal indication. If signal does not display a proceed indication movement must obtain authority from the train dispatcher to pass the signal.

TRAINS ARRIVING ON A CLEAR SIGNAL THAT YARD:
Track 1 NWD to Chemung Lead (Route E to C)

Trains may proceed pass the proceed indication into the interlocking limits one car length, stop, then crew member must proceed on the ground to the Chemung Lead Switch. The switch can be lined for movement into the Chemung Lead. Following train movements to yard will be able to operate on signal indication into the Chemung Lead if the switch is lined for the lead. If signal does display a proceed indication for following train movements when route is lined for Chemung lead, after stopping, following movement may proceed at restricted speed.

TRAINS ARRIVING ON A STOP SIGNAL THAT YARD:
Track 1 NWD to Chemung Lead (Route E to C)

Stop at the absolute signal, if no conflicting movement is evident, unlock and operate the Chemung Lead switch. Movement may proceed on signal indication or pass the signal at restricted speed if indication does not change. If the electric lock does not allow the switch to be operated, after the 6 minute 5 second time release period, line the switch for the route and proceed on signal indication or pass the signal at restricted speed if indication does not change.

TRAINS ARRIVING ON A STOP SIGNAL THAT TURN:
Track 1 NWD to Chemung Lead to Track 2 SWD (Route E to C to D)

After complying with instructions for route E to C, proceed north of the southward absolute signal on the Chemung Lead. Once north of the southward absolute signal on the Chemung Lead, the train may proceed southward on signal indication. If signal does not display a proceed indication, movement must obtain authority from the train dispatcher to pass the signal.

TRAINS ARRIVING ON CLEAR SIGNAL THAT TURN:
Track 1 NWD to Track 2 SWD (Route E to B to D)

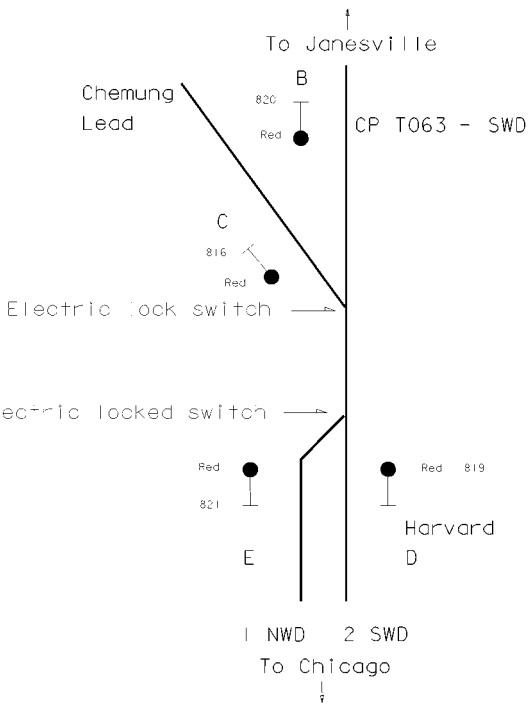
Trains should pull north of CP T063 on the single track. Train may proceed southward on signal indication. If signal does not display a proceed indication, movement must obtain authority from the train dispatcher to pass the signal.

NORTHWARD TRAINS WITH THE ABSOLUTE SIGNAL AT STOP:
Track 1 NWD to Single Track (Route E to B)

Stop at the absolute signal, if no conflicting movement is evident, unlock the Chemung Lead electric lock switch (do not operate). Once the electric lock has released, ascertain that the switches are properly lined for movement and proceed on signal indication or pass the signal at restricted speed if indication does not change.

SOUTHWARD TRAINS WITH THE ABSOLUTE SIGNAL AT STOP:
Single Track to Track 2 SWD (Route B to D)

Stop at the absolute signal, if no conflicting movement is evident, unlock and operate the spring switch. Movement may then proceed on signal indication. If signal does not display a proceed indication after lining the route movement must obtain authority from the train dispatcher to pass the signal.



If the electric lock does not allow the spring switch to be operated, contact the train dispatcher for authority to operate the switch and pass the signal. Operate switch after the 6 minute 5 second time release period and proceed on signal indication or on train dispatcher's authority. However, if unable to contact the train dispatcher during the time release period, the switch may be operated after 6 minutes 5 seconds and movement proceed on signal indication. If signal does not display a proceed indication movement must obtain authority from the train dispatcher to pass the signal.

NORTHWARD SWITCHING MOVEMENTS FROM TRACK 2 SWD:
Track 2 (movement against current of traffic) (Route D to B or C)

Stop at the absolute signal, if no conflicting movement is evident, push and release button at absolute signal, proceed on signal indication. If indication does not change, wait the 6 minute 5 second time release period, movement may then proceed on signal indication or pass the signal at restricted speed if indication does not change

KENOSHA SUBDIVISION (0010)

Radio Display:
St. Francis to CY - 6262 -*47
CY to Chicago - 5252 -*47
Commuter Control -*52

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
79.9	TWC	N080	ST. FRANCIS T (1.7)	EC081	
78.2			CUDAHY (8.9)	CY078	6072
69.3			OAK CREEK (9.3)	CY073	11600
60.0			RACINE (7.2)	CY060	
52.8	DT/ATS 9.15	E053	HOLD SIGNAL 53 SWD (1.2)		
51.6			KENOSHA Y (7.1)	CY051	
44.5			WINTHROP HARBOR (0.2)	CY044	
44.3		E044	HOLD SIGNAL 44 (2.2)		
42.1			ZION (4.5)	CY042	
37.6		E038	HOLD SIGNAL 38 (1.7)		
35.9			WAUKEGAN Y (2.2)	CY036	Yard
33.7			NORTH CHICAGO (1.5)	CY033	
32.2			GREAT LAKES (2.0)	CY032	
30.2		E030	LAKE BLUFF X(M) (1.9)	CY030	
28.3			LAKE FOREST (2.6)	CY028	
25.7			FT. SHERIDAN (1.2)	CY026	
24.5			HIGHWOOD (1.3)	CY025	
23.2		E023	HOLD SIGNA 23 (0.2)		
23.0			HIGHLAND PARK (1.5)	CY023	
21.5			RAVINIA (0.6)	CY022	
20.9			RAVINIA PARK (0.4)	CY013	
20.5			BRAESIDE (1.3)	CY021	
19.2			GLENCOE (1.5)	CY020	
17.7			HUBBARD WOODS (0.7)	CY019	
17.0	CTC ATS	E017	WK X (0.4)		
16.6			WINNETKA (0.8)	CY018	
15.8			INDIAN HILL (0.6)	CY017	
15.2			KENILWORTH (0.8)	CY016	
14.4			WILMETTE (1.1)	CY015	
13.3			CENTRAL ST. (1.3)	CY014	
12.0			EVANSTON (DAVIS ST.) (1.0)	CY012	
11.0			MAIN ST. (0.4)	CY011	
10.6	DT/ATS 9.15	E011	RP X (1.2)		
9.4			ROGERS PARK (2.9)	CY010	
6.5			RAVENSWOOD (3.2)	CY007	
3.3	SEE SI-01	E003	DEERING BR. DX(M) (0.5)	CY006	
2.8			CLYBOURN (0.1)	CY002	
2.7		N002	CY X (1.8)		
0.9		N001	ERIE X (0.4)		
0.5		Y900	NORTHWEST JCT. (0.3) XY	NZ001	
0.2			LAKE ST. Y(M) (0.2)	NZ000	
0.0			CHICAGO Y	HV000	

(79.9)

SI-01 MAIN TRACK AUTHORITY

St Francis to MP 52.8: TWC

MP 52.8 to CP E017 - DT: Trk. 1 NWD and Trk. 2 SWD, Rule 9.14/9.15/ATS/ABS.

CP E017 to CP E003 - 2MT: CTC/ATS.

CP E003 to CP N002 - 2MT: Rule 9.14.2/10.3/ATS/ABS.

CP N002 (CY) End of Kenosha Sub,

CP N002 to CP Y900 - 4MT: Trk 1 NWD, Rule 9.14/9.15/ATS/ABS ; Trk 2, Trk 3 and Trk 4, Rule 9.14.2/ATS/ABS (Harvard Sub.).

CP Y900 to Chicago: Control Point/Interlocking Limits (Geneva Sub.).

Yard Limits between MP 52.8 and MP 51.0; MP 38.0 and MP 33.0.

ATS between MP 52.1 and CP N001

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 79.9 and 51.6

(Except as Below).....	**40**
52.8 thru turnout.....	30

Between Mileposts 51.6 and 30.2	**PSGR**	**FRT**
(Except as Below).....	**70**	**60**
51.6 and 50.8.....	60	40
50.8 and 35.2 Trk2.....	60	40
50.8 and 35.2 Trk1.....	70	50
35.2 and 33.5 Trk1.....	70	45

Between Mileposts 30.2 and 0.0	**PSGR**	**FRT**
(Except as Below).....	**70**	**30**
12.0.....	50	30
3.9 and 3.5.....	50	30
3.5 and 2.7.....	35	30
2.7 and 0.5.....	35	10
0.5 and 0.3.....	15	10
0.3 and 0.0.....	10	10

Business Trains: Between MP 79.9 and MP 51.6 where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 5 MPH above maximum authorized speed for freight trains.

KENOSHA SUBDIVISION (0010)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings	10
2. Dual Control Switch Turnouts	
CP E017 and CP E011 Passenger	40
Freight	30
3. Misc. Speed Restrictions	
Trains handling dimensional or excessive dimensional loads between mile post: 30.2 and 39.5	30
Movements against the current of traffic outside of yard limits at public crossings at grade shown below until head end of movement occupies the crossing:	
MP 28.4 Trk.2	20+
MP 28.3 Trk.2	20+

SI-04 MAIN TRACK DESIGNATIONS

Kenosha to CY 2 MT

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 46.1 Trk.2

SI-08 RULES ITEMS

Rule 1.47, Part C, Item 3: Not in effect between Kenosha and Chicago for passenger trains.

Rule 5.4.2 A and 5.4.5: Between Chicago and Kenosha, yellow flags and green flags will not be displayed with temporary speed restrictions.

Rule 5.8.2 (7): Between Chicago and Kenosha whistle signal 5.8.2 (7) is not required at crossings equipped with operating automatic gate warning devices, except when meeting or passing the head end or rear end of a train in the vicinity of a grade crossing.
Glencoe: Passenger trains making schedule stops are not required to whistle. Other trains must whistle between 0600 and 2000 daily.

Rule 5.9: The headlight must be on bright when approaching and passing commuter stations. These stations are identified in the Commuter Operations Train Schedules.

Rule 5.9.1: Additional condition when headlight may be dimmed:
At the initial station of a passenger train when the passenger train is stopped on the main track waiting until time to begin loading passengers.

Rule 8.10 Spring Switch Indicators: Kenosha - End of double track MP 52.8. Normal position Trk.2 Waukegan - Trk. 2 South end of Coach Yard. Trains entering Trk. 2 governed by absolute signal, instructions in control box located on platform.

Rule 9.17: Part A condition (2) does not apply on the UPRR except at the following locations:
Kenosha - MP 51.6 Waukegan - MP 35.7
Highland Park - MP 23.4.

Rule 12.1 ATS: Non-equipped engines may be operated:
a) Between CP N001 and Evanston in accordance with automatic block signal indications not exceeding restricted speed.
b) At Waukegan and Kenosha within yard limits at restricted speed.
c) Between Waukegan and CP N001 for inspection and repairs not exceeding 40 MPH. Such movement must be made in accordance with automatic block signal indications and with an absolute block in advance of movement.

SI-08 RULE ITEMS Continued...:

ATS Test Sections: ATS test sections are located at the following mile post locations: 23.2, 35.8, 36.0, 51.5, and 52.1. For operation to the Kenosha Subdivision, test sections are located at: Bridge "A", M19 A, Cal Ave and Milwaukee Subdivision - MP 93.2.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
South Milwaukee	74.7	CY074
Oak Creek Power	69.6	CY069
Ives	64.5	CY064
Canal	12.7	CY013
North Ave. Yard	2.2	CY000

SI-11 INDUSTRIAL LEADS

Farm:(0011) Off main track at MP 51.1.
Extends 4.2 miles from
Kenosha, MP 0.0 to Bain, Sta. No. EC053, MP 4.2.
Between Green Bay Rd. (Rt. 31) and Kenosha whistle signal 5.8.2 (7) is not required at crossings equipped with operating automatic gate warning devices.
FRA excepted track. Six axle units prohibited except on the wye tracks at Bain when required to turn or fuel units.
Wye tracks ..... 10 MPH.

National Ave.:(0155) Off main track at MP 79.9.
Extends from St. Francis 4.0 miles to Milwaukee, Sta. No. CY084.
MP 81.8 - (X)CP(A).
MP 82.5 - KK River Br. (M) D Stop.
MP 83.1 - Milw. River Br. (M) D Stop.
FRA excepted track.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:
CP Y900 to Evanston - 116 Tons.
Lake Bluff to St. Francis - 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Midwest Generation (Com Ed) Lead and tracks restricted to 5 MPH. Industry gates must be kept closed except when opened for movements.

CY Tower: Control operator at CY Tower controls CP N002 and CP N007. Radio access: 517.

Lake St. Tower: Control operator at Lake St. Tower controls Lake St., CP Y900, (Geneva Sub.) and CP N001. Radio access: 516.

Chicago to Bridge A: Movements to be made at Restricted Speed. Lake St. Interlocking signals (including the Eastward/Southward signals at Bridge A) do not convey track occupancy.

Route Restrictions: Between Lake Bluff and Kenosha, cars in excess of 19 feet above top of rail are prohibited from operating between Lake Bluff and Kenosha. Restriction includes double stack container load series TTQX (type M3X), BNSF 306000 - 306153, GVSR 89000 - 89058.

Commuter Operations: Commuter Operations Train Schedules and System Special Instructions Item 10-J are in effect between Chicago and Kenosha.

Six Axle Units Prohibited: All industrial tracks between Kenosha and Chicago including the lead to Midwest Generation (Com Ed).

MCHENRY SUBDIVISION (0013)

Mile Post	Rule 6.3	CP #'s	Radio Display: Ringwood to Crystal Lake Jct. - 6262 -*47 Commuter Control -*52 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
69.2	YL		RINGWOOD Y (3.4)	HH011	
65.8	TWC		MCHENRY Y (4.5)	HH008	
61.3			TERRA COTTA (2.7)	HH003	
58.6	YL		WEST WYE SWITCH Y (0.4)		
58.2			CRYSTAL LAKE JCT. TY	HV042	
			(11.0)		

SI-01 MAIN TRACK AUTHORITY

TWC between MP 65.4 and MP 58.8.

Yard Limits between MP 69.2 and MP 65.4; MP 58.8 and MP 58.2.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	**PSGR**	**FRT**
69.2 and 58.2		
(Except as Below).....	**59**	**40**
69.2 and 65.4.....	20	10
59.9 and 58.8.....	50	40
58.8 and 58.2.....	20	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Crystal Lake:(0014) Off main track at MP 58.6. Extends from West Wye Switch MP 58.6, 1.4 miles to MP 57.2.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

McHenry: The main track 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 the departure of the last passenger train.
Engines and equipment are on standby power and must not be coupled to, or moved except by authorized personnel.

Route 120 and Main Street Crossings: Unless automatic warning devices are operating at Route 120 (MP 65.9) and Main Street (MP 65.8) crossings, movement must stop before occupying the crossing. After crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on signals from that crew member.

Commuter Operations: Commuter Operations Train Schedules and System Special Instructions Item 10-J are in effect between McHenry and Crystal Lake Jct.

Six-axle engines: Prohibited on all industry tracks.

ROCKWELL SUBDIVISION (0008)

Mile Post	Rule 6.3	CP #'s	Radio Display: Global One to Kedzie 5252 -*51 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
			CANAL ST.	CZ001	
2.3	YL		GLOBAL ONE TY (0.4)	GO003	
1.9			OGDEN JCT. YX (1.2)	GO002	
0.7			ROCKWELL JCT. TY (0.7)	GO001	
0.0		Y903 Y904	KEDZIE TYX (0.0)	NZ003	
			(2.3)		

SI-01 MAIN TRACK AUTHORITY

Yard Limits: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 2.3 and 0.0	
(Except as Below).....	**20**
Ogden Jct. to Global One.....	10
CJ connections.....	15

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS

2MT: Kedzie-Global One Trk. 1&2.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 1.45: Movements between Kedzie and Ogden Jct. are controlled by the Terminal Train Dispatcher at Proviso. Movements between Ogden Jct. and Global One are controlled by the SRO.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Ogden Jct.: The dual control switches at Ogden Jct. are equipped with switch point indicator lights, including 14th Street on NS. The switch point indicators only convey the switch position and do not convey any information concerning the track being used, i.e.; track may be occupied or fouled. The following applies:
1. Permission must be received from Control Operator (TTD) before any movements are made over these switches. Permission will be granted by stating:
"Train _____ has permission over the switches track _____ to track _____ at Ogden Jct."
Permission does NOT imply the route is clear or not fouled by trains or men and equipment.
2. When instructed to operate the switch by hand:
(A) Take the switch off of power by removing the switch lock.
(B) Operate the switch lever until the points are seen to move and line for the desired route.
(C) Do not replace switch lock or depress latch until movement has been completed over the switch.
(D) When movement over the switch is completed return switch to power by replacing switch lock unless otherwise instructed by the control operator. Notify control operator the position switch will be left.

Trains entering Global One or Rockwell Sub: Westward trains at Morgan Street will call the SRO for a track and must not proceed beyond this point until given permission to do so. Northward trains and engines on the CRI (CJ) tracks will stop clear of the crossovers at 14th Street and receive permission from the SRO before entering Global One or UP tracks at Ogden Jct. Eastward trains and engines on the Rockwell Subdivision will contact the SRO immediately after headend passes Rockwell Jct. SRO radio channel: 5 (3131).

Trains enroute to or from BOCT or NS will contact the Control Operator for authority before entering BOCT, NS or UP trackage.

CSX Connection: Upon permission from the CSXT Dispatcher, Control Operator may operate the switch leading from Trk. 2 on the Rockwell Subdivision at MP 1.4 Taylor St. The inside CSXT hand operated switch will be lined for movement through the New Connection at Taylor and Union Pacific crews using this switch will not realign the switch for the CSXT movements. Control Operator will realign this switch when movement over the switch is complete and notify the CSXT Dispatcher.

Six Axle Units Prohibited: Sugar House MP 1.0;
Felco Co. MP 2.7;
Yates MP 3.4;
Morgan St Team Tracks 4,5 & 6.

Global One to Canal St. Cars exceeding 17 feet 11 inches in height are prohibited from movement between Global One and Canal St. via the BNSF Union Avenue/Amtrak route. This includes double stack cars loaded with containers two high and autoracks.

BELVIDERE SUBDIVISION (0015)

Mile Post	Rule 6.3	CP #'s	Radio Display: West Chicago Yard to End of Track - 5252 -*41 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
30.5	TWC		WEST CHICAGO TY (11.3)	NZ030	
41.8			ELGIN (38.7)	NR012	
80.5	YL		BELVIDERE TY (2.5)	NR050	
83.0	TWC		END OF YARD LIMITS (9.4)		
92.4	YL		ROCKFORD Y (1.1)	NR060	
93.5			END OF TRACK	NR061	

(63.0)

SI-01 MAIN TRACK AUTHORITY

TWC between MP 34.0 and MP 77.8;
MP 83.0 and MP 92.4.

Yard Limits between West Chicago and MP 34.0;
MP 77.8 and MP 83.0;
MP 92.4 and end of track.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 30.5 and 93.5 (Except as Below).....	**40**
41.0 and 43.8.....	30
77.2 and 77.8.....	30
80.3 and 81.6.....	10
83.0 and 91.1.....	30
91.1 and 93.5.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Gilberts E.....	50.8	NR020
Huntley E.....	55.5	NR024
Union W.....	62.7	NR031
Marengo	66.1	NR035

SI-11 INDUSTRIAL LEADS

Ingalton:(0017) Extends from West Chicago Yard (via EJE main track) then 0.9 miles to Ingalton, Sta. No. NI001, and ends 600 feet west of Carolina Acres Industrial Park Switch. Six Axle Units prohibited.

KD:(0018) Off main track at MP 92.4. Extends 5.5 miles from MP K73.3 to end of track at MP K67.8 at Loves Park, Sta. No. NR066. Rockford Park District operates a self-propelled trolley car on UP track between Jefferson Street and Auburn Street between May 1 and October 31. During this period, crews operating on UP trackage must:
1. Ascertain that trolley car is in its parking area near Jefferson Street.
2. Secure gates across trolley car lead with UP special lock.
3. When leaving this trackage, see that UP special lock is unlocked.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

West Chicago Yard: The Belvidere Subdivision begins and ends at the yard connection switch at MP 30.5. The Belvidere lead and the "J" lead cross between MP 30.5 and Washington St. All movements must approach this railroad crossing prepared to stop short of conflicting movement. If a conflicting movement is approaching, movement over the crossing must not be made until conflicting movement over the crossing is complete or has come to a stop.

Belvidere: Rule 6.32.2 applies to westward trains at Stone Quarry Road at MP 79.4 when cars are spotted near west end of either industry track at Central Grain Co. and at Ipsen Road at MP 82.5 when cars are spotted near west end of industry track at Intermodal Services, Inc.
Before entering Belvidere Yard Limits (MP 77.8 - MP 83.0) any engine, train or high rail equipment must attempt to contact the Footboard Yardmaster on duty for instructions. At least two attempts must be made on Radio Display 3131.

Six Axle Units Prohibited: Belvidere Track 501.

NOTES:

PEORIA SUBDIVISION (0019)

Mile Post	Rule 6.3	CP #'s	Radio Display: Nelson to South Pekin - 5252 -*44 South Pekin to I&M Jct. - 5252 -*14 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
0.0	YL		NELSON TY	NZ104	11084
			(0.2)		
0.2	TWC	Y000	NY Y		
			(23.8)		
24.0			MANLIUS	SM128	12684
			(20.9)		
44.9			STORAGE	SM149	9999
			(27.2)		
72.1	TWC/DT ABS		PIONEER	SM176	
			(5.0)		
77.1	TWC ABS		POTTSTOWN	SM181	
			(3.2)		
80.3		P081	PEORIA JCT. (M)	SM185	
			(3.9)		
			ADAMS ST.		Yard
84.2	TWC		PPU JCT	SM189	
			(1.6)		
85.8			SOMMER	SM190	6248
			(3.4)		
89.2		P089	ILLINOIS RIVER BR.	SM193	
			(4.2) D(M)		
93.4			SOUTH PEKIN	SM198	13970
			(36.6) Y		
130.0			BARR	SM236	10603
			(1.7)		
131.7			I&M JCT.		
			(131.7)		

SI-01 MAIN TRACK AUTHORITY

TWC between MP 3.0 and MP 131.7

ABS bewteen Pioneer and Peoria Jct.

Yard Limits between Nelson and MP 3.0; MP 92.2 and MP 95.8

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 131.7	
(Except as Below).....	**40**
71.6 Spring Switch Trk1.....	25
71.6 and 77.1.....	30
77.1 Spring Switch.....	25
80.1 Bridge.....	30
80.7 Bridge.....	20
88.9 and 89.2 Bridge **.....	10
96.7 Bridge.....	25
116.8 Bridge.....	25
120.1 Bridge.....	25

Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 5 MPH above maximum authorized speed for freight trains.

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** Applies to loaded bulk commodity unit trains only.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sommer and South Pekin.....	10
Nelson.....	20
Except turnout at north end.....	10
2. Dual Control Switch Turnouts	
CP P081.....	10
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS

Pioneer to Pottstown: Double Track MP 71.6 to MP 77.1): Trk. 1 NWD and Trk. 2 SWD.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 16.8
(#) 34.2
(#) 51.2
(#) 67.5
(#) 124.2

SI-08 RULES ITEMS

Rule 8.3 Main Track Switches: No normal position for main track switches at MP 0.7 and MP 2.9 (Nelson), and MP 92.7 and MP 95.4 (South Pekin).

Rule 14.6: Movement Against the Current of Traffic may be authorized by track warrant.

Rule 17.1: A train departing between South Pekin enroute Nelson, that will require a working ATC leader when reaching Nelson and is equipped with a locomotive that has a self-test feature, the engineer will perform the ATC test before departing. If the ATC is found to be in non-compliance, notify the train dispatcher before departing.

SI-09 FRA EXCEPTED TRACKS

Nelson: Round House and rip tracks.

TROY GROVE SUBDIVISION (0024)

Mile Post	Rule 6.3	CP #'s	Radio Display: Dekalb to End of Track - 5252 -*43 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
26.7	TWC		DEKALB Y (12.2)	NZ058	
38.9			BX (13.5) (X)BNSF(M)		
52.4			EARLVILLE (11.4) (X)BNSF(M)	NT026	
63.8	YL		TROY GROVE Y (1.2)	NT037	
65.0			END OF TRACK Y		
			(37.6)		

SI-01 MAIN TRACK AUTHORITY

TWC between MP 29.8 and MP 63.0.

Yard Limits between MP 26.7 and MP 29.8; MP 63.0 and MP 65.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 26.7 and 65.0	
(Except as Below).....	**25**
26.7 and 40.7.....	10
52.4 (BNSF).....	10
63.8 and 65.0.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 9.12.2:

BX Interlocking: is controlled by BNSF train dispatcher. Crew member must communicate with BNSF train dispatcher (Radio Display 7070, access code 320) for instructions before operating pushbutton. Pushbutton boxes with instructions are mounted on each signal mast.

Earlville Interlocking: must communicate with BNSF train dispatcher. Radio Display 8585, access code 730.

SI-09 FRA EXCEPTED TRACKS

Main Track between MP 26.7 and MP 40.7

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Triumph	60.1	NT033

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS - None.

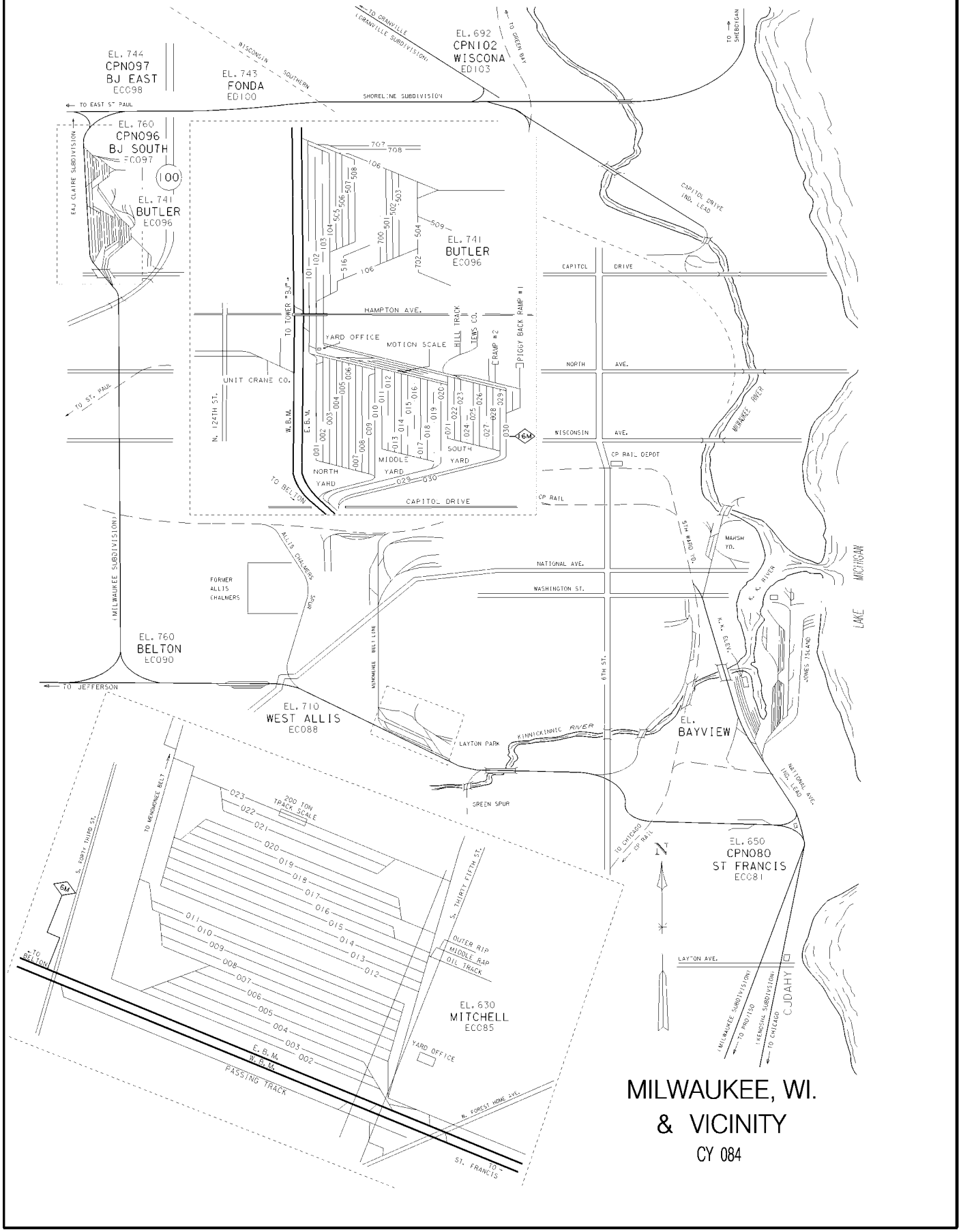
SI-13 TRAIN MAKE-UP RESTRICTIONS

Loaded Bulk Commodity Unit Trains restricted to 50 cars.

SI-14 MISC. INSTRUCTIONS

Item 2-C: Exception 2 applies.

Milwaukee Terminal Map



PEORIA SUBDIVISION (0019)

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Normandy N	16.8	SM121
Morse N	41.4	SM146
Broadmoor S	46.7	SM151
Speer S	57.8	SM162
Akron N	63.8	SM168
Allen	106.7	SM210
Luther N	113.8	SM218

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 19 feet above the top of rail are prohibited. Restriction includes double stack container loads. Also series TTQX multilevel cars (type M3X), BNSF 306000-306153 and GVSR 89000-89058.

Trains operating between South Pekin and St. Louis must not exceed 8000 foot maximum train length unless authorized by the Kansas City Corridor manager.

SI-14 MISC. INSTRUCTIONS

Nelson: Northward trains must take siding at Nelson unless authorized by train dispatcher to use the main track. Trains entering Peoria Subdivision at Nelson must contact the Train Dispatcher for instructions through Nelson Yard.

Adams Street Low Line: Between East Peoria and Adams Street UP operates over PPU and must obtain permission from PPU train dispatcher before entering PPU.

Peoria Jct.: Southward absolute signal at MP 80.3 and northward distance signal at MP 81.2 serve as slide detector indicators. When signal displays a red aspect, in addition to complying with the indication, proceed prepared to stop short of obstructions at MP 80.5.

Six Axle Units Prohibited: On business tracks Speer and on round house, caboose and rip tracks at Nelson.

Illinois River Bridge (MP 89.2) Illinois River Bridge (MP 89.2) is controlled by the bridge operator.
The bridge operator may be contacted by dialing *07174 on the dispatcher radio channel 5252. When a valid code is detected you will hear 2 beeps. The 2 beeps is an acknowledge that the request is being processed. To disconnect dial #07.
Southward trains approaching this bridge must contact the bridge operator when passing Peoria Jct.
Northward trains approaching this bridge must contact the bridge operator when leaving South Pekin.
Dual control switch within the interlocking limits is controlled by the bridge operator. When the switch is lined for the CIM the absolute signal for southward trains will display a Restricting aspect.

Spring Switches: Spring switches equipped with Switch Point Indicators located at:
MP 21.8 (Manlius, north end of siding);
MP 44.5 (Storage, north end of siding)
MP 128.6 (Barr, north end of siding).
Normal position for spring switch at MP 71.6, (Pioneer) for Trk.2;
Normal position for spring switch at MP 77.1 (Pottstown) for Trk.1.

PPU Jct. - Sommer: Southward signal at MP 84.1 and northward signal at MP 86.0 govern movement between MP 84.1 and MP 86.0.

Sommer: Verbal authority from the TPW train dispatcher must be obtained to operate on TPW between Sommer and Iowa Jct. and governed by Rule 6.13. Maximum speed on tracks other than main tracks is 5 MPH.

I&M Operating Bulletins: Trains that will be operating on the I&M must contact the I&M train dispatcher (217-788-8640) at their on duty point to receive I&M operating bulletins. The I&M train dispatcher will fax the bulletins to the on duty location. When the bulletins are received the crew will confirm with the I&M train dispatcher they have received all bulletins that affect their train's movement.

Item 2-C: Exception 1 applies.

MILWAUKEE SUBDIVISION (0152)

Radio Display:
BJ East to Grand Avenue - 2525 -*47

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
96.8	YL ABS	N097	BJ EAST T(M)	ED098	
			(0.7)		
96.1	YL DT	N096	BJ SOUTH T(M)	EC097	
			(0.8) Y		
95.3			BUTLER TY	EC096	Yard
			(6.4)		
88.9			BELTON TY	EC090	
			(4.6)		
84.3			MITCHELL Y	EC085	
			(4.2)		
80.1	TWC ABS	N080	ST. FRANCIS T(M)	EC081	
			(3.5) Y		
76.6			AIRPORT	EC076	
			(11.1)		
65.5			KAY	EC066	9915
			(13.8)		
51.7			BAIN T	EC053	12672
			(13.5)		
38.2			GURNEE	EC039	
			(2.5)		
35.7			PARK CITY	EC035	
			(3.8)		
31.9			UPTON	EC033	
			(2.2) (X)EJE(A)		
29.7	DT ABS	N030	KO	EC032	
			(8.0) (M)		
21.2		N021	VALLEY	EC021	
			(3.7) (M)X		
17.5			SHERMER	EC018	
			(5.5) X(M)		
12.0		N012	DEVAL T(9)(M)	EC012	
			(1.1) (X)WC(X)UP		
10.9		N011	NORMA TX(9)(M)	EC011	
			(3.5)		
7.4	YL ABS		BRYN MAWR	EC006	
			(4.8) X(M)Y		
2.6			GRAND AVENUE Y	EC004	Yard
			(93.7)		

SI-01 MAIN TRACK AUTHORITY

BJ South to St. Francis - DT:
Trk 1 NWD and Trk 2 SWD.

St. Francis to KO: TWC/ABS (DT St. Francis to Airport and Gurnee to Park City, Trk 1 NWD and Trk 2 SWD)

KO to Grand Ave. - DT:
Rule 9.14, Rule 9.15 KO to Bryn Mawr.

Yard Limits Between MP 96.8 and MP 79.4; MP 7.2 and MP 2.6

ABS between CP N097 and Grand Avenue

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 96.8 and 76.6	
(Except as Below)	**40**
96.1	10
96.1 and 93.5	30
88.9 and 88.5	30
82.4 and 82.2	25
80.7 thru turnout	30
80.3 and 79.5	30
76.6 thru turnout	30
Between Mileposts 76.6 and 2.6	
(Except as Below)	**50**
76.6 thru turnout	30
38.2 thru turnout	30
35.7 thru turnout	30
31.9 EJ&E (X)	30
29.7 thru turnout	30
29.7 and 21.2	45
17.6 and 15.0 Trk2	25
15.0 and 12.3 Trk2	40
12.3 and 11.9 Deval	30
11.9 and 10.5 Trk2	40
10.5 and 8.5 Trk2	25
8.5 and 2.6 Trk2	40

Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate above maximum authorized speed for freight trains as follows:
Between MP 96.8 and MP 76.6 ..... 5 MPH.
Between MP 76.6 and MP 2.6 ..... 10 MPH.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings	10
2. Dual Control Switch Turnouts	
CP N096 and CP N011	10
Except Milwaukee Sub Trk 1 to Adams Sub	30
CP N012	10
3. Misc. Speed Restrictions	
Live wye (Norma to Seeger)	10
Dead wye	5

MILWAUKEE SUBDIVISION (0152)

SI-04 MAIN TRACK DESIGNATIONS

BJ South to St. Francis
DT Trk. 1 NWD and Trk. 2 SWD

St. Francis to Airport
DT Trk. 1 NWD and Trk. 2 SWD

Gurnee to Park City
DT Trk. 1 NWD and Trk. 2 SWD

KO to Grand Ave.
DT Trk. 1 NWD and Trk. 2 SWD

SI-05 MILEPOST EQUATIONS
MP 21.2 = MP 21.7

SI-06 RCL OPERATIONS

Rule 35.5.1 Remote Control Area: Milwaukee is a designated remote control area.

Milwaukee (Butler Yard):

Rule 35.6.1 Remote Control Zones:: Zone 1: Starting from and including the North Switch of Track #1 to but not including the North switch of Long 1 (103). Signs designate the zone and all entry points. The Yardmaster on duty will keep the Zone log. Pull Back Tonnage: 2800 tons per 4 axle locomotive with an entry speed of 10 MPH.

Zone 2: Starting from and including the Middle/South Junction Switch North End to but not including the North switch of Long 2 (104). Signs designate the zone and all entry points. The Yardmaster on duty will keep the Zone Log. Pull Back Tonnage: 2800 tons per 4 axle locomotive with an entry speed of 10 MPH.

Zone 3: Starting North of but not including the North Switch of Track #21 on 29 Lead (722) to but not including North Switch 29 Lead (722) at Hampton Avenue. Signs designate the Zone and all entry points. The Yardmaster on duty will keep the Zone Log. Pull Back Tonnage: 2000 tons per 4 axle locomotive with an entry speed of 7 MPH.

Zone 4: South of but not including the south switch #10 track to the clearance point of the Middle/North Yard Junction Switch (Old Solar Switch). The Yardmaster on duty will keep the Zone log. Zone 4 can only be active when linked with Zone 5 and 6.

Zone 5: From and including the Middle/North Yard Junction Switch (Old Solar Switch) to but not including the 29 and 30 Junction Switch. The Yardmaster on duty will keep the Zone log. Zone 5 can only be active when linked with Zone 6.

Zone 6: From but not including the #29 Switch South End to the clearance point of spring switch on track 108 (Grain Yard Lead). Signs designate the Zone and all entry points. The Yardmaster on duty will keep the Zone Log. Pull Back Tonnage: 3500 tons per 4 axle locomotive with an entry speed of 10 MPH.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 63.2
(#) 44.2
(#) 22.5

SI-08 RULES ITEMS

Rule 6.25: Movement against the current of traffic may be authorized by track permit or track bulletin.

Rule 8.11: No normal position for the switches connected to Bain siding, except main track switches.

Rule 14.6: Movement Against the Current of Traffic may be authorized by track warrant between
St. Frances and Airport and between Gurnee and Park City.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
West Allis	86.3	EC088
Waxdale	61.2	EC062
Pleasant Prarie	49.9	EC050
Blodgett	23.8	EC023
Elk Grove	7.8	EC007

SI-11 INDUSTRIAL LEADS

Waukesha:(0156) Off main track at MP 88.8. Extends from Belton MP 9.8, 8.7 miles to MP 18.5. New Berlin Sta. No. EB005. FRA excepted track.

SI-12 TONNAGE RESTRICTIONS/TPOB

Max Gross weight: 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 19 feet above the top of rail are prohibited from operating between St. Francis and BJ. Restriction includes double stack container loads. Also series TTQX multilevel cars, BNSF 306000-306153 and GVSR 89000-89058. Restricted cars destined to Milwaukee must be set out at St. Francis. However, High/Wide loads that have a Protection Notice (track bulletin) covering the movement may be moved as cleared by the track bulletin.

MILWAUKEE SUBDIVISION (0152)

SI-14 MISC. INSTRUCTIONS

Butler: Northward trains must attempt to contact Butler Yardmaster before passing Bain and must contact Butler Yardmaster for instructions before passing MP 90.8 (Potter Road).

Pleasant Prairie: Signals protecting the entrance to Pleasant Prairie Power Plant are located on the north lead and the south lead tracks off of the new siding. Signals protecting the ladder tracks and the inner loop track are located at the entrance to those tracks.
Signals will display a red or green aspect. These signals are controlled by WE Energies personnel. Movements must not pass these signals unless they display a green aspect or permission is granted by WE Energies personnel.

Bryn Mawr - Shermer:
1. Before passing Bryn Mawr, northward trains will call Deval control operator to ascertain when route is lined.
2. Bryn Mawr control operator will not permit northward CP trains to pass absolute signal without first ascertaining when route at Deval will be lined.
3. Bryn Mawr and Shermer are controlled by the CP train dispatcher.

Deval Control Operator: Deval control operator issues the track permits between Shermer and Bryn Mawr. Radio access: 508.

Grand Avenue - Bryn Mawr: Movements against the current of traffic protected by Bryn Mawr control operator and Proviso general yardmaster under direction of the train dispatcher.

Proviso: All trains arriving and departing Proviso must notify the train dispatcher of their arrival or departure time when passing Grand Avenue. Northward trains must not pass MP 5.0 until departure time has been given to the Control Operator at Deval.

Whistling Ordinances: Ordinance prohibits the sounding of whistle within city limits of Des Plaines, Wauwatosa and West Allis.
State law requires the sounding of engine whistle at Elmhurst Road, Elk Grove Lead to and from Milwaukee Subdivision and at Touhy Avenue MP 8.8, and Mt. Prospect Road MP 9.9.

Spring Switches: Spring switches with indicators located at MP 93.2 Trk.2, MP 80.6 and MP 79.5.

Six Axle Units Prohibited: Norco - MP 3.0; Nestle Lead - MP 3.9; Centex Industrial Park; Myer - off dead wye; Touhy Ave MP 10.0; Com. Ed - MP ; Mitchell Yard on all tracks except tracks 2 through 5.

LAKE SUBDIVISION (0012)

Mile Post	Rule 6.3	CP #'s	Radio Display: Lake Bluff to KO - 2525 -*47 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
31.7	9.14.2 9.15	E030	LAKE BLUFF X (1.9)	CY030	
29.8		N030	KO	EC032	

(1.9)

SI-01 MAIN TRACK AUTHORITY

Rule 9.14.2/9.15 between CP E030 and CP N030.

ABS between CP E030 and CP N030.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed **MPH**

Between Mileposts
31.7 and 29.8
(Except as Below)..... **30**
No Exceptions.....

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Item 2-C: Exception 2 applies.

SHORELINE SUBDIVISION (0157)

Mile Post	Rule 6.3	CP #'s	Radio Display: FRVR Connection to BJ East - 6262 -*47 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
159.3	YL		FRVR CONNECTION Y (8.0)		
151.3			ROTHS Y (2.3)	ED143	
149.0			KOHLER JCT. Y (1.4)	ED141	
147.6			SHEBOYGAN Y (1.0)	ED139	
146.6	TWC		EDGEWATER JCT. (15.5)		
131.1			BELGIUM (29.6)	ED123	4837
101.5	TWC ABS	N102	WISCONA (M) (3.2)	ED103	
98.3			FONDA (1.5)	ED100	8500
96.8		N097	BJ EAST T(M)	ED098	
			(59.5)		

SI-01 MAIN TRACK AUTHORITY

TWC between MP 146.5 and MP 101.5

TWC/ABS between MP 101.5 and MP96.8

Yard Limits between MP 159.3 and MP 146.5

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 159.3 and 96.8 (Except as Below).....	**30**
159.3 and 146.5.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Empty aluminum coal hopper trains between MP 108.4 and MP 106.6.....	15

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 128.6

SI-08 RULES ITEMS

Rule 6.32.2: Applies at MP 156.3 (CTH FF) and MP 154.6 (Garton Rd. and Playbird Rd.)

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Haven	156.5	ED145
Cedar Grove S.....	135.6	ED127
Port Washington S.....	122.4	ED114

SI-11 INDUSTRIAL LEADS

Granville:(0162) Off main track at CP N102 (MP 101.5). Extends from Wiscona, MP 92.4, 7.1 miles to FVW Connection, MP 99.5. ABS in effect; Rule 6.28 applies.

Business Tracks	MP	Sta.#'s
Granville	97.8	EF005

Capital Drive:(0158) Off main track at MP 102.0. Extends from Wiscona 3.5 miles to Hampton Avenue.
FRA excepted track. (Out of service)

Edgewater:(0159) Off main track at MP 146.6. Extends 3.0 miles from Edgewater Jct. To WPL Edgewater Power Plant MP 3.0.

Kohler:(0160) Off main track at MP 149.0. Extends from Kohler Jct., MP 1.0, 14.0 miles to End of track, MP 15.0 FRA excepted track.
Maximum Weight: 126 Tons between Sheboygan Falls and Plymouth.

Business Tracks	MP	Sta.#'s
Kohler	3.5	EP001
Sheboygan Falls	5.2	EP002
Plymouth (X)WC G.....	14.3	EP015

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Spring switch: Spring switch with indicator located at MP 98.3.

Fox Point (MP 104.9 - 106.8): Ordinance prohibits sounding engine whistle between 2000 and 0600 except southward trains sound whistle for East Dean Road, MP 106.8.

Port Washington: Six axle units must not be operated on new loading facility industry track.

Sheboygan: Six axle units are restricted from operating on the East and West Belt Line tracks.

Sheboygan - FRVR Connection: Cars in excess of 19 feet above top of rail are prohibited between Sheboygan and FRVR Connection.

Item 2-C: Exception 2 applies.

ADAMS SUBDIVISION (0174)

Mile Post	Rule 6.3	CP #'s	Radio Display: BJ South to Adams - 5252 -*44 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
314.0	YL ABS	N096	BJ SOUTH TY(M) (3.6)	EC097	
308.4	TWC ABS		MARCY Y (23.6)	EC101	8448
286.8			ROCK (10.4)	EC124	11094
276.4			CLYMAN JCT. T (35.7)	EC135	12572
240.7			DALTON (19.1)	EC169	10602
221.6			OXFORD (19.7)	EC190	6044
201.9	YL ABS		ADAMS Y	EC209	Yard

(112.1)

SI-01 MAIN TRACK AUTHORITY

TWC/ABS between MP 308.4 and MP 204.0.

Yard Limits/ABS between MP 314.0 and MP 308.4; MP 204.0 and Adams.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 314.0 and 201.9	
(Except as Below).....	**50**
314.0 and 268.3.....	30
250.3 and 249.7.....	45
245.5 and 244.4.....	45
232.5 and 232.0.....	45
228.9 and 201.9.....	30

Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings.....	10
2. Dual Control Switch Turnouts	
CP N096.....	10
Except Milwaukee Subdivision Track 1 to Adams Subdivision.....	30
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 298.4
(#) 236.2
(#) 212.1

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Bark Pit E.....	302.3	EC109
North Lake W.....	297.8	EC113
Mapleton W.....	292.5	EC118
Lebanon W.....	282.5	EC128
South Beaver Dam	264.4	EC147
South Randolph W.....	256.8	EC154
Friesland E.....	250.6	EC161
Glenoak W.....	231.0	EC179
Grand Marsh W.....	210.2	EC201

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 19 feet 9 inches above top of rail are prohibited from operating between Butler and Adams. Restriction includes double stack container loads, also TTQX multilevel cars, BNSF series 306000 - 306153 and GVSR 89000 - 89058. Restricted cars must be set out at Butler or Adams. However, any High/Wide load that has a Protection Notice (track bulletin) covering the movement may be moved as cleared by the track bulletin.

SI-14 MISC. INSTRUCTIONS

Clyman Jct.: Normal position for north wye switch is for old Lakeshore main track.

Adams: Loaded Bulk Commodity Unit Trains are restricted from using the crossovers from the main track to the yard at the east end and tracks 5 through 9 and track 12.

CLYMAN SUBDIVISION (0178)

Mile Post	Rule 6.3	CP #'s	Radio Display: Clyman Jct. to End Of Line - 5252 - *44 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
140.0	TWC		CLYMAN JCT. (9.4)	EC135	
130.6			WATERTOWN (11.0) (9)(X)CP(M)	EJ009	
119.6	YL		JEFFERSON JCT. (7.6) TY(X)UP(S)	EJ020	
112.0			FT. ATKINSON (0.0) (9)Y	EJ029	
			(28.0)		

SI-01 MAIN TRACK AUTHORITY

TWC between Clyman Jct. and MP 120.6

Yard Limits between MP 120.6. and MP 112.0

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 140.0 and 112.0	
(Except as Below).....	**30**
140.0 and 139.4.....	10
130.6 (X) CP.....	10
120.6 and 117.4.....	10
117.4 flag road crossing.....	Stop
117.4 and 112.7.....	10
112.7 flag road crossing.....	Stop
112.7 and 112.0.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

MP 120.0 to MP 112.0

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Clyman N.....	138.9	EJ001
Johnson Creek S.....	123.4	EJ018
Jefferson Y.....	117.2	EJ023

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS

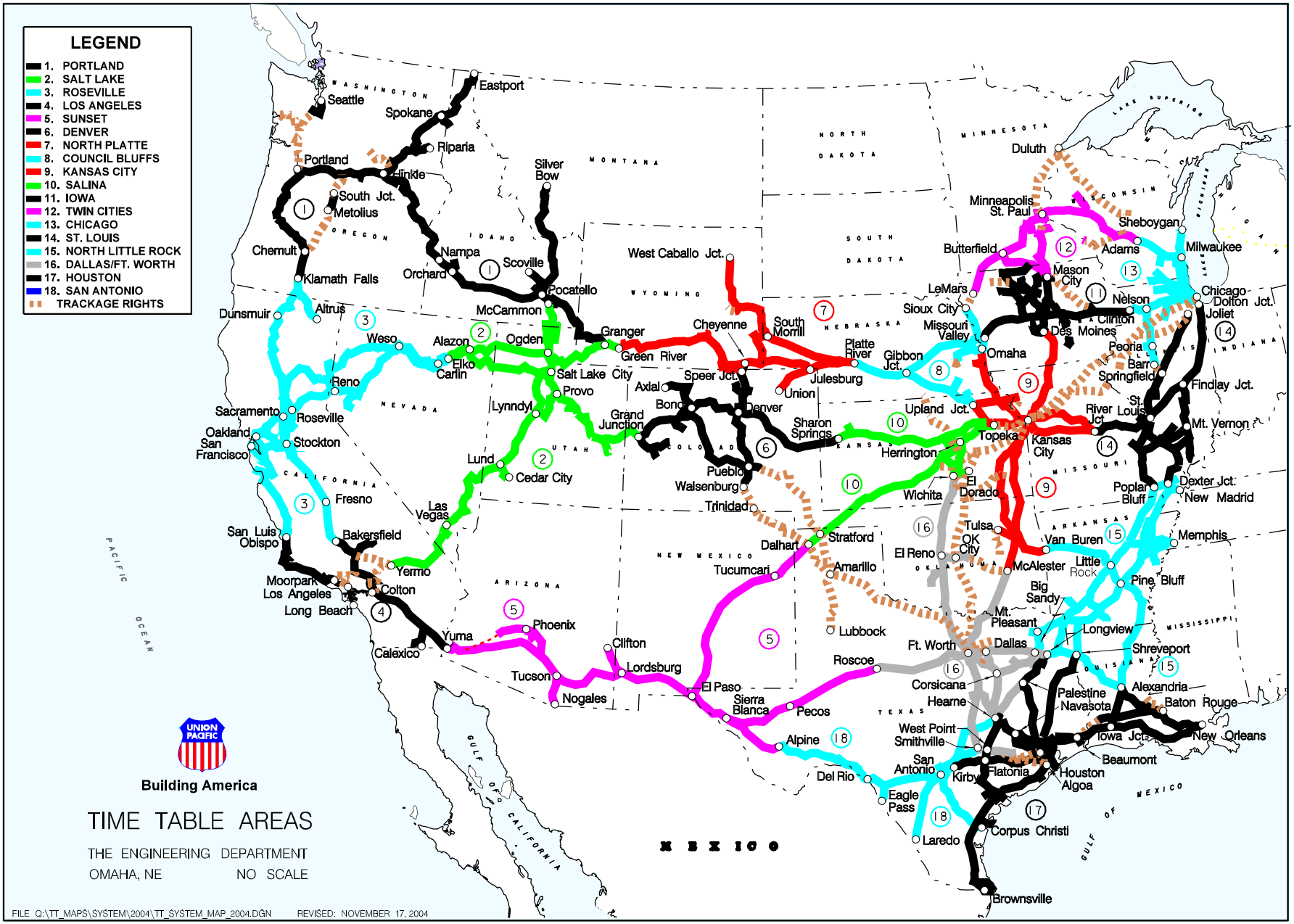
Loaded Bulk Commodity Unit Trains restricted to 60 cars.

SI-14 MISC. INSTRUCTIONS

Watertown: Trains must receive permission from CP train dispatcher before occupying interlocking. Radio channel 94, access code 132.

Item 2-C: Exception 2 applies.

NOTES:


LEGEND
1. PORTLAND
2. SALT LAKE
3. ROSEVILLE
4. LOS ANGELES
5. SUNSET
6. DENVER
7. NORTH PLATTE
8. COUNCIL BLUFFS
9. KANSAS CITY
10. SALINA
11. IOWA
12. TWIN CITIES
13. CHICAGO
14. ST. LOUIS
15. NORTH LITTLE ROCK
16. DALLAS/FT. WORTH
17. HOUSTON
18. SAN ANTONIO
TRACKAGE RIGHTS
Building America
TIME TABLE AREAS
THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE
FILE Q:\TT_MAPS\SYSTEM\2004\TT_SYSTEM_MAP_2004.DGN REVISED: NOVEMBER 17, 2004
Eastport
Seattle
Spokane
Riparia
Portland
Pinkle
Silver Bow
South Jct.
Metolius
Chemult
Nampa
Scoville
Orchard
Klamath Falls
Pocatello
West Caballo Jct.
Dunsmuir
Altrus
McCammon
Granger
Cheyenne
South Morrill
Weso
Alazon
Ogden
Elko
Carlin
Green River
Salt Lake City
Speer Jct.
Julesburg
Reno
Axial
Provo
Union
Sacramento
Roseville
Lynndyl
Bond
Denver
Upland Jct.
Oakland
San Francisco
Stockton
Grand Junction
Sharon Springs
Topeka
Kansas City
Herrington
Lund
Cedar City
Pueblo
Walsenburg
Fresno
Las Vegas
Trinidad
Wichita
El Dorado
San Luis Obispo
Bakersfield
Dalhart
Stratford
Tulsa
OK City
Van Buren
Memphis
Yermo
Tucumcari
El Reno
Amarillo
McAlester
Little Rock
Moorpark
Los Angeles
Colton
Long Beach
Lubbock
Mt. Pleasant
Big Sandy
Pine Bluff
Phoenix
Clifton
Ft. Worth
Dallas
Longview
Shreveport
Yuma
Lordsburg
Roscoe
Corsicana
Alexandria
Calexico
Tucson
El Paso
Sierra Blanca
Hearne
Palestine
Navasota
Baton Rouge
Nogales
Pecos
West Point
Smithville
Iowa Jct.
New Orleans
Alpine
San Antonio
Kirby
Flatonia
Houston
Algoa
Beaumont
Del Rio
Eagle Pass
Corpus Christi
Laredo
Brownsville
Duluth
Minneapolis
St. Paul
Sheboygan
Milwaukee
Butterfield
Adams
Mason City
Chicago
Dolton Jct.
Joliet
LeMars
Nelson
Sioux City
Clinton
Des Moines
Missouri Valley
Omaha
Peoria
Barr
Springfield
Gibbon Jct.
Platte River
Findlay Jct.
St. Louis
River Jct
Mt. Vernon
Poplar Bluff
Dexter Jct:
New Madrid
Pine Bluff
Memphis
Mississippi
Missouri
Arkansas
Louisiana
Texas
Oklahoma
Kansas
Nebraska
Wyoming
Montana
North Dakota
South Dakota
Minnesota
Wisconsin
Illinois
Indiana
Michigan
Lake Superior
Pacific Ocean
Gulf of California
Gulf of Mexico
Mexico

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300	
1:30 AM	0130	1:30 PM	1330	
2:00 AM	0200	2:00 PM	1400	
3:00 AM	0300	3:00 PM	1500	
4:00 AM	0400	4:00 PM	1600	
5:00 AM	0500	5:00 PM	1700	
6:00 AM	0600	6:00 PM	1800	
7:00 AM	0700	7:00 PM	1900	
8:00 AM	0800	8:00 PM	2000	
9:00 AM	0900	9:00 PM	2100	
10:00 AM	1000	10:00 PM	2200	
11:00 AM	1100	11:00 PM	2300	
11:59 AM	1159	11:59 PM	2359	
Noon	1200	Midnight	0000	(new date)
12:01 PM	1201	12:01 AM	0001	

TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

SAFETY

IS MY PERSONAL RESPONSIBILITY