CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

TIMETABLE No. 13

EFFECTIVE 0001 APRIL 10, 1994

CONTINENTAL CENTRAL STANDARD TIME
(EXCEPT MOUNTAIN STANDARD
TIME WEST OF CHADRON)

For the information and government of employees only

R.A. JAHNKE, Senior Vice President—Operations
J.H. KOCH, Vice President—Transportation
M.C. VAN CLEAVE, Vice President-Commuter & Coal Operations

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

The following rules and special instructions are in effect:
General Code of Operating Rules, Safety Rules and General Rules, Instructions for Handling Hazardous Materials, and 1990 (or later addition) Emergency Response Guidebook. Additions, applications, deletions and revisions of definitions, rules and track bulletins relating to the General Code of Operating Rules are contained herein. Employees must be conversant with these changes and refer to them, as well as to the General Code of Operating Rules, when using this timetable.

Sidings:
Length of sidings shown in feet.

Maximum Wt.:
Maximum weight for main track and spurs is 263,000 lbs., unless specified otherwise.

Speed Restrictions:
Speed restrictions marked with an asterisk (*) indicates that the restriction applies only until the engine or lead car has passed the point of restriction.

Speed restrictions governing movements from one track to another (Track 1 to 2) apply in both directions (Track 2 to 1) unless specified otherwise.

Spring Switch Indicators:
The location of spring switch indicators is specified with a double asterisk (**), these indicators only govern the switch and do not indicate block occupancy.

(FRA)
Subdivisions and Spurs designated with the symbol (**FRA**) means Rule 6.12 applies.

Radio System 911 Emergency Calls:
An emergency call feature is in place on the radio network which enables an employee to immediately access the assistant chief train dispatcher's office via radio in the event of an emergency. The emergency access is available on both the road and utility base stations.

To initiate a 911 emergency call, the employee would dial the single digit radio base station access code followed by 911.

Example: To report an emergency in the Beverly area, the user would dial 2911.

All 911 emergency calls will be directed to the assistant chief train dispatcher responsible for that territory and will sound a special alarm signifying that it is an emergency call.

To protect the integrity of the system, employees are cautioned to utilize it only when a bona fide emergency exists. Such calls shall be limited to injury or extreme illness to employees or to others in need of emergency medical treatment, and to cover the initial reports of derailments, collisions, grade crossing accidents, storms, washouts, fires, obstructions to tracks, or conditions which would cause danger to life or property.

IN CASE OF EMERGENCY, DIAL THE SINGLE DIGIT BASE STATION ACCESS CODE, THEN 911.

TRAIN DISPATCHER TELEPHONE NUMBERS

	Company Extension	Bell Extension	Radio Console
Transportation Center	633-4548	(312) 633-4548	931
Asst. Chief Central	633-4593	(312) 633-4593	441
Asst. Chief East/West	633-4591	(312) 633-4591	100
Asst. Chief North	633-4595	(312) 633-4595	467
Dispatcher Branch	633-4572	(312) 633-4572	834
Dispatcher East	633-4577	(312) 633-4577	102
Dispatcher Illinois	633-4580	(312) 633-4580	101
Dispatcher Iowa East	633-4582	(312) 633-4582	465
Dispatcher Iowa West	633-4584	(312) 633-4584	466
Dispatcher North	633-4569	(312) 633-4569	903
Dispatcher Northeast	633-4575	(312) 633-4575	304
Dispatcher Northwest	633-4562	(312) 633-4562	200
Dispatcher Spine	633-4586	(312) 633-4586	530

SPEED TABLE

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

J.E. Biebel ..... **General Manager—Operations**
G.G. Larson ..... **Asst. Vice President-Commuter Operations**

CONTENTS

INDEX

Geneva, Kenosha, Harvard and McHenry Subdivision Special Instructions

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

1. a. All movements into Chicago station must be so controlled that stop will be made by service application of the brakes short of the white line painted on the platforms 10 feet in advance of the bumping post.

   b. When a movement is made over Lake Street Interlocking, when practicable, the movement must be controlled by the engineer from the lead unit or cab car in the direction of movement.

   c. When engines are to be coupled to a passenger train or cars, they will stop not less than 20 feet from the cars and then couple to train on hand or radio signal.

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

   a. The first signal governing westward movements from each of the train shed tracks.

   b. The signal governing westward movements from the pocket on lead track.

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

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

Westward movement from the pocket on lead track must not be made without a proceed indication on the signal marked with TWO stars.

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

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

4. All trains entering the Chicago station will make a special running brake test, as prescribed in air brake Rule 18.8 (Running Test), approaching Bridge D or Bridge K to know that the brakes on train are functioning properly.

Trainmen handling back-up movements into the Chicago station will make a running brake test, as prescribed in Rule 18.9 (Back-up Movement) through by use of the valve on back-up hose, or its equivalent approaching Bridge D or Bridge K to know that the brakes are functioning properly.

5. Between Bridge K or Bridge D and the Chicago station, trains and engines will display a dim headlight.

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

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

Additional Rules and Instruction:
Passenger Train:
The term passenger train includes empty passenger equipment trains.

Glossary - Abbreviations:
The letter S in schedule column in Commuter Operations Timetable indicates regular stop.

Rule 1.7 Altercations (Application):
Employees must not enter into altercations with passengers.

Rule 1.20 Bridge Clearance (Addition):
Employees are prohibited from riding on the side of equipment when closely approaching or when on bridges in elevated suburban territory.

Rule 5.8.1 Ringing Engine Bell (Application):
The bell must be rung not less than one-fourth mile in advance of station platforms where passengers are received or discharged, and must continue to ring until engine has passed the platform.

Rule 6.2.1 Leaving Stations (Addition):
When a passenger train is ready to proceed, trainmen will close all the doors, actuating light in the engineer's cab at which time train will proceed without a hand signal. If this procedure cannot be followed, proceed signal may be given verbally, communicating buzzer or hand signal.

Rule 6.10 Calling Attention to Restrictions (Application):
The conductor on revenue passenger trains will remind the engineer when departing the last station stop prior to a track bulletin Form B or Form MX restriction by use of the intercom or by 2 sounds of the communication signal buzzer if the intercom is not working.

Rule 6.23 Emergency Stop or Severe Slack Action (Application):
When a train is stopped by an emergency application of the brakes, or has severe slack action incidental to stopping along the adjacent tracks of the CTA between Kenton Ave. and MP 8.9, a member of the crew must notify the train dispatcher immediately. The train dispatcher must immediately notify the CTA Control Center, (312) 664-9815 or (312) 664-9816.

Rule 8.2 Position of Switches (Addition):
At outlying points, crews handling passenger equipment from a coach yard or parking track must inspect hand operated switches and spring switches under the standing train to ascertain that they are properly lined and latched. This inspection must be made regardless of the indication of target on switch stand.

Rule 9.9 Train Delayed Within a Block (Addition):
Rule 9.9 does not apply to passenger trains making scheduled stops.

Rule 15.1 Clearance Requirements (Exception):
Passenger trains may enter the main track at the initial station to load passengers before clearance is received. Movement must be made at restricted speed.

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.

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

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

Whistling Ordinances:
On the Harvard subdivision, between Chicago and Geneva on the Geneva subdivision, and between Chicago and Kenosha on the Kenosha subdivision, whistle signal 5.8.2 (11) must be sounded at all crossings at grade that are not equipped with operating automatic gate warning devices.

Ordinances prohibit sounding engine whistle within city limits of:

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

and between Chicago and Geneva inclusive, except State law requires whistle to be sounded at Kilbourn Ave., MP 5.3 and 25th Ave., MP 11.7 on the Geneva Sub. and Foxmoor Road, MP 36.7 on the Harvard Sub.

Glencoe – Passenger trains making schedule stop are not required to whistle. Other trains must whistle between 0600 and 2000 daily.

Whistle must be sounded when approaching and passing employees working on or standing near the tracks regardless of any whistling ordinances.

GENEVA SUB

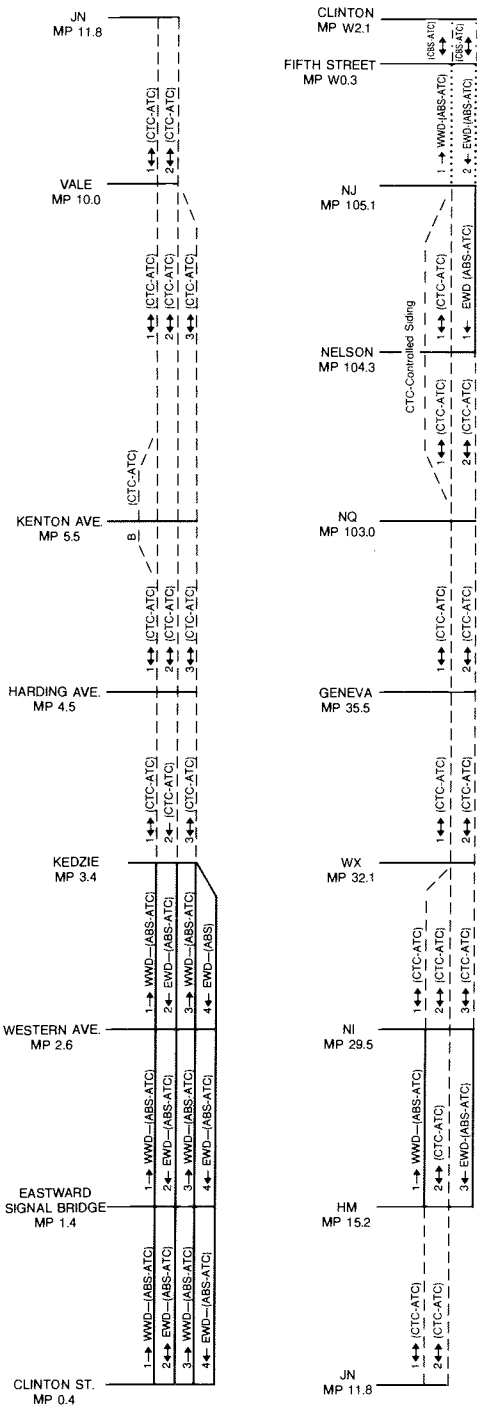
Scheduled trains between Chicago and Geneva are shown in Suburban Division Timetables.

↓ **RC-1 Chgo-HM (52 52)**
RC-3 HM-Clinton (62 62) ↑

WEST STATIONS EAST

Station Numbers	Miles	Distance Between Stations			Mile Posts
0000	0.0	0.2	CHICAGO	Ⓑ Ⓒ	...
...	0.2	0.2	LAKE ST.	Ⓜ	0.2
...	0.4	2.2	CLINTON ST.	Ⓙ Ⓜ	0.4
0005	2.6	1.0	WESTERN AVE. ⓧ METRA	Ⓙ Ⓜ Ⓦ	2.6
...	3.6	0.9	KEDZIE	Ⓙ Ⓜ Ⓦ	3.6
...	4.5	0.3	HARDING AVE.		4.5
0011	4.8	0.7	KEELER		4.8
...	5.5	3.0	KENTON AVE.	Ⓘ	5.5
0018	8.5	1.2	OAK PARK		8.5
0020	9.7	0.3	RIVER FOREST	Y	9.7
...	10.0	0.5	VALE	Ⓘ	10.0
0021	10.5	0.8	MAYWOOD		10.5
0022	11.3	0.5	MELROSE PARK		11.3
...	11.8	0.3	JN	Ⓘ	11.8
0016	12.1	0.6	PROVO JCT.	Ⓘ Ⓙ	12.1
0017	12.7	1.5	BELLWOOD		12.7
...	14.2	0.1	WOLF ROAD	Ⓘ	14.2
0015	14.3	0.9	BERKELEY		14.3
0023	...		*PROVISO*	Ⓑ Ⓒ Ⓦ	...
...	15.2	0.5	HM	Ⓘ	15.2
0024	15.7	2.1	ELMHURST		15.7
0025	17.8	2.1	VILLA PARK		17.8
0026	19.9	2.5	LOMBARD		19.9
0027	22.4	1.4	GLEN ELLYN		22.4
0028	23.8	1.2	COLLEGE AVE.		23.8
0029	25.0	2.5	WHEATON		25.0
0030	27.5	2.0	WINFIELD		27.5
...	29.5	0.5	NI	Ⓘ	29.5
...	30.0	0.3	WEST CHICAGO		30.0
...	30.3	1.8	JB ⓧ EJE	Ⓜ	30.3
0031	...		*WEST CHICAGO YARD*	Ⓑ Ⓒ Ⓙ Ⓦ	.....
...	32.1	3.4	WX	Ⓘ	32.1
0032	35.5	1.7	GENEVA		35.5
...	37.2	6.8	GX	Ⓘ	37.2
0040	44.0	4.0	ELBURN		44.0
0033	48.0	0.5	MEREDITH		48.0
...	48.5	2.1	MW	Ⓘ	48.5
0041	50.6	4.8	MAPLE PARK		50.6
0042	55.4	2.9	CORTLAND-CO	Ⓘ	55.4
0046	58.3	4.7	DE KALB	Ⓙ	58.3
...	63.0	1.3	MA	Ⓘ	63.0
0047	64.3	5.4	MALTA		64.3
0048	69.7	3.6	CRESTON		69.7
...	73.3	1.5	RX	Ⓘ	73.3
0049	74.8	0.5	ROCHELLE		74.8
...	75.3	3.7	NX ⓧ BN	Ⓐ	75.3
0050	79.0	4.7	FLAGG		79.0
0051	83.7	4.3	ASHTON		83.7
0052	88.0	4.9	FRANKLIN GROVE		88.0
0053	92.9	5.0	NACHUSA	Ⓘ	92.9
0054	97.9	5.0	DIXON		97.9
...	103.0	1.3	NQ	Ⓘ	103.0
0056	104.3	0.8	NELSON	Ⓘ Ⓙ Ⓦ	104.3
...	105.1	4.4	NJ	Ⓘ	105.1
0057	109.5	3.5	STERLING	Ⓑ Ⓒ	109.5
0058	113.0	1.8	GALT	Y	113.0
0059	114.8	3.8	AGNEW		114.8
0060	118.6	5.2	ROUND GROVE		118.6
0061	123.8	3.8	MORRISON		123.8
0062	127.6	8.3	UNION GROVE		127.6
0065	135.9	0.8	EAST CLINTON		135.9
...	136.7	0.4	MISSISSIPPI RIVER BRIDGE	Ⓜ Ⓥ	136.7
...	137.1	1.8	FIFTH STREET ⓧ CP	Ⓙ Ⓜ	W0.3
0100	138.9		CLINTON	Ⓑ Ⓒ Ⓦ	W2.1

Ruse 6.26—Multiple Main Track designations. ABS-ATC-CTC.



GENEVA SUB

SPEED RESTRICTIONS (In MPH)

Between Chicago and Geneva

	Psgr.	TOFC	Frt.
Maximum	70	70	60
MP 0.0-0.3 Chicago-Signal Bridge A. Restricted Speed	10	10	10
MP 0.3-0.7 Signal Bridge A — Signal Bridge D. Restricted Speed	15	15	10
MP 0.7-1.6	35	35	30
MP 1.6-2.6	50	45	30
MP 2.6 Western Ave.			
Straight	30	30	30
Diverging	10	10	10
MP 2.6-3.6			
Track 1	50	45	40
Track 2	35	35	35
Tracks 3 and 4	30	30	10
MP 3.6 Kedzie			
Straight	50	45	40
Diverging (See Note)	15	10	10
NOTE: (1) When a train has a Clear cab signal (Rule 9.1.13); or, (2) when an eastward movement with a non-equipped ATC engine receives an Advance Approach aspect (Rule 9.1.6, figure 9) 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) the prescribed speed for the diverging route through the interlocking limits is	40	40	40
MP 3.6-5.5			
Tracks 1, 2 and 3	50	45	40
MP 5.2-5.6 Track B	30	30	30
MP 5.5-5.6 Kenton Ave.			
Track 1 to track B	30	30	30
Track 1	50	45	45
Track 2	50	45	45
Track 3	50	45	45
MP 5.6-9.9	70	45	45
MP 10.0 Vale			
Track 1	60	45	45
Track 2 to track 3	60	45	45
Track 1 to track 2	40	40	40
Track 2 to track 2	40	40	40
MP 11.8 JN			
Straight	50	50	40
Diverging	30	30	30
MP 12.1 Provo Jct.			
Diverging	35	30	30
To and from IHB conn. Track	10	10	10
MP 14.2 Wolf Rd.			
Diverging	35	30	30
MP 15.1 HM			
Straight	40	40	40
Diverging	35	30	30
To and from Proviso lead	30	30	30
To and from 30 Main	20	20	20
Unit trains	...	...	10
MP 22.3-25.4	55	55	50
MP 29.5 NI			
Straight	55	55	40
Diverging	30	30	30
MP 29.5-30.0			
Track 1	35	35	35
Tracks 2 and 3	55	55	40
MP 30.0-30.5			
Straight	35	35	35
Diverging	10	10	10
MP 32.1 WX			
Straight EWD	70	70	50
Straight WWD	50	50	50
Diverging (Track 1 to Track 1)	40	40	40

Between Geneva And Clinton

	Track 1 & 2 TOFC	Frt.
Maximum	70	60
Maximum Diverging	30	30
MP 57.5-59.0	50	50
MP 75.3 NX (BN)	40	35
MP 97.0-100.0 (curves)	45	45
MP 105.1 NJ		
Diverging: Track 2 to Track 1	30	30
All Other Diverging Routes	10	10
MP 107.9-109.6	60	50
MP 135.3-135.9	40	40
MP 135.9-W2.1	30	30

Additional Speed Restrictions:

Unit trains: GX-Clinton

Maximum	45
MP 135.9-W0.0	10
Movements against the current of traffic outside of yard limits with an absolute block in advance of movement	40
except between MP 132.6-133.1, track 1	30
4 and 5 main between Kedzie and Harding Ave:	
Psgr train and light engines	20
Freight trains	10
M19-A Engine facility trackage	5

Rock and Roll Restrictions do not apply:

Track 1	MP 1.0-29.5
	MP 30.4-W2.1
Track 2	MP 1.0-13.0
	MP 16.5-W2.1
Track 3	MP 3.6-10.0
	MP 15.1-32.1

Yard Limits:

Chicago-MP 17.0
MP 109.0-114.0
MP 135.0-Clinton

Instructions Governing ATC:

1. Movements between Chicago 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 Kenosha and Harvard subdivs. with the ATC cut out and back-up moves; or,
   C. With the ATC cut out due to failure.

2. Between Kedzie and JN, 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.

3. Non-equipped engines in switching service may be operated on the main track between Chicago and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton and Clinton, and at West Chicago, De Kalb, Dixon, Nelson, Sterling and Clinton within switching limits, in accordance with signal indications, 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.

ATC test sections:

Lake St. — Tracks 1, 2, 3 and 4, starting 200 feet west of Bridge "A", extending westward 100 feet.

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

Elmhurst — Track No. 1 at York Road. Signal must indicate proceed to get proper ATC test.

Proviso
Westward — 29 and 30 main at HM.

West Chicago
Eastward — Track 7 at yard office.
Downtown lead.
Belvidere Subdiv.

Westward — Track 1 at WX.

De Kalb
Eastward — Connecting track from Troy Grove Subdiv.

Nelson
Eastward — East wye.
Westward — West wye at NJ.

Route Restriction:
All trains and transfer movements except light engine, passenger and passenger equipment, must move via Track B or Track 3 at Kenton Avenue.

Detectors:
MP 29.0
MP 46.1
MP 64.0
MP 78.8
MP 95.0
MP 113.2
MP 127.9

Leaving Times:
The conductor of trains departing Clinton must report leaving time to the train dispatcher before passing Route 84 at MP 135.3

Rule 9.12.2 Manual Interlockings:
During the hours Clinton Street Interlocking (MP 0.4) is unattended crew member must communicate with Lake Street Control Operator and be governed accordingly.

Rule 9.13 Dual Control Switches:
Kedzie and CTC control points Kedzie to and including NJ except JB.

Rule 15.1 Clearance Requirements:
Movements between Chicago and Harding Ave. may be made without a clearance.

Except for trains originating at Global One and passenger trains, trains for which Kedzie, Provo Jct., or HM is the inital subdivision station, must obtain their clearance at Proviso.

Relay crews, yard transfer crews, and foreign railroad crews operating between Kedzie and HM must have in their possession a copy of all track bulletins in effect for that territory, and must communicate with train dispatcher to verify possession of correct track bulletins before passing Ogden Jct. or Kedzie (westward) or Proviso (eastward).

Passenger trains originating at West Chicago Yard for which WX, Geneva or West Chicago is the initial subdivision station, must obtain their clearance at West Chicago Yard.

Rule: 18.2.2 Intermediate Point:
Proviso is a designated terminal.

Kenton Ave.:
When the westward approach signal on Track 1 displays an Approach Diverging aspect (Rule 9.1.7), figure 6), prepare to diverge to Track B. Absolute signal will display a Diverging Clear (Rule 9.1.10), figure 4) or a Diverging Approach (Rule 9.1.9), figure 3) aspect.

When the westward approach signal displays an Approach Diverging aspect (Rule 9.1.7), figure 3), prepare to diverge to Track 2. Absolute signal will display a Diverging Clear (Rule 9.1.10), figure 2) or a Diverging Approach (Rule 9.1.9), figure 2) aspect.

JN:
When approach signal MP 10.7 displays an Approach Diverging aspect (Rule 9.1.7), figure 6), prepare to diverge into Proviso yard. Absolute signal will display a Diverging Approach aspect (Rule 9.1.9), figure 3).

Elmhurst:
Westward trains stopping on Track 1 at Elmhurst and making an eastward movement over York Road must use the crossing warning system manual control at MP 15.8 to raise the gates at Cottage Hill Crossing. This also activates the ATC test section located at MP 15.6 for the eastward movement.

Note: Trains making an eastward movement after stopping on Track 1 at Elmhurst must not activate the cancel button as this will cancel the eastward ATC test section located east of York Road.

Elburn:
Village ordinance prohibits the sounding of engine whistle for First St., MP 43.8 and Route 47, MP 43.9.

Cortland:
Village ordinance prohibits the sounding of engine whistle for Llanos St., MP 55.1, Somonauk Rd., MP 55.3 and Loves Rd., MP 55.8

NX:
Trains approaching NX must be prepared for an ATC restriction and stop indication at the absolute signal at the BN interlocking if unable to maintain an average speed of 21 MPH between MP 71.4 and MP 75.0 for westward trains and between MP 78.5 and MP 75.9 for eastward trains.

Dixon River Track Spur extends from Dixon, 3.4 miles to Dixon-Marquette cement facility.

St. Charles Spur extends from MP 32.1 to St. Charles, St. No. 7122 (5.0 miles), **(FRA).**

Maximum Wt:
HM-Clinton ..... 315,000 lbs.

ROCKWELL SUB

Station Numbers	RC-1 (52 52) WEST STATIONS EAST		Miles & Mile Posts
0004	GLOBAL ONE	Ⓑ©Ⓙ⒲	2.3
	0.4		
...	OGDEN JCT.	Ⓙ	1.9
	1.2	Y	
...	ROCKWELL JCT.	Ⓙ⒲	0.7
	0.7		
...	KEDZIE	ⒿⒶ⒲	0.0

SPEED RESTRICTIONS (In MPH)

Kedzie to Ogden Jct. 25
Ogden Jct. to Global One 10
All connections to and from CJ 15

Yard Limits:
Entire Sub.

Double Track:
Track 1-WWD, Track 2-EWD, Kedzie-Global One.

Movements between Kedzie and Ogden Jct. will be controlled by the Control Operator at Kedzie.

Movements between Ogden Jct. and Global One controlled by general yardmaster.

Rule 9.13 Dual Control Switches:
Kedzie

Global One—Kedzie:
Trains of other railroads operate over CNW.

Odgen Jct.:
Dual control switches equipped with switch point and indicator lights have been placed in service at Ogden Jct. including 14th Street on Conrail. The Control Operator is located at Kedzie. The following applies:

(1) Permission must be received from the Control Operator before:
   (a) any movements are made over these switches, or:
   (b) a movement can change direction when operating over these switches.
(2) A green indication indicates the switch is lined for a straight route. A yellow indication indicates the switch is lined for a diverging route. These indications **do not** convey information as to condition of the track or position of any other switch.
(3) If control machine does not indicate a switch is properly lined in the desired position, the Control Operator must instruct crew member to inspect the switch before authorizing movement over the switch.
(4) When instructed to inspect the switch before movement over the switch, the following applies:
   (a) Switch must be examined from the ground. If properly lined for desired route and switch points fit properly, movement may be made.
   (b) If switch is not lined for desired route or switch points do not fit properly, take switch off power by removing switch lock and operate the switch by hand.
   (c) After at least one unit or car of the movement has passed over the switch, return switch to power by replacing lock in latch and lock, unless instructed to leave the switch off power. Notify Control Operator of position and status of switch.

Trains and engines entering Global One:
Morgan Street will call the general yardmaster for a track and must not proceed beyond this point until given permission to do so.

Northward trains and engines on the CRI (CJ) railroad tracks will stop clear of the crossovers and receive permission from the general yardmaster before entering Global One or CNW tracks at Ogden Jct.

Eastward trains and engines on the Rockwell subdivision will contact the general yardmaster immediately after headend passes Rockwell Jct.

General yardmaster radio channel: 5 (31 31).

Trains enroute to or from BOCT or CR will contact the Control Operator at Kedzie for authority before entering BOCT, CR or CNW trackage.

KENOSHA SUB

Station Numbers	Miles		Scheduled trains between Chicago and Kenosha are shown in Computer Operations Timetable. ↓ RC-1 Clinton St-CY (52 52) RC-3 CY-St. Francis (62 62) ↑ WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0000	0.0		CHICAGO ..... Ⓑ Ⓒ	0.0	.....	.....
			0.3			
...	0.3		LAKE ST. ..... Ⓜ	0.3	.....	.....
			0.2			
...	0.5	ABS-ATS	CLINTON ST. ..... Ⓙ Ⓜ	0.5	.....	.....
			2.2			
...	2.7	ABS-ATS	CY Ⓧ SOO ..... Ⓙ Ⓜ	2.7	.....	.....
			0.2			
0501	2.9	ABS-ATS	CLYBOURN	2.9	.....	.....
			0.4			
0503	3.3	ABS-ATS	DEERING BR. ..... Ⓜ	3.3	.....	.....
			3.2			
0506	6.5	ABS-ATS	RAVENSWOOD	6.5	.....	.....
			2.9			
0511	9.4	ABS-ATS	ROGERS PARK	9.4	.....	.....
			1.2			
...	10.6	ABS-ATS	RP ..... Ⓜ	10.6	.....	.....
			0.4			
0513	11.0	ABS-ATS	MAIN ST.	11.0	.....	.....
			1.0			
0514	12.0	ABS-ATS	EVANSTON	12.0	.....	.....
			0.7			
...	12.7	CTC-ATS	CANAL	12.7	.....	.....
			0.6			
0516	13.3	CTC-ATS	CENTRAL ST.	13.3	.....	.....
			1.1			
0517	14.4	CTC-ATS	WILMETTE	14.4	.....	.....
			0.8			
0518	15.2	CTC-ATS	KENILWORTH	15.2	.....	.....
			0.6			
0520	15.8	CTC-ATS	INDIAN HILL	15.8	.....	.....
			0.8			
0519	16.6	CTC-ATS	WINNETKA	16.6	.....	.....
			0.4			
...	17.0	CTC-ATS	WK ..... Ⓜ	17.0	.....	.....
			0.7			
0521	17.7	ABS-ATS	HUBBARD WOODS	17.7	.....	.....
			1.5			
0523	19.2	ABS-ATS	GLENCOE	19.2	.....	.....
			1.3			
0526	20.5	ABS-ATS	BRAESIDE	20.5	.....	.....
			1.0			
0525	21.5	ABS-ATS	RAVINIA	21.5	.....	.....
			1.5			
0527	23.0	ABS-ATS	HIGHLAND PARK	23.0	.....	.....
			1.5			
0528	24.5	ABS-ATS	HIGHWOOD	24.5	.....	.....
			1.2			
0529	25.7	ABS-ATS	FT. SHERIDAN	25.7	.....	.....
			2.6			
0531	28.3	ABS-ATS	LAKE FOREST	28.3	.....	.....
			1.9			
0532	30.2	ABS-ATS	LAKE BLUFF ..... Ⓙ Ⓜ	30.2	.....	.....
			2.0			
0549	32.2	ABS-ATS	GREAT LAKES	32.2	.....	.....
			1.5			
0533	33.7	ABS-ATS	NORTH CHICAGO	33.2	.....	.....
			2.7			
0534	35.9	ABS-ATS	WAUKEGAN **Y** ..... Ⓑ Ⓒ	35.9	.....	.....
			6.2			
0530	42.1	ABS-ATS	ZION	42.1	.....	.....
			2.4			
0537	44.5	ABS-ATS	WINTHROP HARBOR	44.5	.....	.....
			7.1			
0538	51.6	ABS-ATS	KENOSHA **Y** ..... Ⓑ Ⓒ Ⓦ	51.6	.....	MP 52.8-58.6
			8.9			
0539	60.5		RACINE	60.5	6880	MP 58.6-62.5
			12.1			
0542	72.6		OAK CREEK ..... Ⓦ	72.6	11600	MP 62.5-67.1
			2.1			
0543	74.7		SO. MILWAUKEE	74.7	.....	MP 67.1-76.0
			3.5			
0544	78.2		CUDAHY	78.2	6072	MP 76.0-79.9
			1.7			
0545	79.9		ST. FRANCIS ..... Ⓙ Ⓜ Ⓦ	79.9	.....	.....

KENOSHA SUB

SPEED RESTRICTIONS (In MPH)

Between Chicago and CY

	Psgr.	Frt.
MP 0.5-0.7 Signal Bridge B— Signal Bridge K Restricted Speed	15	10
MP 0.7-2.4	35	10
MP 2.4-Canal		
Maximum	70	30
MP 2.4-3.3		
Straight	35	30
Diverging	30	30
MP 3.5-3.9	50	30
MP 12.0	50	30
Canal-Lake Bluff		
Maximum	70	30
MP 106.6 RP		
Diverging	40	30
MP 17.0 WK		
Diverging	40	30
MP 30.4 Lake Bluff		
Diverging	30	30
Lake Bluff-Kenosha		
Maximum	70	60
MP 50.8-51.6	60	40
Kenosha-St. Francis		
Maximum	..	40
MP 77.0-79.9	..	30
MP 79.9 St. Francis	..	25

Additional Speed Restrictions:
Movements against the current of traffic outside of yard limits with an absolute block in advance of movement:
Between Deering Bridge and Kenosha — 40 MPH except for public crossings at grade shown below:

MP	Track 1	Track 2
18.4	15 MPH*	----
28.4	----	20 MPH*
40.8	15 MPH*	25 MPH*
41.9	25 MPH*	30 MPH*
42.1	15 MPH*	35 MPH*

Rock and Roll Restrictions do not apply:
Track 1: MP 3.3-38.0
Track 2: MP 30.0-3.4

Yard Limits:
MP 33.0-38.0
MP 51.0-52.8

Multiple Main Tracks:
Clinton St. - CY
Track 1 WWD, Rule 9.14
Tracks 2, 3 and 4 EWD and WWD, Rule 9.14.2

CY - RP, Rule 9.14
Track 1-WWD, Track 2-EWD

RP-WK Rule, 10.1

WK-Kenosha, Rule 9.14
Track 1-WWD, Track 2-EWD

ABS:
Clinton St.-RP and WK-Kenosha

CTC:
RP-WK

ATS:
Clinton St.-MP 52.1

Non-equipped engines may be operated:

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

Route Restrictions:
Double stack container loads in excess of 19 feet above top of rail are prohibited from operating between Lake Bluff and Kenosha.

Detector:
MP 46.1

Spring Switches:
Waukegan-Track 1 east end of coach yard to eastward track-movement governed by absolute signal, instructions are posted in control box located on eastward platform.**

Kenosha-End of double track MP 52.8. Normal position for Track 1**

Rule 9.13 Dual Control Switches:
RP, WK, Lake Bluff and St. Francis.

Rule 9.15 Track Permits:
Clinton St.-RP

Rule 9.18.1 Authority to Use Electronically Locked Switches (Addition):
(a) Waiting period is 20 seonds after placing handle in "Request" position.

(b) If indication does not display "Unlocked" after the 20 second waiting period notify the CY operator and be governed by the operators instructions.

So. Milwaukee:
Ordinance prohibits the sounding of engine whistle within city limits.

Milwaukee:
Ordinance prohibits the sounding of engine whistle within city limits.

Farm Spur extends from Kenosha 4.2 miles to Bain. **(FRA).**

National Ave. Spur extends from St. Francis 4.0 miles to Milwaukee (Sta. No. 0547).
MP 81.8 - Ⓧ CP Ⓐ
MP 82.5 - KK River Br. ⓂⓋ Stop
MP 83.1 - Milw River Br. ⓂⓋ Stop
(FRA)

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

HARVARD SUB

Station Numbers	Miles		Scheduled trains between Chicago and Harvard are shown in Commuter Operations Timetable. ↓ RC-1 (52 52) ↑ WEST STATIONS EAST	Mile Posts
0000	*0.0*		*CHICAGO* ..... Ⓑ Ⓒ	*0.0*
			2.7	
...	2.7	ABS-ATS	CY Ⓧ CP ..... Ⓙ Ⓜ	2.7
			0.2	
0501	2.9		CLYBOURN	2.8
			4.1	
0605	7.0		IRVING PARK	6.7
			0.8	
0607	7.8		MAYFAIR Ⓧ METRA-CNW ... Ⓒ Ⓙ Ⓜ Ⓦ	7.6
			1.3	
0614	9.1		JEFFERSON PARK	8.7
			1.0	
0615	10.1		GLADSTONE PARK	9.7
			1.3	
0616	11.4		NORWOOD PARK	11.1
			1.2	
0618	12.6		EDISON PARK	12.3
			0.9	
0621	13.5		PARK RIDGE	13.1
			1.5	
0622	15.0		DEE ROAD	14.6
			2.1	
0623	17.1		DES PLAINES	16.7
			0.6	
8003	17.7		DEVAL Ⓧ WC-CNW ..... Ⓙ Ⓜ Ⓦ	17.3
			0.9	
0624	18.6		CUMBERLAND	18.2
			0.3	
0620	18.9		SEEGER ..... Ⓙ Ⓜ	18.5
			1.1	
0625	20.0		MT. PROSPECT	19.6
			2.8	
0627	22.8		ARLINGTON HEIGHTS	22.4
			1.6	
0628	24.4		ARLINGTON PARK	24.2
			2.4	
0630	26.8		PALATINE	26.5
			5.1	
0632	31.9		BARRINGTON ..... Ⓑ Ⓒ Ⓜ	31.5
			0.4	
...	32.3		Ⓧ EJE ..... Ⓙ Ⓜ	31.9
			5.0	
0635	37.3		FOX RIVER GROVE	37.0
			1.3	
0634	38.6		CARY	38.3
			4.2	
0636	42.8		CRYSTAL LAKE JCT. ..... Ⓙ Ⓦ	42.5
			0.4 Y	
0636	43.2		CRYSTAL LAKE ..... Ⓑ Ⓒ Ⓦ	42.9
			2.8	
0637	46.0		RIDGEFIELD	45.7
			5.6	
0638	51.6		WOODSTOCK	51.3
			4.4	
0640	56.0		HARTLAND	55.7
			7.1	
0641	63.1		HARVARD Y ..... Ⓐ Ⓑ Ⓒ	62.8

SPEED RESTRICTIONS (In MPH)

Between Chicago and CY

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

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

	Psgr.	Frt.
MP 2.7-2.9:		
Straight	35	30
Diverging	30	10
MP 7.0-7.6	45	30
MP 7.6 Mayfair:		
Straight	35	30
Track 2 to 1	30	10
Track 2 to 3	35	30

HARVARD SUB

	Psgr.	Frt.
MP 7.6-7.8	45	30
MP 13.2 Tracks 2 & 3	55	40
MP 16.4-17.0 Track 1	50	30
MP 17.0-17.2	50	30
MP 17.2-17.4 Deval:		
Straight	50	30
Track 2 to 1	30	25
Track 3 to 2	30	25
MP 17.4-17.5	50	30
MP 17.5	35	30
MP 18.7 Seeger:		
Diverging	20	10
MP 29.0-29.4 Track 1	55	50
MP 31.0 Interlocking:		
Straight	50	40
Diverging	35	35
MP 31.0-32.0	50	40
MP 37.3 Bridge	70	50
MP 50.6-52.0	50	50
MP 62.4-62.9	30	30
MP 63.0	10	10

Additional Speed Restrictions:
Wye track between Seeger and Norma 10

Do not exceed 10 MPH between CY and Mayfair, while handling loaded cars 39 feet or shorter.

Movements against the current of traffic outside of yard limits with an absolute block in advance of movement 40
except for public crossings at grade shown below:

MP	Track 1	Track 3
9.7	15*	10*
10.1	30*	35*
10.3	30*	----
11.0-11.3	25*	30*
11.7	35*	30*
11.8	15*	30*
12.2-12.4	15*	20*
12.5	35*	30*
13.1-13.2	25*	30*
13.8	----	20*
18.8	20*	15*
19.6	----	15*
19.8	----	20*
20.1	15*	----
21.5	25*	30*
22.3-22.4	25*	25*
22.5	25*	20*
22.9	15*	20*
23.1	30*	15*
23.8	15*	30*
24.0-24.1	15*	15*
26.0-26.1	15*	----
26.3	15*	25*
26.4-26.5	35*	20*
27.3	20*	20*
28.0	----	20*
30.9	10*	20*

MP	Track 1	Track 2
33.0	----	30*
35.2	----	15*
38.3	30*	----
39.0	25*	30*
40.8	35*	25*
41.6	25*	35*
51.1-51.3	35*	25*
51.5-51.6	20*	20*
51.7	20*	15*
53.1	30*	30*
54.4	20*	10*
55.8	30*	30*
57.8	30*	30*

Rock and Roll Restrictions do not apply:
Track 1..... MP 2.9-62.9
Track 2..... MP 2.9-31.0
MP 36.1-39.1
MP 43.0-62.8
Track 3..... MP 2.9-18.6
MP 22.9-30.9

Yard Limits:
MP 42.4-43.6
MP 62.0 Harvard

Multiple Main Tracks:
CY-Barrington
Track 1-WWD-Rule 9.14
Track 2-EWD and WWD-Rule 9.14.2
Track 3-EWD-Rule 9.14

Double Track:
Track 1-WWD, Track 2-EWD
Barrington-Harvard, Rule 9.14

ABS-ATS:
CY-Harvard

Engines not equipped with ATS may be operated:

(a) Between CY and MP 25.0 west of Arlington Park in accordance with automatic block signals not exceeding restricted speed.

(b) Between Harvard and CY 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.

Detector:
MP 47.4

Spring Switches:
Barrington-East end of coach yard Track 1.**

Harvard-Junction of Madison subdivision and Harvard Spur, normal position is for Madison subdivision. Exception: Between Trains No. 610 and 636 and between Nos. 639 and 645 daily except Sat. & Sun., normal position is for Harvard Spur.

Harvard-End of double track-normal position is Track 1.

Rule 9.13 Dual Control Switches:
Seeger and Barrington

Rule 9.15 Track Permits:
CY-Seeger.

Mayfair and Barrington:
Operating the switch on the center track will set the block signals at STOP on the center track and on the track toward which this switch leads.

Barrington:
Rule 9.12.2 Application at Barrington C&NW-EJE Interlocking:
During the hours interlocking is unattended, crew members must communicate with CNW Train Dispatcher via radio or by use of phone box at tower. CNW Dispatcher will contact EJE Dispatcher to determine if any conflicting movements are authorized at the interlocking. When CNW Dispatcher is advised by EJE Dispatcher that there are no conflicting movements authorized, CNW Dispatcher may authorize crew to proceed in the following manner:

"_____(Train)_____ at Barrington interlocking has permission to pass signal displaying STOP indication."
Train may then proceed at restricted speed.

Crystal Lake:
Eastward trains waiting for trains from McHenry Subdiv., stay west of Signal 776.

Crystal Lake Spur extends from Crystal Lake Jct. 2 miles south to MP 56.0

Maximum Wt:
CY-Mayfair ..... 232,000 lbs.

CRAGIN SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts
...	0.0	*HARDING AVENUE*	...
0612	1.2	AUGUSTA BLVD.	1.2
		1.1	
0611	2.3	CRAGIN Ⓧ CP ..... Ⓜ	2.3
		2.5	
...	5.0	GRAYLAND Ⓧ CR Y ..... Ⓜ	5.0
		0.6	
0607	5.6	MAYFAIR Ⓧ CNW ..... ⓒⓙⓜ	5.6
		1.5	
	7.1	END OF TRACK	7.1

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits:
Entire Sub.

Rule 5.4.4 applies

Rule 9.13 Dual Control Switch:
Grayland.

Cragin:
If a train is delayed within Cragin Interlocking limits, a member of the crew must immediately communicate with Control Operator at Tower A-5 for instructions.

Whistling Ordinance:
Ordinance prohibits sounding of engine whistle.

Weber Spur extends westward from Mayfair 3.9 miles. **(FRA)**

(FRA) - Entire Sub.

McHENRY SUB

Station Numbers	Miles	Scheduled trains between Crystal Lake Jct. and McHenry are shown in Commuter Operations Timetable. RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Direct Traffic Control Block Limits
0000	...	*CHICAGO* ..... ⒷⒸ	....	.....
...	0.0	CRYSTAL LAKE JCT. ..... ⒿⓌ	58.0	.....
		0.4		
...	0.4	WEST WYE SWITCH	58.4	.....
		2.9		
0090	3.3	TERRA COTTA	61.3	.....
		4.5		
0091	7.8	McHENRY ..... Ⓒ	65.8	MP 58.0-65.4
		3.4 Y		
0092	11.2	RINGWOOD	69.2	.....

SPEED RESTRICTIONS (In MPH):

	Psgr.	Frt.
MP 58.0-58.4	20	10
MP 58.4-59.9	50	40
MP 59.9-65.1	59	40
MP 65.1-65.4	30	20
MP 65.4-69.2	20	10

Yard Limits:
MP 65.4-Ringwood

McHenry 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 departure of the last passenger train.

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

Line-ups not issued.

NEW LINE SUB

Station Numbers	Miles		RC-3 (62 62) WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0023	*0.0*		*PROVISO* ..... Ⓑ©Ⓦ	...	...	.....
...	2.7		2.7 GRAND AVENUE ..... Y 4.8	2.6	...	.....
8001	7.5		BRYN MAWR ..... ⒿⓂ 3.5	7.4	...	.....
...	...		*ELK GROVE* ..... Ⓑ©	...	...	.....
8002	11.0	ABS	NORMA ..... ⓂⓌ 1.1	10.9	...	.....
8003	12.1	ABS	DEVAL Ⓧ WC-CNW ⓂⓌ 5.5	12.0	...	.....
...	17.6	ABS	SHERMER ..... ⒿⓂ 3.6	17.5	...	.....
8015	21.2	ABS	VALLEY ..... Ⓜ 2.2	21.2	...	.....
8017	23.4	ABS	BLODGETT 5.9	23.8	W1285	.....
8020	29.3	ABS	KO ..... ⒿⓂ 2.2	29.7	...	MP 29.7-35.8
8023	31.5	ABS	UPTON Ⓧ EJ&E ..... Ⓐ 3.8	31.9	...	.....
8023	35.3	ABS	UPTON JCT. 3.8	35.7	...	.....
8027	37.8	ABS	GURNEE 13.5	38.2	...	MP 38.1-47.5
8035	51.3	ABS	BAIN Y ..... ©Ⓦ 9.1	51.7	12672	MP 47.5-50.1
8043	60.4	ABS	WAXDALE 4.7	60.8	...	MP 52.3-61.5
8045	65.1	ABS	KAY 11.1	65.5	9915	MP 61.5-66.4
8050	76.2	ABS	AIRPORT 1.8	76.6	...	MP 66.4-76.6
8055	78.0	ABS	LAYTON AVE. 1.6	78.4	...	.....
0545	79.6	ABS	ST. FRANCIS ..... ⒿⓂⓌ 2.4	80.1 0.0M	...	.....
0553	82.0	ABS	CHASE 1.9	2.3M 3.6M	...	.....
1301	83.9	ABS	MITCHELL ..... Ⓑ© 3.0	5.5M	...	.....
1302	86.9	ABS	WEST ALLIS 1.6	8.5M	...	.....
...	88.5	ABS	BELTON ..... Ⓦ 6.4	10.1M	...	.....
5716	94.9	ABS	BUTLER ..... Ⓑ©Ⓦ	16.5M	...	.....

SPEED RESTRICITIONS (In MPH)

Grand Ave-Valley

Maximum 50
MP 7.2 (diverging) 30
MP 10.9 (diverging) 10
MP 11.9-12.3 30
MP 17.5 (diverging) 30
MP 21.2 (diverging) 25

Valley-KO

Maximum
Track 1 50
Track 2 40
MP 21.2-21.8
Track 1 40
Track 2 30

KO-St. Francis

Maximum 50
MP 29.8 (diverging) 30
MP 31.9 (EJE) 30
MP 35.7
Track 2 (switch) 30
Mp 38.2
Track 1 (switch) 30

St. Francis-Butler

Maximum 40
MP 80.1 (St. Francis) 25
Diverging 25
MP 2.3M (curve) 25
MP 10.0M 30
MP 15.0M-16.5M 30

Additional Speed Restrictions:

Wye track between Norma and Seeger 10
Dead Wye at Norma 5

Movements against the current of traffic outside of yard limits with an absolute block in advance of movment 30
except at public grade crossings shown below on Track 2:

MP	Speed
20.9	20 MPH*
22.4	25 MPH*
26.9	25 MPH*
28.0	25 MPH*

Rock and Roll Restrictions do not apply:
Track 1: MP 2.8-30.0
MP 35.7-38.2
MP 76.5-79.2
MP 0.0M-17.3M
Track 2: MP 14.5M-0.0M
MP 17.5-2.9
MT MP 30.0-35.7
MP 38.8-76.6

Yard Limits:
Proviso-MP 7.2
MP 50.1-52.3
MP 76.6-Butler

Multiple Main Track:
Grand Ave. - Bryn Mawr, Rule 9.14
Track 1 WWD, Track 2 EWD

Bryn Mawr - Shermer, Rule 9.14.2
Track 1 WWD, Track 2 EWD
Rule 9.15 applies

Upton Jct. - Gurnee, Rule 9.14
Track 1 WWD, Track 2 EWD
Airport - Butler, Rule 9.14
Track 1 WWD, Track 2 EWD
One main track through St. Francis Interlocking, MP 79.7-0.2M

ABS:
Grand Ave.-Butler

Route Restrictions:
Double stack container loads are prohibited from operating between St. Francis and Butler. Double stack container loads destined to Milwaukee must be set out at St. Francis.

Detectors:
MP 21.8
MP 44.6
MP 63.2

Spring Switches:
Upton Jct-End of double track. Normal position for Track 1.
Gurnee-End of double track. Normal position for Track 2.
Bain-MP 49.9, east end of New Siding.
Kay-Both ends of siding.
Airport-End of double track. Normal position for Track 1.
St. Francis-East end, end of interlocking. Normal position for Track 2.
West end, end of interlocking. Normal position for Track 1.
Butler-East end of yard lead to Track 2.
Normal position for Track 2. When signal 624 indicates "Stop and Proceed", after stopping call yardmaster for permission to proceed.

Rule 9.13 Dual Control Switches:
All manual interlockings except Deval.

Rule 15.1 Clearance Requirements:
Elk Grove switch runs are required to obtain a clearance at Elk Grove.

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

Grand Ave.-Bryn Mawr:
Movements against the current of traffic protected by control operator at Bryn Mawr (B-17) and Proviso General Yardmaster under the direction of the train dispatcher.

Bryn Mawr-Shermer:
1. CP operates over CNW.

2. Before passing Bryn Mawr, westward trains will call control operator at Deval to ascertain when route is lined.

3. Control operator Bryn Mawr (B-17) will not permit westward CP trains to pass absolute signal without first ascertaining when route at Deval will be lined.

Butler - Westward trains are to contact the Butler Yardmaster for instructions before passing MP 12.0 (Potter Road).

Whistling Ordinances:
Ordinance prohibits the sounding of engine whistle within the city limits of Des Plaines, West Allis, Wauwatosa, Milwaukee and between the first crossing west of Valley and KO.
State law requires the sounding of engine whistle at the following crossings:
Elmhurst Road-Elk Grove lead to and from New Line subdiv.
Touhy Avenue-MP 8.8
Mt. Prospect Road-MP 9.1

Skokie Spur extends from Valley 8.9 miles to Skokie (Sta. No. 8007)
Intermediate Sta: Northfield (Sta. No. 8012).
(FRA)

Waukesha Spur extends from Belton 10.8 miles to MP 20.6. **(FRA)**

Maximum Wt: 315,000 lbs.

BELVIDERE SUB

Station Numbers	Miles	↓ RC-1 (52 52) ↑ WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0031	0.0	WEST CHICAGO YARDS Y ...	...	...	.....
		9.3 Ⓑ Ⓒ Ⓙ Ⓦ			
0067	9.3	SOUTH ELGIN	39.4	...	.....
		1.6			
...	10.9	ELGIN	41.0	...	MP 32.4-53.6
		1.5			
...	12.4	WEST ELGIN	42.5	...	.....
		13.0			
0072	25.4	HUNTLEY	55.5	1529	.....
		7.2			
0073	32.6	UNION	62.7	...	MP 53.6-77.8
		3.4			
0074	36.0	MARENGO	66.1	...	.....
		14.4			
0076	50.4	BELVIDERE Y ..... Ⓑ Ⓒ Ⓦ	80.5	...	.....
		11.9			
0080	62.3	ROCKFORD Y	92.4	...	MP 83.0-92.4

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 41.7-43.5	30
MP 77.2-77.8	30
MP 80.3-81.6	10
MP 81.6-91.1	30
MP 91.1-End of Track	10

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

Yard Limits:
West Chicago Yard-MP 32.4
MP 77.8-MP 83.0
MP 92.4-End of Track.

Rule 15.1 Clearance Requirements:
Rule 15.1.does not apply at West Chicago Yard to trains from Geneva Sub.

West Chicago Yard:
The Belvidere subdivision main track 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 JB. All movements must approach this crossing prepared to stop short of conflicting movement.

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

Belvidere:
1. Rule 6.32.2 applies to WWD 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.

2. Before entering Belvidere Yard Limits (MP 77.8 - 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.

Ingalton Spur extends from the West Chicago yard (via EJE) to Ingalton (Sta. No. 7111) and ends approximately 600 feet west of the Carolina Acres Industrial Park switch.

East Elgin Spur extends from MP 41.0 2.8 miles to East Elgin (Sta. No. 0086). B-35 manual interlocking at MP 41.0. Maximum speed 5 MPH.
Maximum Wt.: 251,000 lbs. **(FRA)**

KD Spur extends from MP 92.4 5.4 miles to Loves Park.

Rockford Park District operates a self-propelled trolley car on CNW track between Jefferson Street and Auburn Street between May 1 and October 31. During this period, crews operating on CNW trackage must:

1. Ascertain that trolley car is in its parking area near Jefferson St.

2. Secure gates across trolley car lead with CNW special lock.

3. When leaving this trackage, see that CNW special lock is unlocked.

LAKE SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts
8020	0.0	ABS { KO ..... JM	29.8
		1.9	
0532	1.9	LAKE BLUFF ..... JM	31.7

SPEED RESTRICTIONS (In MPH)
Maximum 30

ABS:
KO-Lake Bluff

Rule 9.13 Dual Control Switches:
KO and Lake Bluff.

Rule 9.14.2 applies.

Rule 9.15 applies.

Maximum Wt: 315,000 lbs.

TROY GROVE SUB

Station Numbers	Miles	RC-1 (52 52) SOUTH STATIONS NORTH	Mile Posts	Direct Traffic Control Block Limits
0046	0.0	DE KALB Y ..... J	26.7	.....
		12.2		
...	12.2	BX X BN ..... M	38.9	.....
		7.3		
3017	19.5	ROLLO	46.2	.....
		6.2		
3020	25.7	EARLVILLE X BN ..... M	52.4	MP 29.5-53.0
		7.7		
3022	33.4	TRIUMPH	60.1	.....
		3.7		
3024	37.1	TROY GROVE Y	63.8	MP 53.0-63.0

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 38.3-38.9 ..... 20*
MP 38.9 (BN) ..... STOP
MP 38.9-39.2 ..... 20*
MP 51.7-52.2 ..... 20*
MP 63.8-64.5 10

Unit trains restricted to 50 cars.

Rock and Roll Restrictions do not apply:
MP 29.2-41.3
MP 51.5-63.8

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

Rule 5.4.4 applies.

BX Interlocking is controlled by BN train dispatcher. Crew member must communicate with BN train dispatcher for instructions before operating pushbutton. Pushbutton boxes with instructions are mounted on each signal mast.

Line ups: SWD trains will not depart DeKalb before 0900 and NWD trains will not depart Troy Grove before 1100 except under Form O precedures.

ST. LOUIS SUB

Station Numbers	Miles	RC-1 (52 52) SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0056	0.0	NELSON Y ..... Ⓙ Ⓦ	N0.0	11084	.....
		6.9			
3103	6.9	VAN PETTEN	N6.9	...	.....
		4.8			
3105	11.7	HAHNAMAN	N11.7	...	MP N3.0-N11.7
		5.1			
3106	16.8	NORMANDY	N16.8	...	.....
		7.2			
3109	24.0	MANLIUS	N24.0	12684	MP N11.7-N24.1
		10.4			
3113	34.4	BUDA	N34.4	...	MP N24.1-N34.4
		7.0			
3116	41.4	MORSE	N41.4	...	.....
		3.5			
3118	44.9	STORAGE	N44.9	9999	MP N34.4-N46.3
		1.8			
3119	46.7	BROADMOOR	N46.7	...	.....
		4.6			
3121	51.3	CAMP GROVE	N51.3	...	.....
		6.5			
3123	57.8	SPEER	N57.8	...	MP N46.3-N58.2
		5.8			
3125	63.6	AKRON	N63.8	...	.....
		8.5			
3127	72.1	PIONEER	N72.1	...	MP N58.2-N71.8 South - Track 1
		5.0			
...	77.1	POTTSTOWN	N77.1	...	MP N71.8-N77.1 North - Track 2
		1.1			
3129	78.2	ABS LIMESTONE	N78.2	...	MP N71.8-N77.1 MP N77.1- 2.0
		1.8			
...	80.0	MOLITOR JCT. ..... Ⓙ Ⓜ	N80.0	...	.....
		0.3			
3130	80.3	PEORIA JCT. ..... Ⓜ	N80.3		
		4.0	0.0	...	.....
3131	...	*ADAMS ST.* ..... Ⓙ Ⓒ	...	...	.....
...	84.3	PPU JCT. ..... Ⓙ	4.0	...	.....
		1.7			
3126	86.0	SOMMER ..... Ⓙ	5.7	6248	MP 2.0-6.4
		3.1			
...	89.1	IL. RIVER BRIDGE ..... Ⓜ Ⓥ	8.8	...	River MP 6.4-12.0
		4.4			
3135	93.5	SOUTH PEKIN Y ..... Ⓒ Ⓑ	13.2	13976	.....
		13.1			
3139	106.6	ALLEN	26.3	7162	MP 15.5-27.6
		7.5			
3141	114.1	LUTHER	33.8	...	MP 27.6-44.0
		10.2			
3145	124.3	SWEETWATER	44.0	...	.....
		3.1			
3146	127.4	CULVER	47.1	...	.....
		4.3			
3147	131.7	BARR Ⓧ CIM ..... Ⓐ	51.4	10603	MP 44.0-50.2
		11.9			
3151	143.6	ARCHER	63.3	3508	MP 50.2-64.1
		7.4			
3153	151.0	LICK	70.7	...	.....
		6.3			
3155	157.3	COMPRO	77.0	...	.....
		6.3			
3160	163.6	VIRDEN	83.3	10948	MP 64.1-84.5
		4.1			
3163	167.7	GIRARD	87.4	...	.....
		3.4			
3165	171.1	NILWOOD	90.8	...	.....
		9.0			
3167	180.1	WOMAC	99.8	...	.....
		5.1			
3169	185.2	MONTEREY JCT. ..... Ⓦ	104.9	...	MP 84.5-104.9
		6.8			
3171	..	BENLD	111.7	...	MP 104.9-110.2
		8.1			
3181	200.1	DE CAMP Ⓧ NS ..... Ⓐ	119.8	...	.....
		3.7			
3178	203.8	WORDEN	123.5	...	MP 110.2-134.5
		11.0			
3183	214.8	EDWARDSVILLE	134.5	...	.....
		1.7			
3177	216.5	LE CLAIRE ..... Ⓙ	136.2	...	.....
		2.9			
3184	219.4	GLEN	139.1	...	MP 124.5-143.0
		4.9			
3186	224.3	STALLINGS	144.0	8403	.....
		2.5			
3187	226.8	GRANITE CITY ..... Ⓙ	146.5	...	.....
		1.3 Y			
...	228.1	Ⓧ ALS ..... Ⓐ	147.8	...	.....
		1.5			
3188	229.6	MADISON ..... Ⓑ Ⓒ Ⓦ	149.3	...	.....

ST. LOUIS SUB

SPEED RESTRICTIONS (In MPH)
Nelson-Peoria Jct.

Maximum	49
MP N60.5-N62.3 (curves)	40
MP N67.0-N68.5 (curves)	40
MP N71.6 (Spring switch)	
Track 1	30
Track 2	25
MP N71.6-N77.1 Both tracks	30
MP N77.1 (Spring switch)	
Track 1	30
Track 2	25
MP N77.1-N80.0 (curves)	40
MP N80.0 Molitor Jct.	
Straight	30
Diverging	10

Peoria Jct.-Madison

Maximum	40
MP 0.0 Peoria Jct	
Straight	30
Diverging	10
MP 0.0-14.5	30
MP 8.7-9.0 (Bridge 1731)	30
Unit trains	10
MP 30.5-44.0	40
MP 50.6-51.4 SWD trains	30
MP 56.0-61.7	40
MP 119.8	30
MP 133.0-139.3 (curves & crossings)	30
MP 142.0-145.0	40
MP 147.8 (Int. limits)	20*

Rock and Roll Restrictions do not apply:
MP N1.8-N80.2
MP 0.0-6.0
MP 13.2-30.0
MP 44.0-56.0
MP 62.0-93.8
MP 97.2-148.0

Yard Limits:
Nelson-MP N3.0
MP 12.0-15.5
MP 143.0-Madison

Double Track:
Track 1-SWD, Track 2-NWD.
MP N71.6-Pottstown, DTC.

ABS:
Pioneer-Peoria Jct.

Detectors:
MP N16.8
MP N51.2
MP 43.9
MP 68.1
MP 90.9
MP 123.3

Spring Switches:
MP N21.8-Manlius, north end of siding**
MP N44.5-Storage, north end of siding**
MP N71.6-Pioneer-for Track 1**
MP N77.1-Pottstown-for Track 2**
MP 48.3-Barr-North end of siding**
MP 105.1-Monterey Jct., South leg of Wye.**

Leaving Times:
Trains must not pass the points specified until they have given their leaving time to the train dispatcher.

SWD trains from Nelson	MP N2.9
SWD trains from South Pekin	MP 16.0
NWD trains from South Pekin	MP 11.0
NWD trains from Stallings	MP 141.0

Rule 8.3 Main Track Switches:
No normal position for switchs at:
1. MP NO.7 (Nelson)
2. MP 12.5 (South Pekin)
3. MP 15.2 (South Pekin)

Rule 9.13 Dual Control Switches:
Peoria Jct., Molitor Jct.

Rule 9.18 Electrically Locked Switches and Derails:
Electric locked switch at MP 8.8 (connection to CIM) remotely controlled by the IL. River Bridge operator.

Rule 15.1 Clearance Requirements:
All trains must obtain a clearance at South Pekin.

Northward trains originating at Granite City or Stallings must obtain a clearance at Madison .

Rule 16.4 Work and Time:
On track equipment must obtain DTC Block authority.

Nelson
Northward trains must take siding at Nelson unless authorized by train dispatcher to use the main track. Tracks 1-6, 9-13, Round House, and Rip tracks are **(FRA)**

Adams Street
Between East Peoria and Adams Street CNW operates over PPU and must obtain permission from PPU train dispatcher before entering PPU.

Peoria Jct:
Northward distant signal at MP 0.8 also serves as a slide detector indicator. When this signal displays a red aspect, proceed prepared to stop short of obstructions at MP 0.2 and approach next signal prepared to stop short of signal.

Southward absolute signal at MP N80.3 also serves as a slide detector indicator. When this signal displays a stop indication, in addition to complying with Rule 9.12.2, proceed prepared to stop short of obstructions at MP 0.2.

PPU Jct-Sommer:
Southward signal at MP 3.7 and northward signal at MP 5.8 govern movement between MP 3.7 and MP 5.8.

PPU and ATSF operate between MP 3.7 and MP 5.8.

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.

Stallings:
Loaded unit trains must not operate on siding.

Stalling-Madison:
Trains must obtain permission from the train dispatcher before entering territory between Stallings and Madison. Northward trains must report when clear of Stallings.

ALS Crossing MP 147.8:
Rule 9.12.3 Automatic Interlocking:
Crew member will depress push button mounted on the mast of the governing absolute signal. If signal does not change its indication after expiration of 15 minute time interval and no conflicting movement is evident, train or engine will pull by absolute signal and stop before fouling conflicting route, wait 5 minutes, then if no conflicting movement is evident, proceed at Restricted Speed through interlocking limits.

Monterey Mine Spur extends from Monterey Jct. 4.5 miles to Monterey Mine No. 1 (Sta. No. 3170). Maximum Wt: 315,000

Line ups not issued

MADISON SUB

Station Numbers	Miles	↓ RC-1 (52 52) ↑ WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0641	0.0	HARVARD Y ..... ⒶⒷⒸ	62.8	...	MP 63.7-71.0
		8.1			
0643	8.1	SHARON	70.9	...	MP 71.0-79.3
		7.6			
0645	15.7	ABS CLINTON JCT. ..... Ⓙ	78.5	3006	.....
		4.0			
0646	19.7	TIFFANY	82.5	...	.....
		5.7			
0648	25.4	JANESVILLE Y ..... ⒷⒸⓌ	88.2	...	MP 79.3-85.9
		9.9			
0649	35.3	LEYDEN	97.5	1931	MP 91.7-98.0
		9.2	106.7		
0908	44.5	EVANSVILLE	115.9	5513	MP 98.0-116.7
		6.6			
0910	51.1	BROOKLYN	122.5	...	.....
		5.6			
0911	56.7	OREGON	128.1	7332	MP 116.7-127.9
		9.1			
...	65.8	MX Ⓧ WIWR ..... Ⓢ	137.3	...	.....
		3.0 Y			
0913	68.8	MADISON ..... ⒷⒸⓌ	140.3	...	MP 127.9-136.7
		3.2			
0914	72.0	MENDOTA	143.5	...	MP 141.2-147.9
		4.9			
0915	76.9	WAUNAKEE	148.4	2112	.....
		4.8			
0916	81.7	DANE	153.2	...	.....
		4.8			
0917	86.5	LODI	158.0	...	MP 147.9-159.0
		10.5			
0922	97.0	BADGER ..... Ⓦ	168.4	2504	MP 159.0-174.1
		7.0			
0923	104.0	BARABOO	175.5	10619	MP 174.1-183.6
		6.2			
0925	110.2	NORTH FREEDOM	181.8	...	.....
		3.1			
0926	113.3	ROCK SPRINGS	184.8	...	.....
		6.3 Y			
0927	119.6	REEDSBURG	191.9	7834	.....

SPEED RESTRICTIONS (In MPH)
Harvard-MP 87.2
Maximum 40
MP 63.0 Spring Switch, Harvard 10
MP 87.2-183.5
Maximum 30
MP 87.2-91.7 10
MP 137.3-WIWR ..... Stop
MP 138.7-141.0 10
MP 184.4-191.9 10

Rock and Roll Restrictions do not apply:
MP 78.5 and MP 86.0

Yard Limits
Harvard-MP 63.7
MP 85.9-91.7
MP 136.7-141.2
MP 183.6-191.9

ABS:
Janesville-Harvard

Detector:
MP 73.7

Spring Switches:
MP 62.8-Harvard-End of double track-normal position is for Track 1 Harvard Sub.

MP 63.0-Harvard Jct. of Madison subdivision and Harvard Spur, normal position is for Madison subdivision. Exception: between Psgr trains Nos. 610 and 636 and between Nos. 639 and 645 daily except Sat. & Sun. normal position is for Harvard Spur.

MP 91.4-WSOR Connection normal position for Madison Sub.**

MP 138-Madison-CP Connection normal position is for Madison subdivision.**

Rule 6.32.2 applies at all grade crossings between MP 186.0 and MP 192.0.

Rule 8.3 Main Track Switches:
No normal position for Janesville Spur switch (MP 91.5).

Sharon:
Old siding must not be used by loaded ballast trains or trains handling 10 or more loaded 100 ton or heavier capacity cars.

Six axle engines must not use old siding beyond clearance point.

Clinton Jct.:
Six axle engines must not operate on DeLong Track.

MADISON SUB

Janesville:
CP and WICT trains operate over CNW at Janesville and on Janesville Spur and must obtain permission from yardmaster at Janesville or train dispatcher before entering CNW track.

Evansville:
Six axle engines must not operate west of Main Street on industry track to Nelson Young Lumber.

Madison:
CP and WICT operate over CNW between MP 138.4 and MP 140.3 and must obtain permission from the CNW train dispatcher before entering CNW track and must notify the train dispatcher when clear.

Harvard Spur extends from Harvard 4.8 miles, to MP 64.0. **(FRA)**

Janesville Spur extends from MP 91.5 to junction with WICT at MP 94.3.
Maximum speed 20

Central Soya Spur extends from MP 136.8 6.6 miles to MP 89.9.
Maximum Wt: 251,000 lbs. **(FRA)**

Cottage Grove Spur extends from Madison 9.9 miles to Cottage Grove (Sta. No. 1330), MP 71.5. CP and WICT trains operate over CNW between MP 81.4 and MP 79.7 and must obtain permission from CNW train dispatcher before entering CNW track and must notify train dispatcher when clear.

(FRA)—MP 186.2-191.3

ELM SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts
...	0.0	MOLITOR JCT. Ⓧ BN ..... ⒶⒿⓂ	486.2
3191	2.9	MAXWELL	483.3
		11.0	
3200	13.9	ELM ..... Y	472.3
		4.9	
3196	18.8	FARMINGTON	467.4
		5.1	
3197	23.9	MIDDLE GROVE	462.3

SPEED RESTRICTIONS (In MPH)
Maximum 10

ABS:
Maxwell-Molitor Jct.

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

Rule 6.32.2 applies at all public crossings.

Maxwell:
Eastward Trains must obtain route from train dispatcher before leaving Maxwell.

(FRA)-Entire Sub

STATE LINE SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Direct Traffic Control Block Limits
0645	0.0	CLINTON JCT. ..... Ⓙ	58.9	State Line MP 58.9-65.2
		6.3		
	6.3	END CNW	65.2	.....
...	*8.5*	*BELOIT JCT.* ..... Ⓙ	*32.3*	.....
0902	*10.1*	*BELOIT Ⓧ CP* ..... Y ⒿⓈ	*30.9*	.....

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits
MP 65.2-30.9

Rule 5.4.4 applies.

Clinton Jct:
Movements to and from Madison Sub operate over Clinton pocket track.

CNW operates over CP between MP 65.2 and Beloit. Trains must not enter this territory until permission received from CP train dispatcher.

Beloit Spur extends from Beloit 2.5 miles to MP 87.7.

(FRA)-Entire Sub.

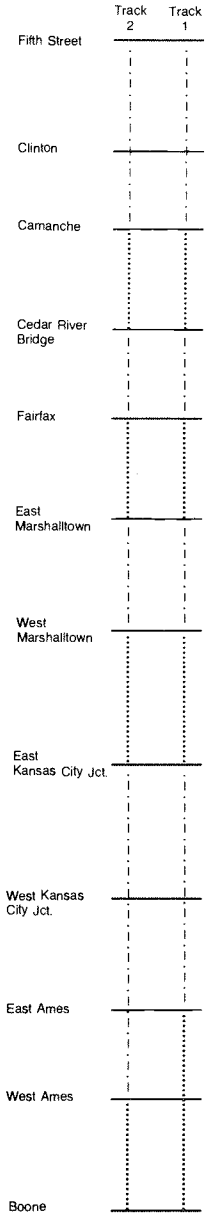
EAST IOWA SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Length of Sidings
100	0.0	CLINTON ..... Ⓑ Ⓒ Ⓦ	2.1	...
		1.3 Y		
...	1.3	CAMANCHE ..... Ⓜ	3.4	.....
		6.2		
102	7.5	LOW MOOR	9.6	.....
		9.6		
104	17.1	DEWITT	19.2	.....
		5.8		
105	22.9	GRAND MOUND	25.0	.....
		5.5		
106	28.4	CALAMUS	30.5	.....
		4.4		
107	32.8	WHEATLAND	34.9	.....
		4.8		
108	37.6	LOWDEN	39.7	W7200
		6.7		
110	44.3	CLARENCE	46.4	.....
		5.2		
111	49.5	STANWOOD	51.6	.....
		5.3		
114	54.8	MECHANICSVILLE	56.9	.....
		7.2		
115	62.0	LISBON	64.1	.....
		13.7		
118	75.7	OTIS	77.8	.....
		0.8		
....	76.5	CEDAR RIVER BR. Y ..... Ⓜ	78.6	.....
		4.2		
109	80.7	BEVERLY ..... Ⓑ Ⓒ Ⓙ Ⓦ	86.3	.....
		3.5		
122	84.2	FAIRFAX ..... Ⓜ	89.8	.....
		7.6		
123	91.8	NORWAY	97.4	.....
		8.9		
125	100.7	BLAIRSTOWN	106.3	.....
		10.1		
127	110.8	BELLE PLAINE	116.4	.....
		6.6		
128	117.4	CHELSEA	123.0	.....
		9.9		
131	127.3	TAMA	132.9	E7300 W7200
		9.9		
134	137.2	LE GRAND	142.8	.....
		5.4		
....	142.6	EAST MARSHALLTOWN ..... Ⓙ Ⓜ	148.2	.....
		3.1		
136	145.7	MARSHALLTOWN Y ..... Ⓑ Ⓒ Ⓙ	151.3	.....
		4.0		
....	149.7	WEST MARSHALLTOWN ..... Ⓜ	155.3	W10000
		3.4		
137	153.1	LAMOILLE	158.7	.....
		6.7		
138	159.8	STATE CENTER	165.4	.....
		8.1		
142	167.9	COLO	173.5	.....
		7.1		
143	175.0	NEVADA	180.6	.....
		0.9		
....	175.9	EAST KANSAS CITY JCT. ..... Ⓙ Ⓜ Ⓦ	181.5	.....
		0.5		
....	176.4	WEST KANSAS CITY JCT. Y ..... Ⓙ Ⓜ Ⓦ	182.0	.....
		3.0		
144	179.4	AMES YARD	185.0	.....
		1.9		
		EAST AMES ..... Ⓜ	186.9	.....
		2.4		
		WEST AMES ..... Ⓙ Ⓜ	189.3	.....
		3.1		
147	186.8	ONTARIO	192.4	.....
		9.8		
150	196.6	BOONE Y ..... Ⓑ Ⓒ	202.2	.....

Rule 6.26—Multiple Main Track designations.

····· Rules 9.14 territory Track 1-WWD, Track 2-EWD

— · — · Rule 9.14.2 and 9.15 Territory



EAST IOWA SUB

SPEED RESTRICTIONS (In MPH)

	Track 1		Track 2	
	TOFC Trains	FRT Trains	TOFC Trains	FRT Trains
Maximum	70	60	70	60
MP 0.0-3.0	30	30	30	30
MP 3.0-7.0	60	60	40	40
MP 3.4 Camanche (crossover movements)	30	30	30	30
To and from Camanche lead	10	10	10	10
MP 71.4-73.6	60	50	60	50
MP 78.5 switch (East end Cedar River Bridge)	30	30	70	60
MP 79.0 switch (West end Cedar River Bridge)	30	30	70	60
MP 89.8 Fairfax (crossover movements)	30	30	30	30
MP 113.7-116.8	45	40	45	40
MP 132.8-132.9 (crossover movements)	30	30	30	30
MP 148.2 East Marshalltown (crossover movements)	30	30	30	30
MP 155.3 West Marshalltown (crossover movements)	30	30	30	30
MP 153.7-154.8	50	50	50	50
MP 181.4-182.1 (crossover movements and turnouts).	30	30	30	30
MP 186.9 East Ames (crossover movements)	30	30	30	30
MP 189.3 West Ames Jewel turnout	—	—	10	10
MP 188.3-189.3	40	40	40	40
MP 200.0-202.2	60	50	70	60

Additional Speed Restrictions:
Unit Trains Maximum 45
Movements against the current of traffic outside yard limits with an absolute block in advance of movement 40

Rock and Roll restrictions do not apply

Yard Limits:
Clinton-MP 8.0
MP 76.4-88.5
MP 148.5-153.9
MP 181.0-190.0
MP 198.0-Boone

Multiple Main Tracks:
Clinton-Camanche Rule 9.14.2
Tracks 1 and 2-EWD and WWD,
Rule 9.15 applies.

Comanche-Cedar River Bridge Rule 9.14.
Track 1-WWD, Track 2-EWD

Cedar River Bridge-Fairfax Rule 9.14.2
Tracks 1 and 2-EWD and WWD
Rule 9.15 applies.

Fairfax-East Marshalltown Rule 9.14
Track 1-WWD, Track 2-EWD

East Marshalltown-West Marshalltown Rule 9.14.2
Tracks 1 and 2 EWD and WWD
Rule 9.15 applies.

West Marshalltown-East Kansas City Jct. Rule 9.14
Track 1-WWD Track 2-EWD.

East Kansas City Jct. - Boone.
Track 1: East Kansas City Jct. - East Ames
Rule 9.14.2, EWD and WWD
Rule 9.15 applies
Track 1: East Ames - Boone, Rule 9.14, WWD

Track 2: East Kansas City Jct. - West Ames
Rule 9.14.2, EWD and WWD
Rule 9.15 applies.
Track 2: West Ames - Boone, Rule 9.14, EWD

ATC:
Clinton-Boone

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

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

Detectors:
MP 9.1 Low Moor
MP 24.9 Grand Mound
MP 40.1 Lowden
MP 57.2 Mechanicsville
MP 76.2 Between Lisbon and Otis
MP 97.5 Norway
MP 117.1 Belle Plaine
MP 135.5 Between Tama and LeGrand
MP 158.6 Lamoille
MP 173.3 Colo
MP 192.3 Ontario

Facing Point Crossover Switches:
MP 6.5 Between Clinton and Low Moor
MP 12.7 Between Low Moor and Dewitt
MP 25.0 Grand Mound
MP 34.9 Wheatland
MP 39.7 Lowden
MP 56.9 Mechanicsville
MP 77.0 Otis
MP 86.4 Beverly
MP 89.8 Fairfax
MP 102.0 Between Norway and Blairstown
MP 117.4 Belle Plaine
MP 127.8 Between Chelsea and Tama
MP 135.6 Between Tama and LeGrand
MP 148.2 East Marshalltown
MP 155.3 West Marshalltown
MP 165.9 State Center
MP 182.1 West Kansas City Jct.
MP 187.1 East Ames

Leaving Time:
The conductor of trains departing Clinton, Beverly, Marshalltown and Boone must report leaving time to the train dispatcher before passing a point 2 miles distant.

Rule 9.13 Dual Control Switches:
All manual interlockings.

Rule 9.14.2 Controlled Block System:
In Rule 9.14.2 territory if cab signals are not operative, movement must be made at restricted speed regardless of block signal indication until an absolute block in advance of movement is established by the train dispatcher.

Camanche:
When the eastward approach signal displays an Approach Diverging aspect (Rule 9.1.7), figure 6) prepare to diverge to Camanche lead. Absolute signal will display Diverging Approach aspect (Rule 9.1.9), figure 3).

Cedar Rapids Spur extends from Beverly 8.6 miles to Otis via Cedar Rapids. (Sta. No. 1120). 5 MPH between 1st Ave. and 2nd Ave. 2300 to 0600 daily.

Marshalltown Spur extends from Marshalltown northward 3.2 miles to MP 280.5. Intermediate station Powerville (Sta. No. 7316).

Maximum Wt: 315,000 lbs.

WEST IOWA SUB

Station Numbers	Miles		RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Length of Sidings
150	0.0	ATC	BOONE Y ..... ⒷⒸ	202.2	.....
			9.3		
152	9.3		OGDEN	214.5	.....
			5.4		
153	14.7		BEAVER	219.9	.....
			5.2		
154	19.9		GRAND JCT. ..... ⒿⓌ	225.1	.....
			6.7		
155	26.6		JEFFERSON	231.8	.....
			8.8		
157	35.4		SCRANTON	241.0	.....
			4.9		
158	40.3		RALSTON	245.9	.....
			4.6		
160	44.9		GLIDDEN	250.5	.....
			7.9		
162	52.8		CARROLL	258.4	.....
			10.0		
164	62.8		ARCADIA	268.4	.....
			3.1		
165	65.9		WESTSIDE	271.5	.....
			6.0		
166	71.9		VAIL	277.5	.....
			8.9		
168	80.8		DENISON	286.4	.....
			4.7		
9869	85.5	ATC-CTC	WEST DENISON ..... Ⓘ	291.1	.....
			2.0		
169	87.5		ARION	293.1	.....
			10.2		
173	97.7		DUNLAP	303.3	.....
			0.8		
9870	98.5		EAST DUNLAP ..... Ⓘ	304.1	9000
			1.8		
9871	100.3		WEST DUNLAP ..... Ⓘ	305.9	.....
			7.2		
175	107.5		WOODBINE	313.1	.....
			0.6		
9872	108.1		EAST WOODBINE ..... Ⓘ	313.7	13000
			2.6		
9873	110.7		WEST WOODBINE ..... Ⓘ	316.3	.....
			4.9		
176	115.6		LOGAN	321.2	.....
			6.0		
9874	121.6		EAST MO. VALLEY ..... Ⓘ	327.2	.....
			2.2		
178	123.8		MO. VALLEY	329.4	.....
			0.2	329.6	.....
....	124.0	CTC	MO. VALLEY JCT. ..... ⒾⒿⓌ	0.4	.....
			0.5		
....	124.5		NORTH WYE ..... ⒾⒿⓌ	0.9	.....
			5.0		
4703	129.5		CAL. JCT. EAST ..... ⒾⒿⓌ	5.9	3150
			0.4		
....	129.9		CAL. JCT. WEST ..... ⒾⒿⓌ	6.3	.....
			6.9		
6007	136.8		BLAIR	13.2	.....
			7.2		
9875	144.0		EAST KENNARD ..... Ⓘ	20.4	10000
			2.1		
9876	146.1		WEST KENNARD ..... Ⓘ	22.5	.....
			6.9		
6017	153.0		ARLINGTON	29.4	.....
			5.8		
9877	158.8		EAST FREMONT ..... Ⓘ } Y	35.2	.....
			1.8		
6023	160.6		FREMONT ..... ⒷⒸⒿ	37.0	.....

WEST IOWA SUB

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

	Track 1		Track 2	
	TOFC Trains	FRT Trains	TOFC Trains	FRT Trains
Maximum	70	60	70	60
MP 202.4-203.7	45	45	70	60
MP 203.7-207.4	60	50	70	60
MP 207.4-207.9	45	35	45	35
MP 207.9-221.1	60	50	70	60
MP 257.6-258.4	55	55	55	55
MP 291.1 (Switch-W. Denison)	40	40	70	60

Between W. Denison and East Missouri Valley

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

Between East Missouri Valley and Missouri Valley Jct.

	Track 1		Track 2	
	TOFC Trains	FRT Trains	TOFC Trains	FRT Trains
Maximum	60	50	40	40
MP 327.2 (Switch-E. Mo. Valley)	60	50	40	30
MP 329.0-329.6	40	40	40	40
MP 329.6 (crossover movements)	30	30	30	30

Between Missouri Valley Jct. and Blair

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

Between Blair and Fremont

	TOFC Trains	FRT Trains
Maximum	60	60
MP 13.2 (Blair)-14.6	35	35
MP 16.5-16.7 (curve)	50	45
MP 20.7-20.9 (curve)	50	45
MP 23.9-24.3 (curve)	40	40
MP 27.0-27.3 (curve)	55	50
MP 29.6-30.6 (curve)	40	40
East and West Kennard through turnouts and on siding	30	30
East Fremont through turnouts	25	25
MP 35.2-37.0	30	30

Additional Speed Restrictions

Unit Trains Maximum 45
Unit Trains MP 202.4-221.0 Track 1 40
Unit Trains MP 327.2-329.6 Track 1 40
Movements against the current of traffic outside yard limits with an absolute block in advance of movement 40

Fremont

South 1 Track 25
North 1 Track MP 35.2-35.6 25

Rock and Roll restrictions do not apply

Yard Limits:
Boone-MP 203.5
MP 35.2-Fremont

Double Track:
Track 1-WWD, Track 2-EWD
Boone-West Denison, Rule 9.14

CTC:
West Dennison-East Fremont

ATC:
Boone-Mo. Valley Jct.
Non ATC equipped engines may be operated within yard limits at Boone.

ATC Test Section:
EWD-MP 0.8 (North Wye)

Detectors:

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

Facing Point Crossover Switches:

MP 202.4	Boone
MP 224.1	Grand Jct.
MP 229.3	Between Grand Jct. and Jefferson
MP 231.3	Jefferson
MP 240.9	Scranton
MP 260.1	Carroll
MP 271.6	Westside
MP 277.5	Vail

Rule 8.3 Main Track Switches:
No normal position for South No. 1 and North No. 1 Main Track Switches at west end of Fremont yard.

Rule 9.13 Dual Control Switches:
CTC control points, West Denison-East Fremont.

Rule 10.2 applies at East Dunlap siding, Logan, East Kennard siding and Arlington.

Boone, leaving time:

1. The conductor of trains departing Boone, must report leaving time to the train dispatcher before passing absolute signal at High Bridge.

2. Engineers on trains going to the UP are to report to the Train Dispatcher when leaving Boone if the lead unit is not equipped with CCS or if the CCS is not sealed.

High Bridge, MP 207.6:
Dragging equipment detectors governing movements over the high bridge are located at MP 214.6 for eastward track and at MP 204.7 for westward track. Lunar indicator lights for these detectors together with absolute signals are located at MP 207.9 for eastward track and at 207.3 for westward track respectively. When absolute signal displays "Stop" indication and if lunar light is illuminated, train must stop and not be moved until entire train has been inspected for dragging equipment. After inspection has been made, push button at lunar light mast must be operated to extinguish light.

When absolute signal displays "Stop" indication, permission to pass signal must be obtained from the train dispatcher.

Only one train may occupy the bridge at any time.

Blair:
Six axle units must not operate on River track.

Boone Spur extends from Boone northward 1.5 miles to MP 41.0 and from Boone southward 1.7 miles to MP 44.2. Switching movements must not proceed by gate located west of Crawford Street until gate is opened by a representative of the Boone and Scenic Valley Railroad. Maximum Wt: 210,000 lbs.

Maximum Wt: 315,000 lbs.

COUNCIL BLUFFS SUB

Station Numbers	Miles		RC-1 (52 52) WEST STATIONS EAST		Mile Posts
...	0.0	ATC	MO. VALLEY JCT.	... ⓘⓙⓦ	329.6
			0.4		
....	0.4		SOUTH WYE	Y ⓘⓙⓦ	330.0
			1.8		
....	2.2	ATC-CTC	SOUTH MO. VALLEY	..... ⓘ	331.8
			2.2		
180	4.4		LOVELAND		334.0
			13.0		
....	17.4		NORTH CO. BLUFFS	..... ⓘ	347.0
			2.9	Y	
183	20.3	ATC	CO. BLUFFS	... ⓑⓒⓙ	349.9

SPEED RESTRICTIONS (In MPH)

Maximum	60
MP 329.6—330.2	30
MP 0.9-330.0 wye connecting track	25
MP 330.2-331.8	
Track 1	30
Track 2	40
MP 331.8 South Mo. Valley diverging route EWD	30
P 347.0 North Co. Bluffs diverging route WWD	30
MP 347.0-348.9	
Track 1	30
Track 2	40
MP 348.9-350.4	
Track 1	10
Track 2	10

ard Limits:
MP 329.6-331.8
MP 347.0-Co. Bluffs

Multiple Main Tracks:
Mo. Valley Jct. - South Mo. Valley
Rule 9.14.2, Track 1 WWD, Track 2 EWD
ule 9.15 applies

orth Co. Bluffs - Co. Bluffs, Rule 9.14
Track 1 WWD, Track 2 EWD

Wye track connecting South Wye and North Wye, (West Iowa Sub., MP 0.9) is part of Council Bluffs Sub.

CTC:
South Mo. Valley-North Co. Bluffs
West leg of wye between North Wye and South Wye.

ATC: Mo. Valley Jct.-Co. Bluffs
Non-ATC equipped engines may be operated within yard limits and/or on signal indication not to exceed 40 MPH.

ATC Test Section: MP 349.0 (MT No.1, No. 2 and Lake Lead).

Spring Switch:
Co. Bluffs-North end of Lake Lead, normal for position for Track No. 2.

Rule 8.3 Main Track Switches:
No normal position for all main track switches at east end of Council Bluffs yard and MP 349.1

Rule 9.12. Dual Control Switches:
CTC control points.

Co. Bluffs:
Between 3rd Ave., Council Bluffs and North Omaha, CNW trains and engines operate over UP-Bridge Sub.

Maximum Wt: 315,000 lbs.

NEVADA SUB

Station Numbers		RC-1 (52 52) SOUTH STATIONS NORTH		Miles & Mile Posts
....	CTC	SOUTH KANSAS CITY JCT.	..... ⓘⓙⓦ	0.4
		1.0		
....		WEST CHICAGO JCT.	..... ⓘⓙⓦ	1.4

SPEED RESTRICTIONS (In MPH)

Maximum	30
Wye tracks and switches	30

CTC:
Entire Sub

ATC test section:
MP 0.5.

Wye tracks connecting South Kansas City Jct. with the East Iowa Sub and West Chicago Jct. with the Iowa Falls Sub are part of the Nevada Sub.

Rule 9.13 Dual Control Switches:
All control points.

Maximum Wt: 315,000 lbs.

SIOUX CITY SUB

Station Numbers	Miles		RC-1 (52 52) SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
4738	0.0		SIOUX CITY ..... Ⓑ Ⓒ Ⓙ	76.3	.....	.....
			1.6			
....	1.6		Ⓧ BN/CC ..... Y ..... Ⓢ	74.7	.....	.....
			0.8			
....	2.4		STOCK YARDS	73.9	3100	.....
			5.5			
4735	7.9		SERGEANT BLUFF ..... Ⓦ	68.4	5900	MP 73.6—68.9 ...
			7.5			
4730	15.4		SALIX	60.9	.....	.....
			6.1			
4727	21.5		SLOAN	54.8	.....	MP 68.9—46.7
			8.3			
4723	29.8		WHITING	46.5	4150	.....
			7.8			
0320	37.6	ABS	ONAWA	38.7	.....	.....
			6.5			
4719	44.1		BLENCOE	32.2	6100	MP 46.7—32.1
			9.1			
4715	53.2		RIVER SIOUX	23.1	.....	.....
			6.5			
0395	59.7		MONDAMIN	16.6	6350	MP 32.1—16.7
			6.4			
4707	66.1		MONDALE	10.2	.....	MP 16.7—10.2
			4.1			
	70.2		CAL. JCT. NORTH Y .. Ⓘ Ⓙ Ⓦ	6.1	.....	MP 10.2—7.7

SPEED RESTRICTIONS (In MPH)

Maximum 50
MP 76.3-74.5 10
MP 74.5-68.8 30
MP 6.1 Cal. Jct. North
Straight 25
Diverging 10

Rock and Roll Restrictions do not apply:
MP 6.1-70.0

Yard Limits:
Sioux City-MP 73.6
MP 7.7-Cal. Jct. North.

ABS:
Stock Yards-Cal. Jct. North

CTC:
Both legs of wye at Cal. Jct. North.

Detector: MP 35.5

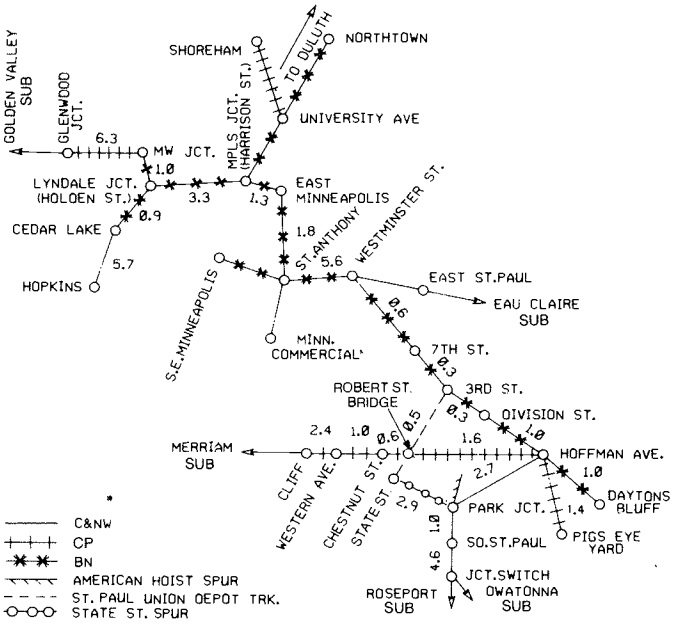
Rule 8.3 Main Track Switches:
No normal position for wyetrack switches at MP 68.7 and MP 69.0 and at switches between MP 74.7 and MP 74.9

Rule 9.13 - Dual Control Switches:
Cal. Jct. North.

IPS Spur extends from Sergeant Bluff 7.7 miles to the IPS facilities.

Dakota City Spur extends from Sioux City 8.2 miles to Dakota City (Sta. No. 2202), MP 7.1 CNW trains operate over BN-15th Sub between Floyd, MP 1.2, and Ferry, MP 4.4. **(FRA)**

INSTRUCTIONS APPLICABLE IN TWIN CITIES TERMINAL



CNW operates over:
BN between—
Division St. and St. Anthony
East Minneapolis and Cedar Lake, Lyndale Jct. and MW Jct., Mpls. Jct. and Northtown

CP Line between—
University Ave. and Shoreham.
MW Jct. and Glenwood Jct.
Hoffman Ave. and Chestnut St.

BN-CP Line Joint track between—
Hoffman Ave. and Division St.

CP operates over CNW between Chestnut St. and Cliff. Roberts St. Interlocking and Park Jct., Hoffman Ave. and Roseport.

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

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

Eastward movements from Western Ave. will be governed by instructions from CP at St. Paul Yard.

St. Paul Union Depot

1. Rule 6.13 governs on the St. Paul Union Depot tracks between Robert Street Interlocking and 3rd Street.

Maximum speed ..... 10 MPH

2. The entrance to St. Paul Union Depot trackage is controlled on the east by signal indication at 3rd Street or verbal authority from BN Hump Dispatcher East, and on the west by signal indication or verbal authority from the CP Dispatcher at St. Paul Yard (Pigs Eye).

South St. Paul to Union Depot Authority for Movement

1. Before entering the State Street Spur, permission must be obtained from the CNW yardmaster at South St. Paul.

2. South St. Paul yardmaster must notify the Robert Street bridgetender of all movements at 221-9334.

3. Rule 9.12.2, governs movements over Robert Street manually controlled interlocking (CP).

When a train or engine is stopped by a stop indication at this interlocking, a member of the crew must communicate with the CP dispatcher at St. Paul Yard (Pigs Eye) on Channel 94.
Note: If the engine is not equipped with a multi-channel radio, it will be necessary to inform the South St. Paul yardmaster and/or Robert Street bridgetender of same so he may contact the CP dispatcher on the telephone at 778-3692 to request the CP dispatcher to come in on Channel 71. The yardmaster will **NOT** relay authority for movement between parties, and bridgetender will **NOT** be included in any communication relative to the CP Robert Street Interlocking.

City of Minneapolis Street Crossings
City ordinance prohibits any switch engine to be operated into or across a public street within Minneapolis unless there is a crew member located so as to be able to pass signals to the engineer. This employee may be either on the groud in the crossing or on the leading end of the engine.

Whistling Ordinances:
Minneapolis city ordinance prohibits the sounding of engine whistle.

INSTRUCTIONS APPLICABLE IN TWIN CITIES TERMINAL

St. Paul city ordinance prohibits the sounding of engine whistle and bell.

Golden Valley Spur extends from Glenwood Jct. (Sta. No. 7964) 6.5 miles to Plymouth (Sta. No. 7963), MP 9.5. Intermediate station: Golden Valley (Sta. No. 7965), MP 5.6.

Hopkins Spur extends from Cedar Lake 6.0 miles to Hopkins (Sta. No. 7904). Train and engine movements are under the direction of yardmaster at East Minneapolis. **(FRA)**

State St. Spur extends from Park Jct. to Robert St. Interlocking
Robert St. Drawbridge ..... 5 MPH
Symbols:
Robert St. Drawbridge ⓥⓜ
Robert St. Interlocking ⓧ CP ⓜ

American Hoist Spur extends from Park Jct., MP 5.2 to MP 8.5
Maximum Wt: 210,000 lbs.

ROSEPORT SUB

Station Numbers	Miles	↓ RC-1 (52 52) SOUTH STATIONS NORTH ↑	Mile Posts	Length of Sidings
...	0.0	JCT. SWITCH ..... ⓙ	521.5	.....
		5.3 Y		
7434	5.3	ROSEPORT ..... ⓦ	516.2	8702

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits:
Entire sub.

Rule 5.4.4 applies.

Rule 15.1 Clearance Requirements:
Southward trains must obtain a clearance at South St. Paul.

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

Jct. Switch-Roseport:
CP operates over CNW.

CANNON FALLS SUB

Station Numbers	Miles	↓ RC-1 (52 52) WEST STATIONS EAST ↑	Mile Posts
7600	0.0	CANNON FALLS	73.8
		6.4	
7429	6.4	RANDOLPH ..... Y ..... ⓦ	67.4
		8.7	
8304	15.1	NORTHFIELD ⓧ CP ..... ⓒⓘⓙ	58.7
		CNW operates over CP between Northfield and Faribault.	
7503	29.3	FARIBAULT Y ⓧ CP ..... ⓙⓒ	44.5

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits:
Cannon Falls-MP 58.7
MP 45.7-Faribault

Rule 5.4.4 Applies.

Rule 6.32.2 applies at Main Street Crossings in Randolph and Northfield.

Rule 8.3 Main Track Switches:
No normal position for switches at Cannon Falls and Randolph.

Randolph:
Rule 6.32.2 applies at Main Street crossing.

Northfield:
Rule 6.32.2 applies at Main Street crossing.

OWATONNA SUB

Station Numbers	Miles		RC-1 (52 52) SOUTH STATIONS NORTH		Mile Posts	CP Mile Post	Length of Siding	Direct Traffic Control Block Limits
1556	...		HOFFMAN AVE.	Ⓢ Ⓥ	...	...	...	.....
			2.7					
...	...		PARK JCT.		5.1	...	...	.....
			0.9					
7436	...	ABS	SOUTH ST. PAUL	Y ... Ⓑ Ⓒ	4.2	...	...	.....
			2.1					
...	...	ABS	Q JCT.		2.0	...	...	.....
			1.9					
7435	0.0	ABS	INVER GROVE		522.0	...	1553	.....
			0.4					
...	0.4	ABS	JCT. SWITCH	Ⓙ	521.6	...	...	.....
			10.4		343.9			
8301	10.8	CTC	ROSEMOUNT	Ⓘ Ⓙ	333.5	150.7	3263	.....
			7.2					
8302	18.0	CTC	FARMINGTON	Ⓘ	...	143.6	4282	.....
			6.8					
8303	24.8	CTC	CASTLE ROCK	Ⓘ	...	136.8	...	.....
			6.1					
8304	30.9	CTC	NORTHFIELD Y	Ⓒ Ⓘ Ⓙ	...	130.7	4701	.....
			3.1					
8305	34.0	CTC	DUNDAS		...	127.6	...	.....
			3.8					
8306	37.8	CTC	COMUS	Ⓘ Ⓙ	306.5	123.8	...	.....
			11.0					
8308	48.8	CTC	KASPER	Ⓘ	295.5	...	9188	.....
			11.2					
8310	60.0	CTC	OWATONNA	Ⓘ	284.3	...	3760	.....
			9.3					
8311	69.3	CTC	HOPE		275.0	...	...	.....
			6.3					
8312	75.6	CTC	ELLENDALE	Ⓘ	268.7	...	7255	.....
			7.8					
8313	83.4	CTC	CLARKS GROVE	Ⓘ	260.9	...	6075	.....
			8.2					
8314	91.6	CTC	ALBERT LEA Ⓧ CP	Ⓑ Ⓒ Ⓙ Ⓜ	252.7	...	3760	.....
			1.0					
8315	92.6	CTC	CURTIS	Ⓘ Ⓙ	251.7	...	...	.....
			5.8					
8383	98.4	CTC	GLENVILLE	Ⓘ Ⓙ	245.9	...	...	.....
			5.0					
7920	103.4	CTC	GORDON	Ⓘ	240.9	...	5954	.....
			5.0					
8385	108.4	CTC	NORTHWOOD		235.9	...	...	.....
			6.4					
8386	114.8	CTC	KENSETT	Ⓘ	229.5	...	...	.....
			3.0					
...	117.8	CTC	MANLY YARD	Ⓘ	226.5	...	...	.....
			1.3		224.8			
8317	119.1	CTC	MANLY JCT.	Ⓙ	48.4	...	...	.....
			1.3					
8318	120.4	CTC	MANLY		49.7	...	9000	MP 226.4-48.8
			7.9					
8319	128.3	CTC	MASON CITY Y	Ⓑ Ⓒ Ⓜ	57.6	...	...	MP 48.8-54.7

SPEED RESTRICTIONS (In MPH)

Maximum 50
except
MP 5.2-4.2 20
MP 4.2-2.0 25
MP 2.0-343.9 30
MP 343.9-333.5 40
MP 333.7 (thru turnout) 25
CP MP 150.7-123.8 (Maximum) 40
CP MP 150.7-123.8 (Unit Trains) 30
CP MP 130.7 (CP Savages Spur) 20
CP MP 130.7 (Street Crossing) ..... 15 *
CP MP 126.6-126.0 25
MP 306.5 (thru turnout) 25
MP 306.5-281.4 40
MP 254.0-252.4 40
MP 252.4-251.7 30
MP 251.7-245.0 40
MP 225.5-48.7 30
MP 56.0-57.6 30

OWATONNA SUB

Addition Speed Restriction:
Rosemont:
Wye track restricted to 5 mph and only one 4 axle engine at a time.

Rock and Roll Restrictions do not apply:
MP 306.0-250.0.

Yard Limits:
Hoffman Ave.-MP 343.9
MP 131.0-129.0 (Northfield)
MP 54.7-Mason City

CTC:
Jct. Switch-Manly Yard

ABS:
Park Jct.-Jct. Switch
MP 56.9-56.0

Detectors:
MP 290.3
MP 244.6

Spring Switch:
MP 50.5-Manly, south end of siding.

Sidings:
Rock and Roll restrictions do not apply on sidings at Kasper, Owatonna and Ellendale.
Maximum Speed: 20 MPH on siding on through turnouts.

Rule 8.3 Main Track Switches:
No normal position for switches at North end of Hoffman Ave. and Park Jct.

Rule 9.13 Dual Control Switches:
All CTC control points.

Rule 10.2 applies at (Hope) MP 275.1

Rule 15.1 Clearance Requirements:
Southward trains must obtain a clearance at South St. Paul.

Northfield: CP trains orginating at Northfield obtain a CNW clearance at Northfield.

Rosemont: CP trains originating at Rosemont obtain a CNW clearance at Rosemont.

Hoffman Ave. Bridge:
Bridgetenders are on duty at the Hoffman Ave. bridge as indicated in special instructions. When bridgetenders are on duty, trains and engines must stop short of a red stop sign located on each end of the bridge unless a proceed signal, or verbal permission received from bridgetender. When it is necessary to unlock or open the bridge during the period of time when special instructions indicate that bridgetenders are not on duty, the bridgetender must display a red flag or red light between the rails at each end of the bridge before the bridge is unlocked or opened. A train or engine must stop and not proceed until the red flag or red light has been removed by the bridgetender. In the absence of the bridgetender, trains governed by Rule 6.16

Jct. Switch:
Northward trains must not pass Jct. Switch without permission from the train dispatcher. Southward trains must notify train dispatcher when their train has cleared Jct. Switch.

Rosemont-Comus:
1. CNW operates over CP. CNW train dispatcher governs.
2. Rule 5.4.2 applies.
3. Rule 9.1 (Signal Aspects and Indications).

An illuminated "S" attached to a fixed signal will be identified as:
Name: Operate Switch Indicator
Indication: Hand operate switch to enter or leave main track.

Albert Lea-Glenville:
CEDR operates over CNW.

Manly Yard-Manly Jct.:
IANR operates over CNW.

Curtis—Mason City:
DME operates over CNW.

Maximum Wt.:
Albert Lea-Mason City ..... 315,000 lbs.

HARTLAND SUB

Station Numbers	Miles	↓ RC-1 (52 52) ↑ SOUTH STATIONS NORTH	Mile Posts	Direct Traffic Control Block Limits
7916	0.0	HARTLAND	107.0	MP 107.0-117.0
		12.0		
8314	12.0	ALBERT LEA Ⓧ CP .... Ⓒ	119.0	.....
		0.4 Y		
8315	12.4	CURTIS .... ①Ⓙ	119.4	.....

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 115.5-119.4 10

Yard Limits:
MP 117.0-Curtis

Hartland-Curtis
DME operates over CNW

Rule 5.4.4 applies.

Line-ups not issued.

Maximum Wt: 315,000 lbs.

IOWA FALLS SUB

Station Numbers	Miles		RC-3 (62 62) SOUTH STATIONS NORTH		Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
8319	0.0	ABS	MASON CITY	Ⓑ Ⓒ Ⓙ	57.6	...	.....
...	0.7	ABS	0.7 BEAR TRAP Ⓧ CP	Y Ⓐ	58.3	...	.....
8320	1.3	ABS	0.6 CLEAR LAKE JCT. Ⓧ IAT	Ⓙ Ⓜ	58.9	...	.....
8583	2.1	ABS	0.8 FLINT		190.5	7852	.....
....	10.4	ABS	8.3 HURLEY		182.2	...	.....
8322	18.1	ABS	7.7 SHEFFIELD		174.5	7505	MP 189.5-175.9
8324	28.9	ABS	10.8 HAMPTON Ⓧ CNW	Ⓐ Ⓙ	163.7	...	MP 175.9-164.3
8326	37.2	ABS	8.3 BRADFORD		155.4	...	.....
8327	44.4	ABS	7.2 ARGON	Ⓦ	148.2	4191	MP 164.3-150.1
...	44.9	ABS	0.5 MILLS Ⓧ CC	Ⓐ	147.7	...	.....
8328	45.2	ABS	0.3 IOWA FALLS	Ⓑ Ⓒ	147.4	...	MP 150.1-145.0
8329	46.3	ABS	1.1 PURINA		146.3	4103	MP 145.0-137.5
8330	55.1	ABS	8.8 BUCKEYE		137.5	8008	MP 137.5-119.2
8331	59.6	ABS	4.5 SHERMAN		133.0	...	.....
8332	67.2	ABS	7.6 GARDEN CITY		125.4	3012	.....
8333	72.8	ABS	5.6 McCALLSBURG		119.8	4438	MP 119.2-108.0
8334	79.2	ABS	6.4 FERNALD		113.4	...	.....
8335	85.6	ABS	6.4 SOUTH NEVADA		107.0	...	MP 108.0-106.5
...	86.1	ABS	0.5 NORTH CHICAGO JCT.	Ⓙ Ⓜ Ⓦ	106.5	...	.....
...	86.6	ABS	0.5 SOUTH CHICAGO JCT.	Ⓙ Ⓜ Ⓦ	106.0	...	.....
8337	96.0	ABS	9.4 CAMBRIDGE		96.6	8900	MP 106.0-94.6
8339	107.3	ABS	11.3 ENTERPRISE		85.3	...	MP 94.6-77.4
...	115.2	ABS	7.9 BROADWAY	Ⓘ	77.4	13000	.....
8500	119.0	CTC	3.8 DES MOINES Ⓧ CNW	Ⓑ Ⓒ Ⓙ Ⓜ Ⓦ	73.6	...	.....

SPEED RESTRICTIONS (In MPH)

Maximum 50
MP 57.6-191.0 30
MP 191.0-189.4 40
MP 164.2-163.0 40
MP 155.5-154.9 40
MP 148.0-147.2 20
MP 110.3-106.0 40
MP 77.4- 73.6 30

Rock and Roll Restrictions do not apply.

Yard Limits:
Mason City - MP 189.5

ABS:
MP 57.7-59.0
MP 191.1-77.4

CTC:
Broadway-Des Moines

Detectors:
MP 171.2
MP 152.2
MP 125.4
MP 89.6

Spring Switches:
MP 174.3-Sheffield, south end of siding
MP 136.1-Buckeye, south end of siding
MP 96.5-Cambridge, north end of siding

Rule 9.13 Dual Control Switches:
Bear Trap
Clear Lake Jct.
North Chicago Jct.
South Chicago Jct.
Broadway
Des Moines

Rule 9.14.2 applies:
North Chicago Jct.-South Chicago Jct.

IOWA FALLS SUB

Bear Trap Interlocking (MP 58.3) signals are controlled by the Train Dispatcher for CNW movements.

Rockwell Spur extends from Bear Trap 11.4 miles to Rockwell (Sta. No. 2614). Unit grain trains restricted to 50 cars. Bear Trap: Junction switch is a dual control switch within interlocking limits. CNW absolute signals and dual control switch controlled by train dispatcher.

MP 105.7: Ⓧ IAT Ⓢ. Swifts: Eastside Industry Track-Stop signs govern two crossings with CP.

Alden Spur extends from Iowa Falls westward 5.3 miles to Alden (Sta. No. 0190) MP 26.1. Loaded unit trains restricted to 25 cars.
Maximum Wt: 251,000 lbs.

Bondurant Spur extends from Des Moines (Easton Blvd.) MP 74.6 10.5 miles to Bondurant (Sta. No. 7321) MP 232.9.

WEST BEND SUB

Station Numbers	Miles	↓ RC-4 (71 17) ↑ WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
8405	0.0	GOLDFIELD ..... Ⓙ	136.0	...	.....
		8.3			
8406	8.3	HARDY	144.3	...	.....
		8.4			
8416	16.7	LIVERMORE	152.7	...	.....
		5.4			
8407	22.1	BODE	158.1	...	MP 136.0-166.8
		5.1			
8408	27.2	OTTOSEN	163.2	...	.....
		5.5			
8409	32.7	WEST BEND	168.7	6150	MP 166.8-184.0
		6.2			
8410	38.9	RODMAN	174.9	...	.....
		9.7			
8411	48.6	EMMETSBURG Ⓧ CP ... ⒿⒼ	184.6	...	MP 184.0-206.2
		9.8			
8413	58.4	GRAETTINGER	194.4	...	.....
		12.5			
8417	70.9	ESTHERVILLE Y ..... ⒷⒸⒿ	206.9	...	.....

SPEED RESTRICTIONS (In MPH)

Maximum	40
Unit grain trains	30
MP 135.9-136.7	10
MP 145.5-168.0	30
MP 184.2-185.2	20

Unit grain trains restricted to 75 cars.

Rock and Roll Restrictions do not apply:
MP 136.0-145.5
MP 168.0-206.9

Yard Limits:
MP 206.2-Estherville

Rule 8.3 Main Track Switches:
No normal position for switches at:
Goldfield-Transfer track switch.

Emmetsburg:
CNW and CP may use each others trackage at Emmetsburg after obtaining permission from respective train dispatchers. CP yard limits at Emmetsburg extend from 7500 feet east of switch to new connection track and 7500 feet west of switch to existing transfer track.

CNW operates over CP between Emmetsburg and Hartley (Sta. No. 8579). Train movements authorized by the CP dispatcher.

TRENTON SUB

Station Numbers	Miles		RC-3 Des Moines to Polo (62 62) ↓ / RC-1 Polo to Kansas City (52 52) ↑ — SOUTH STATIONS NORTH	Mile Posts	CP Mile Post	Length of Sidings	Direct Traffic Control Block Limits
8500	0.0	CTC	DES MOINES Ⓧ CNW ..... Ⓑ	73.6	...	...	.....
			0.2 ⒸⒿⓂⓌ				
...	...		Ⓧ DMU ..... Ⓜ	...	...	...	.....
			0.5				
...	...		Ⓧ BN ..... Ⓜ	...	...	...	.....
			6.2				
8342	6.9		AVON	66.8	...	5200	.....
			2.9				
8343	9.8		CARLISLE ..... Ⓘ	63.9	...	5700	.....
			11.1				
8345	20.9	ABS	BEECH	52.8	...	7138	MP 63.9-52.2
			13.3				
8347	34.2		MELCHER	39.5	...	...	.....
			9.6				
8348	43.8		WILLIAMSON	29.9	...	6339	MP 52.2-29.7
			6.5				
8349	50.3		CHARITON	23.4	...	...	.....
			12.1				
8350	62.4		MILLERTON	11.2	...	...	MP 29.7-11.0
			6.7				
8351	69.1		CORYDON	4.5	...	...	.....
			4.7				
8352	73.8		ALLERTON ..... Ⓘ	365.0	...	15298	MP 11.0-364.9
			7.3				
...	81.1		CLIO	372.3	...	...	.....
			5.7				
8354	86.8		LINEVILLE	378.0	...	...	.....
			5.1				
8355	91.9		MERCER ..... Ⓘ	383.1	...	5913	.....
			9.3				
8356	101.2		PRINCETON	392.4	...	...	.....
			6.1				
8357	107.3		MILL GROVE ..... Ⓘ	399.8	...	6882	.....
			10.5				
8359	117.8		TINDALL	410.3	...	...	.....
			3.4				
8360	121.2		COBB ..... Ⓘ	413.7	...	...	.....
			2.3				
8361	123.5		TRENTON ..... ⒷⒸⒾ	414.1B	...	15700	.....
			11.0				
8365	134.5		COBURN ..... Ⓘ	425.0	...	14617	.....
			9.8				
8367	144.3		LOCK SPRINGS ..... Ⓘ	434.8	...	6128	.....
			8.7				
8368	153.0	CTC	NETTLETON ..... Ⓘ	443.5	...	6396	.....
			16.9				
8369	169.9		POLO ..... ⒾⒿ	460.4	456.7	5922	.....
			11.3				
8371	182.2		*LAWSON JCT.* ..... Ⓘ	*471.7*	*468.0*	...	.....
			1.2				
8372	182.4		*LAWSON*	*472.9*	*466.4*	*4966*	.....
			6.6				
8373	189.0		*EXCELSIOR SPRINGS*	*479.5*	*476.1*	*3969*	.....
			5.3				
8374	194.3		*MOSEBY JCT.* ..... Ⓘ	*483.6*	*481.5*	...	.....
			7.6				
8376	201.9		*LIBERTY*	*492.4*	*488.9*	*4985*	.....
			5.4				
8377	207.3		*BIRMINGHAM Ⓧ NS* ..... Ⓘ	*497.8*	*494.5*	...	.....
			2.7				
...	210.0		*DRAWBRIDGE* ..... ⒸⒾⓋ	*500.5*	*497.0*	...	.....
			1.3				
8378	211.3		*FREIGHT LINE JCT.* ..... ⒾⒿ	*501.8*	*498.7*	...	.....
			0.2				
8379	211.5	VIA KCS	*WEST WYE TOWER*	...	...	...	.....
			0.3				
8380	211.8		*AIRLINE JCT. Ⓧ UP* ..... Ⓘ	*502.3*	*499.2*	...	.....
			0.6				
...	...	VIA KCT	*SHEFFIELD* ..... Ⓘ	*502.9*	...	...	.....
			7.1				
8382	...		*KANSAS CITY* ..... ⒷⒸⓌ	...	...	...	.....

TRENTON SUB

SPEED RESTRICTIONS (In MPH)

		Unit Trains
Maximum	40	35
MP 73.6-69.0 (curves)	30	30
MP 42.7-43.4 (slide)	10	10
MP 57.0-56.0	30	30
Polo Diverging Route	30	30

Rock and Roll Restrictions do not apply:
MP 73.5-51.0
MP 14.0-0.0
MP 365.0-401.0

CTC:
Des Moines-Carlisle
Allerton-Polo

ABS:
Carlisle-Allerton

Detectors:
MP 39.4
MP 378.6
MP 448.4

Spring Switches:
MP 63.9-Carlisle, south end of siding
MP 30.8-Williamson north end of siding

Sidings:
Rock and Roll restrictions do not apply on sidings at Mercer, Mill Grove, and Lock Springs. Maximum speed: 20 MPH on sidings (10 MPH through turnouts).

Rule 9.13 Dual Control Switches:
All control points

Rule 10.2 applies at:
Des Moines

City Track	—MP 73.2	Lineville	—MP 377.4
Avon	—MP 67.6	Princeton	—MP 392.3
	MP 66.9	Princeton	—MP 392.6
Allerton	—MP 365.1	Tindall	—MP 410.3
Clio	—MP 372.4	Mud Spur	—MP 472.8

Rule 15.1 Clearance Requirements:
Northward trains must obtain a CNW clearance at Kansas City and a CP clearance at Drawbridge. Southward trains destined beyond Polo must obtain a CP clearance at Des Moines.

Polo-Airline Jct:
CNW operates over joint CNW-CP track (2 main track CTC). CP timetable and special instructions govern.

CP mile post and sidings at Lawson and Excelsior Springs as indicated apply to Track No. 2 only.

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

Indianola Spur extends from Carlisle 11.3 miles to Indianola (Sta. No. 8387). Maximum loaded unit train size 50 cars.

ESTHERVILLE SUB

Station Numbers	Miles	↓ RC-4 (71 71) WEST STATIONS EAST ↑	Mile Posts	Direct Traffic Control Block Limits
8417	0.0	ESTHERVILLE Y ..... ⒷⒸⒿ	206.9	.....
		6.9		
8450	6.9	SUPERIOR	213.8	.....
		9.8		
8452	16.7	SPIRIT LAKE	223.6	MP 207.3-228.4
		11.1		
8454	27.8	LAKE PARK	234.7	.....
		5.9		
8455	33.7	HARRIS	240.6	MP 228.4-246.5
		5.4		
8456	39.1	OCHEYEDAN	246.0	.....
		5.8		
8457	44.9	ALLENDORF } Y	251.8	.....
		0.5		
...	45.4	END OF LINE }	252.3	.....

SPEED RESTRICTIONS (In MPH)
Maximum 20
MP 213.0-252.3 10

Unit grain trains restricted to 40 cars, except 75 cars Estherville to MP 214.0

Yard Limits:
Estherville-MP 207.3
MP 246.5-252.3

Rule 5.4.4 applies.

Line-ups not issued.

MERRIAM SUB

Station Numbers	Miles	RC-3 (62 62) WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
1702	0.0	WESTERN AVE. Y .... BCJ MV	1.8	...	.....
		2.4			
1705	2.4	CLIFF ..... J	4.2	...	MP 2.5-4.3
		9.5			
1707	11.9	BLACK DOG	13.7	...	MP 4.3-13.5
		2.3			
....	14.2	BURNSVILLE	16.0	...	MP 13.5-18.0
		2.6			
1708	16.8	SAVAGE	18.6	...	MP 18.0-21.3
		3.5			
1715	20.3	VALLEY PARK Y ..... BC	22.1	...	.....
		6.1			
1710	26.4	SHAKOPEE	28.2	...	MP 25.1-33.1
		5.8			
1711	32.2	MERRIAM ..... JW	34.0	7070	MP 33.1-35.3
		4.9			
1712	37.1	JORDAN	39.0	...	MP 35.3-46.4
		7.6			
1714	44.7	BELLE PLAINE	46.5	5120	MP 46.4-61.7
		11.1			
1718	55.8	HENDERSON	57.7	...	.....
		4.6			
1720	60.4	LE SUEUR	62.4	4195	MP 61.7-67.7
		6.2			
1722	66.6	OTTAWA	68.5	4986	MP 67.7-76.9
		4.3			
1038	70.9	ST. PETER	72.8	...	.....
		3.0			
1037	73.9	KASOTA	77.5	8057	MP 76.9-79.9
		8.3			
1036	82.2	MANKATO Y ..... BCJW	85.5	...	MP 88.4-98.4
		12.4			
1731	94.6	LAKE CRYSTAL	98.4	...	MP 98.4-107.8
		10.9			
1733	105.5	MADELIA	109.3	...	MP 107.8-120.0
		11.6			
1737	117.1	ST. JAMES Y ..... BC	120.9	...	.....

ABS

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 1.8- 2.5	20
MP 2.5-27.3	30
MP 27.3-28.3	10*
MP 28.3-34.0	30
MP 61.6-84.0	30
MP 84.0-84.8 (curves)	10
MP 84.8-85.8	20
MP 85.8-88.4	30

Rock and Roll Restrictions do not apply:
MP 1.8-20.4
MP 55.9-61.2
MP 91.5-98.0

Yard Limits:
Western Ave.-MP 2.5
MP 21.3-25.1
MP 79.9-88.4
MP 120.0-St. James

ABS:
MP 35.2-Mankato

Detector:
MP 54.0

Spring Switches:
MP 88.3: DME connection**

Rule 8.3 Main Track Switches:
No normal position for switch at MP 82.6, (DME connection).

Rule 15.1 Clearance Requirments:
CP trains at Western Ave. do not require a clearance.

Western Ave.-Shakopee:
CP trains operate over CNW.

Mankato:
DME trains operate over CNW.
City ordinance prohibits sounding of engine whistle. Engine bell must be rung between Blue Earth River Bridge and Quarry Track.

Chaska Spur extends from Merriam 5.4 miles to Chaska (Sta. No. 7905). **(FRA)**

LE MARS SUB

Station Numbers	Miles	↓ RC-3 (62 62) ↑ WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
1737	0.0	ST. JAMES Y ..... Ⓑ Ⓒ	120.9	...	MP 124.0-128.7
		8.0			
4020	8.0	BUTTERFIELD ..... Ⓙ Ⓦ	128.9	...	MP 128.7-14
		7.4			
1741	15.4	MOUNTAIN LAKE	136.3	...	.....
		6.2			
1743	21.6	BINGHAM LAKE	142.5	...	.....
		4.6			
1745	26.2	WINDOM	147.1	...	MP 142.4-159.2
		5.6			
1747	31.8	WILDER	152.7	...	.....
		6.6			
1749	38.4	HERON LAKE	159.3	3801	MP 159.2-169.2
		3.3			
1750	41.7	MILOMA	162.2	...	.....
		6.7			
1751	48.4	BREWSTER	169.3	...	MP 169.2-175.8
		8.4			
1753	56.8	WORTHINGTON ..... Ⓑ Ⓒ Ⓙ	177.7	4279	MP 175.8-181.1
		3.4			
1756	60.2	AGATE ..... Ⓙ	181.1	...	MP 181.1-187.3
		6.1			
1757	66.3	BIGELOW	187.2	3033	MP 187.3-201.4
		8.1			
1760	74.4	SIBLEY	195.3	...	.....
		6.4			
1762	80.8	ASHTON	201.7	...	MP 201.4-206.6
		4.9			
1763	85.7	RITTER	206.6	...	MP 206.6-227.7
		4.9			
1764	90.6	SHELDON	211.5	...	.....
		7.9			
1766	98.5	HOSPERS	219.4	...	.....
		8.2			
248	106.7	ALTON	227.6	3258	MP 227.7-231.9
		5.0			
1769	111.7	CARNES	232.6	5485	MP 231.9-243.7
		6.4			
1770	118.1	SENEY	239.0	...	.....
		4.7			
1772	122.8	LE MARS ..... Ⓙ	243.7	...	.....
		23.0			
4738	*145.8*	*SIOUX CITY* Y ..... Ⓑ Ⓒ Ⓙ Ⓦ	...	...	.....

SPEED RESTRICTIONS (in MPH)
Maximum 30
MP 243.8 (Int. limits) 10

Trains handling 55 or more loaded 100 ton hoppers must not exceed 10 MPH on CC capacity between Sioux City and LeMars.

Rock and Roll Restrictions do not apply:
MP 126.0-141.1
MP 144.3-149.3
MP 178.0-188.1
MP 190.8-195.0
MP 195.7-210.5
MP 211.6-226.9

Yard Limits:
St. James - MP 124.0
MP 76.75 (28th Street) - Sioux City

Detectors:
MP 156.3
MP 235.5

Rule 15.1 Clearance Requirements:
Eastward trains must obtain a clearance at Sioux City.

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

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

LeMars-Sioux City:
CNW operates over CC and must obtain a CC clearance before entering CC track. Set radio channel selector to 72 and tone selector to 20 to signal CC dispatcher. If unable to contact CC train dispatcher on radio, call via phone: 319-235-9215. CC general orders and bulletins are posted at Sioux City and St. James.

Worthington-Agate:
Noble Rock Railroad operates over CNW.

JEWELL SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0218	0.0	EAGLE GROVE Ⓧ CNW Y ... ⒶⒷⒸⒿⓌ	98.1	5300	.....
		7.5			
0216	7.5	WOOLSTOCK	90.6	...	MP 94.9-49.6
		7.1			
0214	14.6	WEBSTER CITY Ⓧ CC ..... Ⓐ	83.5	...	.....
		7.5			
0212	22.1	KAMRAR	76.0	...	.....
		7.2	68.8		
0211	29.3	JEWELL	55.3	2500	.....
		5.7			
0366	35.0	RANDALL	49.6	...	.....
		3.4			
0365	38.4	STORY CITY	46.2	...	MP 49.6-33.9
		12.3			
0145	50.7	WEST AMES ..... ⒿⓂ	33.9	...	.....

SPEED RESTRICTIONS (In MPH)

Maximum	40
Eagle Grove-North leg wye track	5
MP 98.1-97.7 (CNW)	10
MP 97.7-83.9	30
MP 83.9-82.7 (street & CC)	10
MP 82.7-80.0	30
MP 68.9-54.8 (curve & crossing)	20
MP 35.7-34.1	30
MP 34.1-33.9	20

Unit trains:

Eagle Grove-Webster City	30
Webster City-West Ames	35

Rock and Roll Restrictions do not apply:
MP 84.0-34.0

Yard Limits:
Eagle Grove-MP 94.9.

Rule 8.3 Main Track Switches:
No normal position for switches at: Eagle Grove-Transfer and Stock Track switches.

Rule 9.13 Dual Control Switches:
West Ames

West Ames:
Southward trains must obtain permission from the train dispatcher before passing MP 36.2.

Ellsworth Spur extends from Jewell 3.2 miles to Ellsworth (Sta. No. 0210).

Eagle Grove Spur extends from Eagle Grove westward 3.4 miles to MP 101.5.

MONTGOMERY SUB

Station Numbers	Miles	↓ RC-3 (62 62) ↑ SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
1711	0.0	MERRIAM Y ..... ⒿⓌ	38.4	7070	.....
		5.5			
1712	5.6	JORDAN	44.0	...	.....
		9.9			
7907	15.5	NEW PRAGUE Y ..... ⒷⒸ	53.9	4300	MP 38.7-53.0
		7.4			
7908	22.9	MONTGOMERY	61.3	4850	MP 55.0-61.3

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 44.0-61.3	10

Yard Limits:
Merriam - MP 38.7
MP 53.0 - 55.0

Rule 5.4.4 applies.
Line-ups not issued.
(FRA MP 44.0-61.3)

BURT SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0281	0.0	BIG 6 Y	146.0	...	.....
		4.4			
0278	4.4	BURT	141.6	...	MP 144.0-127.0
		9.7			
0276	14.1	ALGONA	131.9	...	.....
		4.9			
0274	19.0	IRVINGTON	127.0	...	MP 127.0-104.3
		8.6			
0270	27.6	LUVERNE	118.4	...	.....
		7.9			
0267	35.5	RENWICK	110.5	...	.....
		7.5			
0263	43.0	GOLDFIELD Ⓙ	103.0	...	.....
		4.9 Y			
0218	47.9	EAGLE GROVE Ⓧ CNW Ⓐ Ⓑ Ⓒ Ⓙ Ⓦ	98.1	6600	.....

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 146.0-145.0 10
MP 133.0-130.9 10

Unit grain trains restricted to 75 cars.

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

Yard Limits:
Big 6-MP 144.0
MP 104.3-Eagle Grove

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
No normal position for switches at:
Big 6-All switches
Burt-All switches
Goldfield-Transfer track
Eagle Grove-Stock track

Line-ups not issued.

RAKE SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ WEST STATIONS EAST	Mile Posts	Direct Traffic Control Block Limits
8431	0.0	BRICELYN Y Ⓙ	57.6	.....
		7.6		
8430	7.6	RAKE	50.0	.....
		11.6		
8429	19.2	LAKOTA	38.4	.....
		11.0		
8428	30.2	SWEA CITY	27.4	.....
		8.8		
8427	39.0	ARMSTRONG	18.6	MP 54.8-18.6
		6.1		
8426	45.1	MAPLE HILL	12.5	.....
		5.5		
8425	50.6	GRUVER	7.0	MP 18.6-1.6
		7.0		
8417	57.6	ESTHERVILLE Y Ⓑ Ⓒ Ⓙ	0.0	.....

SPEED RESTRICTIONS (In MPH)
Maximum 10

Unit grain trains restricted to 75 cars.

Yard Limits:
Bricelyn-MP 54.8
MP 1.6-Estherville

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
No normal position for Jct. switches at Bricelyn and Estherville.

Bricelyn:
Trains must obtain permission from the train dispatcher before entering the Rake Sub.

Line-ups not issued.

KLEMME SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ SOUTH STATIONS NORTH	Mile Posts
8556	0.0	FOREST CITY	157.5
		11.7	
8553	11.7	GARNER Ⓧ CP Ⓖ	145.8
		6.5	
8552	18.2	KLEMME Y	139.3
		5.8	
8551	24.0	GOODELL	133.5
		5.5	
8557	29.5	BELMOND Ⓙ	128.0

SPEED RESTRICTIONS (In MPH)
Maximum 20
MP 150.0-Belmond 10

Unit grain trains restricted to 50 cars.
Yard Limits:
Entire Sub.

Rule 5.4.4 applies.
Rule 8.3 Main Track Switches:
No normal position for switches at:
Forest City-Elevator track
Klemme-South elevator
Belmond-Jct. switches.

FORT DODGE SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ SOUTH STATIONS NORTH	Mile Posts	Direct Traffic Control Block Limits
8319	*0.0*	*MASON CITY* ⒷⒸ	57.6	
8320	1.3	CLEAR LAKE JCT Ⓧ IAT Y.. ⒿⓂ	58.9	
		6.0		
7462	7.3	BURCHINAL	64.9	
		6.5		
7463	13.8	SWALEDALE	71.4	
		4.4		
7464	18.2	THORNTON	75.8	MP 61.0-90.4
		5.5		
7465	23.7	MESERVEY	81.3	
		9.1		
7466	32.8	BELMOND Ⓙ	90.4	
		10.6	101.1	
7174	43.4	CLARION	344.6	MP 90.4-353.0
		9.8		
0218	53.2	EAGLE GROVE Ⓧ CNW Y	354.4	
		8.3 ⒶⒸⒿ		
7178	61.5	VINCENT	362.7	MP 356.0-371.0
		9.8		
7180	71.3	FORT DODGE ⒷⒸⓌ	372.5	
		7.8		
2690	79.1	MOORLAND Ⓧ CNW ⒿⓈ	380.3	
		4.0 Y		
7183	83.1	ROELYN	384.3	
		4.5		
7184	87.6	SOMERS	388.8	

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 58.9-362.7 10
MP 372.5-374.1 10
MP 374.1-380.3 20
MP 380.3-388.8 10

Unit grain trains restricted to 75 cars except 50 cars between Vincent and Eagle Grove and 50 cars between Belmond and Mason City.

FORT DODGE SUB

Rock and Roll Restrictions do not apply:
Vincent-Moorland

Yard Limits:
Clear Lake Jct.-MP 61.0
MP 353.0-356.0
MP 371.0-Somers

Rule 5.4.4 applies.

Rule 8.3: Main Track Switches:
No normal position for switches at:
Belmond-Jct. switches
Eagle Grove-Transfer track
Fort Dodge-East yard lead
Moorland-All switches
Roelyn-All switches
Somers-All switches

Rule 10.2 Dual Control Switches:
Clear Lake Jct.

Rule 15.1 Clearance Requirements:
Southward trains must obtain clearance at Mason City.

Dows Spur extends from Clarion 13.1 miles to Dows (Sta. No. 8402) Intermediate Station Galt (Sta. No. 8403). Maximum 75 car limit.

Intermediate Stations:	Sta. No.
MP 375.5 West Fort Dodge	2713
MP 376.9 PCS Corp.	2712

Line-ups not issued.

FAIRMONT SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ SOUTH STATIONS NORTH	Mile Posts	Direct Traffic Control Block Limits
4020	0.0	BUTTERFIELD Y ..... Ⓙ Ⓦ	215.9	.....
		6.8		
4018	6.8	ODIN	209.1	.....
		7.5		
4016	14.3	TRIMONT	201.6	MP 215.0-193.6
		8.6		
4565	22.9	WELCOME ..... Ⓙ	193.0	MP 193.6-184.0
		7.8		
4563	30.7	FAIRMONT Ⓧ CP ..... Ⓐ Ⓙ	185.2	.....
		6.0		
4561	36.7	IMOGENE	179.2	.....
		6.1		
4559	42.8	GUCKEEN	173.1	MP 184.0-168.5
		6.8		
4557	49.6	BLUE EARTH ..... Ⓑ Ⓒ	166.3	.....
		5.3		
4555	54.9	MARNA	161.0	MP 168.5-152.8
		4.4		
4553	59.3	FROST	156.6	.....
		5.8		
4551	65.1	BRICELYN Y ..... Ⓙ	150.8	.....
		5.4		
4549	70.5	KEISTER	145.4	MP 148.8-132.8
		6.9		
4545	77.4	SCARVILLE	138.5	.....
		5.7		
4543	83.1	LAKE MILLS	132.8	.....
		6.0		
4541	89.1	JOICE	126.8	MP 132.8-111.2
		7.0		
4539	96.1	HANLONTOWN	119.8	.....
		12.0		
8319	108.9	MASON CITY Ⓧ CNW ..... Y ..... Ⓐ Ⓑ Ⓒ Ⓙ	107.8	.....

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 215.9-184.4	10
MP 168.0-165.5	10
MP 133.3-132.1	10
MP 110.0-107.8	10

Unit grain trains restricted to 75 cars.

Yard Limits:
Butterfield-MP 215.0
MP 152.8-148.8
MP 111.2-Mason City

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
Normal position for Jct. switches at Bricelyn.

Fairmont-Welcome:
CP operates over CNW.

Line-ups not issued.

KANAWHA SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ WEST STATIONS EAST	Mile Posts	Direct Traffic Control Block Limits
7466	0.0	BELMOND ..... Ⓙ	206.9	.....
		11.8		
2654	11.8	KANAWHA	218.7	MP 206.9-218.7

SPEED RESTRICTIONS (In MPH)
Maximum 25
Unit Trains 10
Unit grain trains restricted to 60 cars.
Rock and Roll Restrictions do not apply.

Rule 5.4.4 applies.
Belmond:
Rule 6.32.2 applies at Highway 69 crossing.
Line-ups not issued.

TARA SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
2684	0.0	MALLARD	N228.0	.....	.....
		5.0			
2685	5.0	PLOVER	N233.0	.....	MP N228.0-N239.7
		6.7			
0227	11.7	ROLFE Ⓧ CNW ..... ⒿⒼ	N239.7	.....	.....
		7.4			
2686	19.1	GILMORE CITY	N247.1	.....	.....
		5.7			
2687	24.8	PIONEER	N252.8	.....	MP N239.7-231.5
		5.1			
2688	29.9	CLARE	N257.9	.....	.....
		7.2			
2689	37.1	TARA Ⓧ CC ..... Ⓖ	N265.1	.....	.....
			227.6		
		3.9			
2690	41.0	MOORLAND Ⓧ CNW ..... ⒿⒼ	231.5	.....	.....
		5.6			
2691	46.6	CALLENDER	237.1	.....	.....
		5.6			
0293	52.2	GOWRIE ..... Ⓦ	242.7	.....	MP 231.5-256.7
		8.5			
2693	60.7	PATON	251.2	.....	.....
		4.2			
2694	64.9	DANA	255.4	.....	.....
		5.1			
0154	70.0	GRAND JCT Y ..... ⒿⒼ	260.5	7700	.....

SPEED RESTRICTIONS (In MPH)
Between Mallard and Moorland
Maximum 30
MP N239.8-(CNW) ..... Stop
MP N265.0-(CC) ..... Stop
MP 231.5-(CNW) ..... Stop
Between Moorland and Grand Jct.
Maximum 40
MP 260.0-260.5 (crossings) 10

Unit Trains:
Mallard-Moorland 30
Moorland-Grand Jct. 35
Unit grain trains restricted to 75 cars between Mallard and Moorland.

Rock and Roll Restrictions do not apply:
MP N248-N247.0
MP 228-260
Yard Limits:
MP 256.7-Grand Jct.
Rule 8.3 Main Track Switches:
No normal position for switches at:
Mallard-All switches
Rolfe-Transfer switch
Moorland-All switches
Grand Jct.-North Wye switch and siding switches.
Rule 6.32.2 applies at 13th, 16th and 19th Street crossings in Grand Jct.
Farnhamville Spur extends from Gowrie 5.6 miles to Farnhamville (Sta. No. 0294). Unit grain trains restricted to 75 cars.

LAURENS SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ WEST STATIONS EAST	Mile Posts	Direct Traffic Control Block Limits
...	0.0	END OF TRACK	131.5	.....
		3.2 Y		
0227	3.2	ROLFE Ⓧ CNW ..... ⒿⓈ	133.7	MP 135.0-W130.1
		9.0		
0230	12.2	HAVELOCK	142.7	.....
		7.7		
0232	19.9	LAURENS ..... Ⓙ	150.4	.....
		6.3		
0234	26.2	MARATHON	156.7 W134.8	.....
		6.0		
8256	32.2	ALBERT CITY Y	W128.8	.....

SPEED RESTRICTIONS (In MPH)
Maximum 40
MP 133.8-(CNW) ..... Stop
MP W134.8-W134.4 (curve) 10
MP W134.4-W129.5 30
MP W129.5-W128.8 10

Rock and Roll Restrictions do not apply:
MP 134.0-156.5

Yard Limits:
MP 131.5-135.0
MP W130.1-Albert City

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
No normal position for switches at:
Rolfe-Transfer track
Laurens-Transfer track
Marathon-All switches
Albert City-All switches

Line-ups not issued.

PALMER SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ WEST STATIONS EAST	Mile Posts
8529	0.0	LAURENS ..... Ⓙ	475.3
		20.4	
8526	20.4	ROSSIE ..... Y	495.7
		6.1	
8525	26.5	ROYAL	501.8

SPEED RESTRICTIONS (In MPH)
Maximum 10
Unit grain trains restricted to 50 cars.

Yard Limits: Entire Sub

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
No normal position for switches at:
Laurens-Transfer track
Royal-All switches

MARSHALLTOWN SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ SOUTH STATIONS NORTH	Mile Posts
2622	0.0	STEAMBOAT ROCK	212.5
		4.3	
0197	4.3	ELDORA	216.8
		9.2	
2623	13.5	UNION	226.0
		5.0	
2624	18.5	LISCOMB ..... Y	231.0
		1.6	
0213	20.1	BETHEL	232.6
		3.9	
2625	24.0	ALBION	236.5
		7.2	
0136	31.2	MARSHALLTOWN ..... ⒷⒸⒿ	243.7

SPEED RESTRICTIONS (In MPH)
Maximum 10
Unit grain trains restricted to 50 cars.

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

Rule 6.32.2 applies at all crossings.

BRISTOW SUB

Station Numbers	Miles	↓ RC-4 (71 71) ↑ WEST STATIONS EAST	Mile Posts
...	0.0	END OF LINE	287.4
		1.0	
7165	1.0	CLARKSVILLE Ⓧ IANR ... Ⓐ	288.4
		7.0	
7166	8.0	ALLISON	295.4
		5.9	
7167	13.9	BRISTOW .... Y	301.3
		4.2	
7168	18.1	DUMONT	305.5
		6.6	
7169	24.7	HANSELL	312.1
		5.4	
8324	30.1	HAMPTON Ⓧ CNW ..... ⒶⒿⓌ	317.5
		8.3	
7171	38.4	COULTER	325.8

SPEED RESTRICTIONS (In MPH)
Maximum 10
Unit grain trains restricted to 40 cars.

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

Trains must obtain permission from the train dispatcher before entering Bristow Sub.

Sheffield Spur extends from Hampton 10.8 miles to Sheffield East (Sta. No. 4534). Unit grain trains restricted to 50 cars.

WATERLOO SUB

Station Numbers	Miles	RC-4 (71 71) SOUTH STATIONS NORTH	Mile Posts
7160	0.0	OELWEIN ..... Ⓑ Ⓒ Ⓦ	351.2
	7.4		
7300	7.4	FAIRBANK	343.8
	7.7		
7301	15.1	DUNKERTON	336.1
	4.5	Y	
7302	19.6	DEWAR	331.6
	2.1		
7303	21.7	ARMOUR	329.5
	3.4		
7304	25.1	WATERLOO ..... Ⓑ Ⓒ	326.1
	1.0		
...	26.1	IANR ..... Ⓙ	325.1

SPEED RESTRICTIONS (In MPH)
Maximum 10
Unit grain trains restricted to 25 cars between Armour and Oelwein.

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
No normal position for the switch at MP 326.1.

OSKALOOSA SUB

Station Numbers	Miles	RC-4 (71 71) SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0136	0.0	MARSHALLTOWN Y ..... Ⓑ	243.7	...	.....
	7.1	Ⓒ Ⓙ			
2627	7.1	DILLON	250.8	...	.....
	2.5				
2628	9.6	PICKERING	253.3	6400	MP 247.0-254.0
	4.6				
2629	14.2	GILMAN	257.9	...	.....
	4.5				
2630	18.7	NEWBURG	262.4	...	.....
	6.4				
2631	25.1	GRINNEL Ⓧ IAIS ..... Ⓐ	268.8	...	MP 254.0-269.7
	11.5				
2633	36.6	SEARSBORO	280.3	...	.....
	8.9				
2634	45.5	NEW SHARON	289.2	...	.....
	11.2				
2635	56.7	OSKALOOSA Y ..... Ⓦ	300.4	...	MP 269.7-299.0
	10.8				
2671	67.5	EDDYVILLE	311.2	...	MP 302.0-310.5
	1.8				
2672	69.3	BRIDGEPORT ..... Y	313.0	...	.....
	9.9				
2673	79.2	MAXON ..... Ⓙ	322.9	...	.....

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 268.0-269.2 (IAIS) 10
MP 300.2-302.0 10
MP 313.0-Maxon 10
Unit grain trains restricted to 75 cars.

Rock and Roll Restrictions do not apply:
MP 287.5-306.5
MP 310.2-313.0

Yard Limits:
Marshalltown-MP 247.0
MP 299.0-302.0
MP 310.5-Maxon

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
No normal position for switches at Oskaloosa and Maxon.

Line-ups not issued.

PERRY SUB

Station Numbers	Miles	↓ RC-3 (62 62) WEST STATIONS EAST ↑	Mile Posts
8500	0.0	DES MOINES Ⓧ CNW ⒷⒸⒿⓂⓌ	355.7
		7.1	
0351	7.1	WEST DES MOINES ..... Ⓙ	362.8
		9.7	305.1
2700	16.8	WAUKEE	295.4
		6.4	
2699	23.2	DALLAS CENTER	289.0
		6.1	
2698	29.3	MINBURN ..... Y	282.9
		7.0	
2697	36.3	PERRY	275.9
		5.7	361.8
2806	42.0	DAWSON	367.5
		6.7	
2808	48.7	HERNDON	374.2

SPEED RESTRICTIONS (In MPH)
Maximum 10

Between Herndon (MP 374.2) and Perry (MP 361.8) unit grain trains are restricted to 75 cars.

Between Perry (MP 275.9) and West Des Moines (MP 305.1) unit grain trains are restricted to 50 cars.
Any unit train exceeding 50 cars must be handled in sections and track inspected by Engineering Department between sections.
After verbal permission is received from Engineering Department remaining section can be pulled.

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

Rule 8.3 Main Track Switches:
No normal position for switches at:
Herndon - All switches.
Dawson - All switches.
Perry - All switches.
Minburn - All switches.
Dallas Center - All switches.
West Des Moines - Jct. switch.

Des Moines-West Des Moines:
IAIS operates over CNW between MP 353.3 and MP 355.9.
CNW operates over IAIS between MP 355.9 and MP 358.6.
IAIS operates over CNW between MP 358.6 and MP 362.8.
Verbal permission must be obtained from IAIS dispatcher before entering IAIS tracks.
Trains must obtain permission from yardmaster at Des Moines before operating between Des Moines and West Des Moines.

West Des Moines Spur extends from West Des Moines 2.2 miles to MP 365.0. IAIS operates over CNW.

Yale Spur extends from Herndon 5.0 miles to Yale (Sta. No. 8242). Loaded unit grain trains restricted to 40 cars. Maximum speed: 5 MPH.

ANKENY SUB

Station Numbers	Miles	↓ RC-3 (62 62) SOUTH STATIONS NORTH ↑	Mile Posts
0360	0.0	SLATER	23.4
		12.8	
0354	12.8	ANKENY ..... Y	10.6
		10.1	
8500	*22.9*	*DES MOINES* ..... ⒷⒸⒿⓂⓌ	...

SPEED RESTRICTIONS (In MPH)
Maximum 20
MP 18.5-Des Moines 10

Unit grain trains restricted to 50 cars between MP 6.2 and Des Moines.

Rock and Roll Restrictions do not apply:
MP 18.5 and 23.4.

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

ANKENY SUB

Rule 8.3 Main Track Switches:
No normal position for switches at:
Slater-All switches.
Des Moines-IU connection

Ankeny-Des Moines:
Trains must obtain permission from yardmaster at Des Moines before operating between Des Moines and Ankeny.

Woodward Spur extends from Slater westward 12.3 miles to Woodward (Sta. No. 2803) MP 351.9. Intermediate Sta. Madrid (Sta. No. 2802) located at MP 346.0.

EAU CLAIRE SUB

Station Numbers	Miles		RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
....	0.0	ABS	ALTOONA ..... Ⓑ Ⓒ	90.7	...	.....
			2.9 Y			
1530	2.9		EAU CLAIRE ..... Ⓙ Ⓜ Ⓦ	87.1	10690	.....
			4.8			
1532	7.7		TRUAX	82.6	...	.....
			6.1			
1533	14.2		ELK MOUND	76.5	...	.....
			3.2			
9863	17.4		AJAX	73.3	10585	MP 85.2-74.2
			4.3			
1534	21.7		RUSK	68.7	...	.....
			4.7			
1536	26.3		MENOMONIE ..... Ⓦ	64.0	...	.....
			3.6			
9864	29.9		TRAMWAY	60.4	...	MP 74.2-61.4
			12.7			
1541	42.8		HERSEY	47.1	11061	MP 61.4-48.0
			3.0			
1542	45.8		WOODVILLE	44.1	...	.....
			4.0	40.0		
1543	49.5		BALDWIN	39.1	...	.....
			4.8			
1544	54.3		HAMMOND	34.3	11840	.....
			4.4			
1545	58.7		ROBERTS	29.9	...	MP 48.0-24.3
			10.9			
1548	69.5		HUDSON Y ..... Ⓑ Ⓙ Ⓥ	19.0	7970	.....
			7.4			
1554	76.9		LAKE ELMO	11.6	...	.....
			9.8			
1559	86.7		EAST ST. PAUL Y ..... Ⓑ Ⓒ Ⓙ	1.8	...	St. Paul MP 17.3-6.5
			0.8			
....	*87.5*	VIA BN	*WESTMINSTER STREET... Ⓙ Ⓜ*	*1.0*	...	.....
			7.4			
1562	*94.9*		*EAST MINNEAPOLIS* ..... Ⓑ Ⓒ	...	...	.....

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 90.7-89.6 Track 2	10
MP 89.6-87.0	25
MP 86.8 (West leg of wye)	5
MP 23.6 (switch)	30
MP 22.0-19.0 (curves)	30
MP 18.9 (diverging)	20
MP 19.0-18.5 (bridge and curves)	20
MP 18.5-15.4 (curves)	30
MP 6.6 (diverging)	30
MP 1.9 Greenbrier Ave. EWD trains	10
MP 1.2 Buckley	10

EAU CLAIRE SUB

Rock and Roll Restrictions do not apply:
MP 88.0-84.0 Track 1
MP 56.5-52.7
MP 48.1-44.0
MP 18.9-17.1

Yard Limits:
MP 90.7-85.2
MP 24.3-17.3
MP 6.5-East St. Paul

Double Track:
Rule 9.14 Track 1-EWD, Track 2-WWD (trains keep to the right):
Altoona-MP 89.6
MP 23.6-18.9
MP 6.6-1.8

ABS:
Altoona-East St. Paul

Detectors:
MP 68.7
MP 28.6

Sidings:
Eau Claire-Maximum Speed: 30 MPH on siding and through turnouts.

Spring Switches:
MP 89.6: End of double track; normal position for Track 1.
MP 85.2: Eau Claire-West end of siding.
MP 23.6: End of double track; normal position for Track 2.
MP 18.9: End of double track; normal position for Track 1.
Both ends of sidings at Ajax, Hersey and Hammond.
MP 6.6: End of double track; normal position for Track 2, facing point lock.

Rule 8.3 Main Track Switches:
No normal position for switches at Payne Ave. in East St. Paul.

Rule 9.13 Dual Control Switch:
Eau Claire, east end of siding and east leg of wye.

Eau Claire:
Westward trains must not pass MP 87.1 until DTC authority has been obtained.
Movements over Shawtown bridge handling cars over 200,000 lbs. must have empties placed between loads. No six (6) axle engines.

Hudson:
Absolute signals at MP 18.4 and MP 18.9 activated automatically govern movement over bridge 414 (Hudson Bridge).
Exception: Movements from the Stillwater Sub are governed by Rule 9.17 and by the indication displayed on the absolute signal located 100 feet west of the switch on Stillwater Sub.
When a train operates from MP 18.4 to MP 18.9 and then needs to make a reverse movement, activate the westward absolute signal by operating a pushbutton located on signal mast at MP 18.9.
Rule 9.12.2 applies when stopped by a stop indiction.

Eastwared trains must not pass the east switch at MP 23. 6 and westward trains must not pass the west switch at MP 18.9 until DTC authority has been obtained.

Hudson-East St. Paul:
BN, CP and MNNR operate over CNW.

St. Paul:
Ordinance prohibits the sounding of engine whistle and bell within city limits.

Maximum Wt:
Altoona Jct.-East St. Paul ..... 315,00 lbs.
Yard track to
City of Menomonie ..... 253, 000 lbs.

STILLWATER SUB

Station Numbers	Miles	↓ RC-1 (52 52) ↑ WEST STATIONS EAST	Mile Posts
1548	0.0	HUDSON .... ⓙⓥ	0.0
	3.0		
1553	3.0	BAYPORT ..... } Y	3.0
	2.5		
1552	5.5	STILLWATER ..... }	5.5

SPEED RESTRICTIONS (In MPH)
Maximum 20

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

Hudson-Bayport:
CP trains operate over CNW.

Hudson-Stillwater:
BN and MNNR trains operate over CNW.

Bayport:
Do not handle more than 55 cars over crossings at Bayport or at NSP King Plant.
City ordinance prohibits sounding engine whistle or bell at crossings between 2200 and 0600 except when an engine is about to move from a standing position.

HAYWARD SUB

Station Numbers	Miles	RC-1 (52 52) SOUTH STATIONS NORTH	Mile Posts
1634	0.0	HAYWARD ..... Ⓑ Ⓒ	103.0
		6.4	
...	6.4	HAYWARD JCT. Y ... Ⓙ WC	96.6
		13.3	
1627	19.2	TREGO ..... Ⓙ WC	83.3

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits:
Entire Sub.

Rule 15.1 Clearance Requirements:
CNW operates over WC between South Itasca and Hayward Jct. (MP 96.6) on the Hayward Subdivision. WC rules and timetable apply. CNW crews obtain WC track warrant at South Itasca and Hayward.

SPOONER SUB

Station Numbers	Miles	RC-1 (52 52) SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
1674	30.8	CAMERON Ⓧ WC ..... Ⓐ	49.0	4008	.....
		7.9			
1672	38.7	CHETEK	42.0	...	MP 49.0-33.1
		8.8			
1669	47.5	NEW AUBURN	33.2	6796	MP 33.1-12.5
		8.4			
1665	55.9	BLOOMER	24.8	...	.....
		1.5			
....	57.4	CO-OP	23.3	...	.....
		11.1			
1664	68.5	NORMA	12.2	3923	MP 12.5-0.3
		2.2			
1662	70.7	CHIPPEWA FALLS Ⓧ WC.... Ⓐ	10.0	...	.....
		10.0			
1530	80.7	EAU CLAIRE Y ..... Ⓙ Ⓜ Ⓦ	0.0	...	.....

SPEED RESTRICTIONS (In MPH)
Maximum 40
MP 12.2-10.9 (curves) 25
MP 10.9-10.7 (curves) 20
MP 10.7 (bridge 614) 10
MP 10.7-10.0 (curves) 20
MP 1.6 (Starr Ave. crossing) 25*
MP 1.6-0.3 30
MP 0.3-0.0 10
MP 0.0 (West leg of wye) 5

Rock and Roll Restrictions do not apply:
MP 12.0-0.2

Yard Limits:
MP 0.3-Eau Claire

Rule 15.1 Clearance Requirements:
Northward trains at Eau Claire must obtain clearance at Altoona

Bridge 614 (MP 10.7): Loads of pulpwood must be inspected before moving through the bridge. Unit trains must not operate over this bridge.

ADAMS SUB

Station Numbers	Miles	↓ RC-1 Butler-Adams (52 52) ↑ RC-3 Adams-Altoona (62 62) WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
5716	0.0	BUTLER ..... ⒷⒸⓌ	16.5M	...	.....
		0.8 Y	17.3M		
5715	0.8	BJ ..... ⒿⓂⓌ	13.4	8448	MP 17.9-39.7
		16.1			
5731	16.9	NORTH LAKE	29.6	...	.....
		5.1			
5736	22.0	MAPLETON	34.7	...	.....
		5.8			
5740	27.8	ROCK	40.5	11094	MP 39.7-48.7
		4.2			
5746	32.0	LEBANON	44.7	...	.....
		6.8			
5752	38.8	CLYMAN JCT. ..... Ⓙ	51.5	12572	Clyman MP 48.7-53.0
		11.5			
5764	50.3	SOUTH BEAVER DAM	63.0	...	Beaver MP 53.0-62.2
		7.6			
5772	57.9	SOUTH RANDOLPH	70.6	...	.....
		6.4			
5778	64.3	FRIESLAND	77.0	...	.....
		8.8			
5787	73.1	DALTON	85.8	10602	MP 62.2-87.7
		10.1			
5797	83.2	GLENOAK	95.9	...	.....
		10.6			
5807	93.8	OXFORD	106.5	6044	MP 87.7-105.3
		10.9			
5818	104.7	ABS GRAND MARSH	117.4	...	.....
		8.1			
5826	112.8	ADAMS Y ..... ⒷⒸ	125.5	...	MP 105.3-123.3
		12.8			
5839	125.6	NECEDAH ..... Ⓙ	138.3	5150	MP 128.5-139.2
		15.6			
5855	141.2	WYEVILLE ..... ⒿⓌ	153.9 N173.5	10050	MP 139.2-N173.2
		9.4			
1510	150.6	WARREN	N164.1	...	.....
		8.3			
1512	158.9	MILLSTON	N155.7	10211	MP N173.2-N157.7
		12.1			
1517	171.0	LEVIS	N142.1	...	.....
		10.5			
1518	181.5	MERRILLAN Ⓧ FVW ..... Ⓐ	N131.5	11891	MP N157.7-N131.4
		5.8			
1521	187.3	HUMBIRD	N125.7	...	.....
		6.8			
1522	194.1	FAIRCHILD	N118.8	...	.....
		9.3			
1524	203.4	AUGUSTA	N109.5	...	.....
		5.6			
1525	209.0	RODELL	N103.9	10201	MP N131.4-N104.9
		4.3			
1526	213.3	FALL CREEK	N99.5	...	..... Eau Claire
		8.8			
1530	222.1	ALTOONA Y ..... ⒷⒸ	N90.7	...	MP N104.9-N93.4

SPEED RESTRICTIONS (in MPH)

Maximum	40
Butler-MP 13.8	30
MP N173.5	25
MP N131.5 FVW crossing	30
MP N93.3 Track 1 (diverging)	30
Trains handling blocks of 55 or more loaded 100 ton hoppers Altoona-Butler	30

Rock and Roll Restrictions do not apply:
MP 69.0-72.0
MP 138.2-126.6

Yard Limits:
Butler-MP 17.9
MP 123.3-128.5
MP N93.4-Altoona

Double Track, Rule 9.14
Track 1-WWD, Track 2-EWD, Butler-BJ

Track 1-EWD, Track 2-WWD (trains keep to the right)
MP N93.3-Altoona

ABS: Butler-Altoona

ADAMS SUB

Detectors:
MP 28.9
MP 91.2
MP N168.2
MP N123.3

Spring Switches:
BJ-West end of siding.
Rock-Both ends of siding.
Clyman Jct.-Both ends of siding.**
Dalton-East end of siding.
Oxford-west end of siding.
Adams-Both ends of South track.
Necedah-East end of siding.
Wyeville-West end of siding.
Millston-Both ends of siding.
Merillan-Both ends of siding.
Rodell-Both ends of siding.
MP N93.3-End of double track, normal position for Track 2.

Leaving Time:
Trains must give their leaving time to the train dispatcher as soon as train departs from Altoona, Merrillan, Adams, Dalton, Clyman Jct. and Butler.

Rule 15.1 Clearance Requirements:
Trains enroute Sparta Sub obtain a CP clearance at Adams.

Trains enroute Wisconsin Rapids obtain a WC clearance at Adams.

All trains must obtain a CNW clearance at Adams.

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

Butler:
Westward trains requiring DTC Block authority must not pass Lilly Rd., MP 14.8, until DTC authority has been obtained.

Adams:
Eastward trains requiring DTC Block authority must not pass the east switch of the south track until DTC authority has been obtained.

Westward trains requiring DTC Block authority must not pass the west switch of the south track until DTC authority has been obtained.

Unit trains are restricted from using Tracks 5 through 12 in Adams Yard.

Necedah:
CNW operates over WC between Necedah and Wisconsin Rapids. WC General Orders posted at Adams and Wisconsin Rapids. Normal position of connection track switch on siding is lined and locked for connection.

Altoona:
Eastward trains requiring DTC Block authority must not pass the switch at MP N93.3 until DTC authority has been obtained.

Camp Douglas Spur extends from Wyeville 9.2 miles to Camp Douglas.

Maximum Wt: 315, 000 lbs.

CLYMAN SUB

Station Numbers	Miles	↓ RC-1 (52 52) WEST STATIONS EAST ↑	Mile Posts	Direct Traffic Control Block Limits
0652	0.0	FT. ATKINSON	111.5	.....
		5.7		
0653	5.7	JEFFERSON ..... Y	117.2	.....
		2.4		
1318	8.1	JEFFERSON JCT. ..... Ⓑ Ⓒ Ⓦ	119.6	Jefferson MP 120.6-140.0
		2.9		
0654	11.0	JOHNSON CREEK	122.5	.....
		8.1		
...	19.1	Ⓧ CP ..... Ⓜ	130.6	.....
		0.3		
0656	19.4	WATERTOWN	130.9	.....
		8.0		
0658	27.4	CLYMAN	138.9	.....
		1.1		
5752	28.5	CLYMAN JCT. ..... Ⓐ	140.0	.....

SPEED RESTRICTIONS (In MPH)

Maximum	30
MP 111.5-117.4	10
MP 117.4 Candice St. Jefferson	Stop
MP 117.4-120.6	10
MP 130.6 CP crossing	20*
MP 139.4-140.0	10

Unit grain trains restricted to 60 cars.

Yard Limits:
-Ft. Atkinson-MP 120.6

Rule 5.4.4 applies.

Rule 15.1 Clearance Requirements:
Eastward trains are not required to obtain a clearance at Jefferson Jct.

Ft. Atkinson:
Ordinance prohibits sounding of engine whistle within city limits. Rule 6.32.2 applies at Sherman Ave. and Milwaukee Ave.

Watertown:
Ordinance prohibits sounding of engine whistle within city limits. CP interlocking cars must not be left less than 300 feet from the absolute signal.

Line-ups not issued.

SPARTA SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts
5855	0.0	WYEVILLE ..... Ⓖ Ⓙ Ⓦ	153.9
		9.5 Y	
5864	9.5	TUNNEL CITY ..... Ⓘ Ⓙ	163.4
		36.5	
...	*46.0*	*GRAND CROSSING Ⓧ BN* .... Ⓜ	...
		1.2	
0951	*47.2*	*LA CROSSE*	...
		28.0	
1000	*75.2*	*WINONA* ..... Ⓒ	...
		1.9	
...	*77.1*	*TOWER CK* ..... Ⓘ Ⓙ	...

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits:
Entire Sub.

Rule 5.4.4 applies.

Rule 15.1 Clearance Requirements:
Eastward trains must obtain a CNW clearance at Winona.

Tunnel City:
CNW operates over CP between Tunnel City and Tower CK. CP Bulletin Boards are located at Adams and at Winona yard office and engine house.

LaCrosse Spur extends from Grand Crossing westward 0.8 miles.

GRANVILLE SUB

Station Numbers	Miles		RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
5716	*0.0*		*BUTLER* ..... Ⓑ Ⓒ	*16.5M*	...	.....
			0.8			
5715	0.8	ABS	BJ ..... Ⓙ Ⓜ Ⓦ	13.3	...	.....
			2.2			
5713	3.0		FONDA	11.8	8500	MP 13.1-8.9
			3.2			
5709	6.2		WISCONA ..... Ⓙ Ⓜ	8.6 92.4	...	.....
			5.4			
0557	11.6		GRANVILLE	97.8	3374	MP 92.4-99.5
			1.7			
...	13.3		END CNW	99.5	...	.....
...	...		*BEGIN FVW*	...	...	.....
			107.0			
...	...		*NORTH GREEN BAY*	...	...	.....

SPEED RESTRICTIONS (In MPH)
Maximum 30

ABS:
BJ-MP 98.8

Spring Switches:
MP 11.8-Fonda, west end of siding

Rule 9.13 Dual Control Switches:
BJ and Wiscona

Rule 15.1 Clearance Requirements:
CNW and FVW trains must obtain a clearance at Butler. EWD FVW trains must obtain a clearance at North Green Bay.

FVW:
FVW trains operate over the CNW.

Capital Drive Spur extends from Wiscona 3.5 miles to Hampton Avenue. **(FRA)**

SHORELINE SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
5716	*0.0*	*BUTLER* ..... Ⓑ Ⓒ	...	...	.....
		6.3			
5709	6.3	WISCONA ..... Ⓙ Ⓜ Ⓦ	4.3	...	.....
		9.3			
3209	15.6	MEQUON	13.6	...	MP 4.6-24.3
		11.6			
3220	27.2	PORT WASHINGTON	25.2	...	MP 24.3-33.4
		8.7			
3231	35.9	BELGIUM	33.9	4837	MP 33.4-49.2
		4.5			
3238	40.4	CEDAR GROVE	38.4	...	.....
		4.0			
3242	44.4	OOSTBURG	42.5	...	.....
		8.1	50.5		
3252	52.5	SHEBOYGAN ..... Ⓑ Ⓒ	3.4	21687	MP 54.6-62.3
		1.3			
...	53.8	KOHLER JCT Y..... Ⓙ	2.1	...	.....
		2.1	0.0		
...	55.9	CUTOFF	54.1	...	.....
		5.2			
3260	61.1	HAVEN	59.3	...	.....
		3.0			
...	64.1	END CNW	62.3	...	.....
...	...	*BEGIN FVW*	...	...	.....
		52.7			
...	...	*NORTH GREEN BAY* ..... Ⓑ Ⓒ	...	...	.....

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 4.3-8.2	30
MP 8.2-26.2	35
MP 36.3-42.8	30
MP 48.0-50.5	30
MP 3.4-0.0	10
MP 54.1	20
MP 54.1-62.3	30
Unit trains	30

Rock and Roll Restrictions do not apply:
MP 42.7-47.6

Yard Limits:
MP 49.2-54.6

Detector:
MP 31.4

Rule 8.3 Main Track Switches:
Normal position of hand throw switch at MP 54.1 isfor Cutoff.

Rule 6.32.3 applies at all crossings between Cut Off and End CNW.

Rule 9.13 Dual Control Switches:
Wiscona

Rule 16.4 Work and Time:
On-track equipment must obtain DTC block authority.

Fox Point (MP 7.7-9.6):
Ordinance prohibits sounding engine whistle between 2200 and 0600 except eastward trains sound whistle for East Dean Road, MP 9.6

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

Sheboygan:
Six axle engines are restricted from operating on the East and West belt line tracks.

Clearance limits-cars exceeding 17 feet high above top of rail must be handled via Sheboygan siding.

Plymouth Spur extends from Kohler Jct. 13.2 miles to Plymouth (Sta. No. 0572), MP 14.3. Plymouth: Ⓧ WC Ⓖ, **(FRA)**

Line-ups not issued.

MARINETTE SUB

Station Numbers	Miles	↓ RC-1 (52 52) ↑ WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0686	*0.0*	*NORTH GREEN BAY* ..... Ⓑ Ⓒ *2.8*	*1.4*	...	.....
0700	2.8	DUCK CREEK **Y** 1.5	4.2	...	MP 4.2-6.5
...	4.3	HOWARD ..... Ⓙ 3.2	5.7	...	.....
0702	7.5	BIG SUAMICO 6.4	8.9	...	MP 6.5-14.8
0704	13.9	LITTLE SUAMICO 13.8	15.3	...	MP 14.8-29.2
0708	27.7	OCONTO ..... Ⓦ 13.3	29.1	4318	MP 29.2-41.7
0711	41.0	PESHTIGO 6.6	42.4	2826	MP 41.7-47.3
0712	47.6	MARINETTE **Y** ..... Ⓑ Ⓒ Ⓙ 16.1	49.0	5900	MP 49.7-72.4
0717	63.7	WALLACE 6.3	66.1	...	.....
0719	70.0	STEPHENSON 3.0	72.4	3445	MP 72.4-90.7
0720	73.0	DAGGETT 9.2	75.4	...	.....
0723	82.2	CARNEY 7.6	84.6	...	.....
0726	89.8	POWERS **Y** ..... Ⓙ Ⓦ 10.9	92.2	2855	MP 93.0-112.9
0730	100.7	BARK RIVER 11.4	103.1	...	.....
0734	112.1	ESCANABA Ⓧ ELS ..... Ⓑ Ⓖ 1.4 } **Y**	114.5	...	.....
0735	113.5	ORE DOCK ..... Ⓑ Ⓒ Ⓦ	115.9	...	.....

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 114.5-(ELS) 10*

Unit trains restricted to 120 cars.

Rock and Roll Restrictions do not apply:
MP 86.4-92.0
MP 79.5-81.6
MP 97.2-112.2

Yard Limits:
MP 4.0-Duck Creek
MP 47.3-49.7
MP 90.7-93.0
MP 112.9-Ore Dock

Rule 8.3 Main Track Switches:
No normal position for the switches at Powers (MP 92.2) or for the switches between MP 113.6 and MP 115.9.

Rule 15.1 Clearance Requirements:
Eastward trains originating at Escanaba must obtain a clearance at Ore Dock.

Westward trains at Duck Creek must obtain a clearance at North Green Bay.

Duck Creek:
CNW operates over FVW between MP 4.0 east of Duck Creek and North Green Bay. Eastward trains must report to FVW yardmaster at North Green Bay for permission to pass MP 4.0. FVW bulletins are posted at Ore Dock. FVW radio channels: Radio 1 (49 49), Road 2 (15 15).

Duck Creek-Howard:
ELS and FVW trains operate over CNW between MP 4.0 and MP 5.7.

Marinette:
ELS trains operate over CNW between MP 48.5 and MP 52.5.

Escanaba:
Engines must stop before crossing Danforth Road crossing on the new connection between CNW and ELS. During inclement weather and between dusk and dawn, lighted fusees must be placed to warn approaching vehicles.

Oconto Falls Spur extends from Oconto 8.3 miles to Stiles Jct. (Ⓧ ELS Ⓐ at MP 46.1). Maximum Wt: 220,000 lbs. **(FRA)**

PARTRIDGE SUB

Station Numbers	Miles	RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0735	0.0	ORE DOCK Y ..... BCW	116.4	...	.....
		1.6			
0760	1.6	LARCH	118.0	...	MP 117.0-126.5
		8.9			
0739	10.5	BRAMPTON	126.9	3825	MP 126.5-131.5
		4.6			
0741	15.1	BEAVER	131.5	...	MP 131.5-138.8
		7.5			
0745	22.6	MAPLE RIDGE	139.0	...	MP 138.8-146.5
		7.5			
0821	30.1	McFARLAND	146.5	...	MP 146.5-154.8
		8.9			
0746	39.0	LITTLE LAKE	155.4	3628	.....
		3.6			
0748	42.6	PLAINS	159.0	...	MP 154.8-163.5
		4.8			
0749	47.4	SANDS	163.8	1657	MP 163.5-169.1
		5.3			
0751	52.7	CASCADE	169.1	...	MP 169.1-172.2
		4.5			
0753	57.2	PARTRIDGE ..... Y	173.6	3935	.....
		0.8			
...	58.0	PARTRIDGE JCT. ..... J	174.4	...	.....
		0.5			
...	*58.5*	CTC *PALMER LINE JCT.* ..... IJW	*174.9*	...	.....
		0.5			
...	*59.0*	*EAGLE MILLS JCT.* ..... IJ	*175.4*	...	.....
		0.5			
...	*59.5*	*SOUTH WYE* ..... IJ	*175.9 WC*	...	.....
		1.0			
...	*60.5*	*WEST WYE* ..... IJ	*164.5 WC*	...	.....
		1.4			
0755	*61.9*	*NEGAUNEE* I	*165.9 WC*	*4242*	.....
		0.7			
...	*62.6*	*LSI JCT.* ..... IJ	*166.6 CNW*	...	.....
		3.6			
0757	*66.2*	*ISHPEMING* ..... IJW	*182.6*	...	.....

SPEED RESTRICTIONS (In MPH)
Maximum 40
Ore Dock MP 115.9-South wye switch 20

Rock and Roll Restrictions do not apply:
MP 117.0-159.0
MP 161.0-171.9

Yard Limits:
Ore Dock-MP 117.0
MP 172.2-Partridge Jct.

Rule 8.3 Main Track Switches:
No normal position for the switches at: Ore Dock (MP 116.4 and MP 116.6); Little Lake (MP 154.7) or Partridge (MP 173.0-174.0).

Rule 18.2.9 (Air Flow Method) authorized.

Partridge-Partridge Jct:
LSI operate on CNW tracks.

Partridge Jct-Ishpeming:
CNW operates over joint CTC tracks of CNW, LSI and WC. LSI Rules govern. Control operator at Eagle Mills. Eastern standard time in effect.

Palmer Spur extends from Cascade 5.4 miles to Palmer (Sta. No. 0823). Maximum Wt: 220,000 lbs.

WAUSAU SUB

Station Numbers	Miles	↓ RC-1 (52 52) WEST STATIONS EAST ↑	Mile Posts
3518	86.3	KELLY	17.5A
		2.8	
...	89.1	Ⓧ WC ..... Y ..... Ⓢ	20.8A
		0.4	
3522	89.5	WAUSAU .... ⒷⒸ	21.2A

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits:
Entire Sub.

Wausau:
Ordinance prohibits the sounding of engine whistle within city limits between 1900 and 0700.

WC bulletins are posted at Wausau.

Rothschild Spur extends from Kelly 1.8 miles to Schofield (Sta. No. 3521). CNW operates over WC between MP 1.8 and Rothschild. **(FRA)**

(FRA) Entire Sub.

ANTOINE SUB

Station Numbers	Miles	↓ RC-1 (52 52) WEST STATIONS EAST ↑	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
0726	0.0	POWERS .... ⒿⓌ	0.0	...	.....
		4.0			
0770	4.0	HERMANSVILLE Ⓧ WC Y .. Ⓢ	4.0	1960	.....
		8.8			
0772	12.8	WAUCEDAH	12.8	4580	MP 5.0-12.4
		7.4			
0775	20.2	NORWAY	20.2	750	MP 12.4-23.0
		2.9			
0824	23.1	FUMEE	23.1	...	.....
		1.5			
0776	24.6	QUINNESEC Y ..... Ⓙ	24.6	4965	.....
		5.0			
0778	29.6	ANTOINE .... ⒷⒸⒿ	29.6	...	.....

SPEED RESTRICTIONS (In MPH)
Maximum 30
MP 23.0-29.6 10

Rock and Roll Restrictions do not apply:
MP 12.5-18.5

Yard Limits:
Powers-MP 5.0
MP 23.0-Antoine

Rule 8.3 Main Track Switches:
No normal position for the switches at:
Powers (MP 0.0-0.4)
MP 4.0-WC Connection
Quinnesce (MP 23.5-26.0)

Antoine:
CNW and ELS operate over joint tracks between "H" Street crossing at MP 28.7 and Miner's Hall crossing at MP 29.4. CNW timetable and rules govern. Permission must be obtained from CNW train dispatcher before entering joint track. Ordinance prohibits sounding engine whistle within city limits of Iron Mountain.

Quinnesec: Gunville Warehouse industry track clearance is 18'5" A.T.R.

Niagara Spur extends from Quinnesec 4.0 miles to Niagara (Sta. No. 0769).

POWDER RIVER SUB

Station Numbers	Miles		MOUNTAIN STANDARD TIME RC-1 (52 52) ↓ WEST STATIONS EAST ↑	Mile Posts
9853	....		SOUTH MORRILL ..... BCW	UP 160.7
			1.4	
...	...		AJ I	UP 162.1
			2.0	
...	...		JOYCE I	UP 164.1
			0.1	
9884	0.0	CTC	SWANSON ..... J	UP 164.2
			1.2	56.0
...	1.2	CTC	HORSE CREEK I	...
			14.1	
9980	15.3	CTC	EAST ALSOP I	40.7
			3.1	
9981	18.4	CTC	WEST ALSOP I	37.6
			19.4	
9982	37.8	CTC	EAST BRAUN I	18.2
			3.1	
9983	40.9	CTC	WEST BRAUN I	15.1
			9.4	
9928	50.3	CTC	EAST WOLFE I	5.7
			4.2	
9929	54.5	CTC	WEST WOLFE I	1.5
			1.5	0.0
6230	56.0	CTC	CRANDALL ..... J	476.0
			6.8	
9984	62.8	CTC	EAST BARNES I	482.8
			3.1	
9985	65.9	CTC	WEST BARNES I	485.9
			5.3	
6238	71.2	CTC	LUSK	491.2
			14.9	
9986	86.1	CTC	EAST MYLES I	506.1
			3.2	
6245	89.3	CTC	MYLES I	509.3
			6.0	
9987	95.3	CTC	WEST MYLES I	515.3
			5.8	
6250	101.1	CTC	SHAWNEE ..... J	521.1
			3.0	
9988	104.1	CTC	EAST SHAWNEE JCT. I	524.1
			3.1	527.2
9989	107.2	CTC	SHAWNEE JCT. ..... IJ	BN 117.7
			10.4	
9890	117.6	CTC	EAST WALKER	BN 107.3
			4.9	
9891	122.5	CTC	WEST WALKER	102.4
			9.2	
9892	131.7	CTC	EAST BILL	93.2
			7.7	
9878	139.4	CTC	EAST CNW JCT.	85.5
			2.8	
9893	142.2	CTC	WEST BILL	82.7
			1.9	
9979	144.1	CTC	WEST CNW JCT.	80.8
			8.3	
9895	152.4	CTC	EAST LOGAN	72.5
			7.1	
9921	159.5	CTC	CONVERSE JCT.	65.4
			2.4	
9896	161.9	CTC	WEST LOGAN	63.0
			0.6	
...	162.5	CTC	EAST NACCO	62.4
			0.2	
9897	162.7	CTC	NACCO JCT.	62.2
			0.2	
...	162.9	CTC	WEST NACCO	62.0
			9.7	
9900	172.6	CTC	EAST RENO	52.3
			9.3	
9901	181.9	CTC	RENO	43.0
			2.6	
9902	184.5	CTC	WEST RENO	40.6
			9.2	
9903	193.7	CTC	ANTELOPE	31.4
			4.9	
...	198.6	CTC	EAST COAL CREEK	26.5
			0.3	
9904	198.9	CTC	COAL CREEK JCT.	26.2
			0.3	
...	199.2	CTC	WEST COAL CREEK	25.9
			1.4	
9212	200.6	CTC	SUNEDCO JCT.	24.5
			0.7	
9923	201.3	CTC	EAST CORDERO JCT.	23.8
			2.7	
9924	204.0	CTC	WEST CORDERO JCT.	21.1
			1.8	
9922	205.8	CTC	HAIRE	19.3
			1.9	
9925	207.7	CTC	ROJO JCT.	17.4
			0.0	
...	207.8	CTC	WEST ROJO	17.3
			0.9	
9926	208.7	CTC	EAST BELLE AYRE JCT.	16.4
			1.0	
9927	209.7	CTC	EAST CABLLO JCT.	15.4

POWDER RIVER SUB

Other Station Numbers

Alsop	9885
Braun	9886
Barnes	6234
Myles	6245
Bill	9894
Reno Jct.	9898
Black Thunder Jct.	9899
Antelope Siding	9903
North Antelope Mine	9906
Black Thunder Mine	9907
Jacob Ranch Mine	9908
Coal Creek Mine	9910
Cordero Mine	9913
Rochelle Mine	9914
Walker	9916
Logan	9917
Caballo Rojo Mine	9918
Belle Ayre Mine	9919
Caballo Mine	9920

SPEED RESTRICTIONS (In MPH)

Maximum	50
Unit trains	45
Diverging routes	25
MP 56.0-55.5	30
MP 527.2 Shawnee Jct.	
Track 1 to BN main	25
Track 2 to BN main	45
Yard tracks in Bill yard	20

Rock and Roll Restrictions do not apply.

Multiple Main Tracks:
Main Tracks are numbered consecutively, beginning with track 1, from north to south.
Two main tracks between:
Swanson and Horse Creek
East Alsop and West Alsop
East Braun and West Braun
East Wolfe and West Wolfe
East Barnes and West Barnes
East Myles and West Myles
East Shawnee Jct. and Shawnee Jct.

CTC:
Swanson-Shawnee Jct.

Detectors:
MP 50.2 MP 491.3
MP 33.0 MP 504.2
MP 14.7 MP 520.8
MP 478.3

Rule 8.3 Main Track Switches:
Normal position for switch on track No. 2 at Swanson is for the Power River Sub.

Rule 9.13 Dual Control Switches:
All control points.

Rule 9.18 Electric Lock Switches:
MP 476.0
MP 89.3
MP 490.2
MP 490.4
MP 521.1

Rule 15.1 Clearance Requirements:
CNW trains originating at South Morrill must obtain a CNW and a BN clearance at South Morrill.

Eastward trains must obtain a CNW and a BN clearance at Bill, westward trains a BN clearance.

South Morrill-Swanson. CNW operates over UP between South Morrill and Swanson. UP timetable and rules apply except CNW clearance and track bulletins govern.

South Morrill-Horse Creek. Control Operator at South Morrill control Horse Creek MP 54.8 (not including control point Horse Creek).

Shawnee Jct.-East Caballo Jct.:
BN rules and timetable govern.

West Bill MP BN 82.7 ..... Ⓑ©
Maximum Wt: 315,000 lbs.

CRAWFORD SUB

Station Numbers	Miles	MOUNTAIN STANDARD TIME ↓ RC-1 (52 52) ↑ WEST STATIONS EAST	Mile Posts
6202	...	*CHADRON Y* ..... Ⓑ©	*406.3*
		5.1	
6205	0.0	DAKOTA JCT. ..... ① Ⓙ	411.4
		10.4	
6209	10.4	WHITNEY ..... Y	421.8
		10.7	
6213	21.1	CRAWFORD Ⓧ BN ..... Ⓙ Ⓜ	432.5

SPEED RESTRICTIONS (In MPH)
Maximum 10

Yard Limits:
Entire Sub.

Rule 8.3 Main Track Switches:
No normal position for east wye switch at Dakota Jct.

Rule 15.1 Clearance Requirements:
Westward trains must obtain a clearance at Chadron.

CASPER SUB

Station Numbers	Miles	MOUNTAIN STANDARD TIME RC-1 (52 52) WEST STATIONS EAST	Mile Posts	Length of Sidings
6250	0.0	SHAWNEE ..... Ⓙ	521.1	...
		7.0 Y		
...	7.0	FISHER JCT. ..... BN ①Ⓙ	528.1	...
		CNW operates over BN between Fisher Jct. and Orin Jct.		
...	0.0	ORIN JCT. ..... BN ①Ⓙ	530.7	...
		1.3		
6255	1.3	ORIN ..... Y Ⓙ	532.0	3680
		1.0		
...	2.3	END OF TRACK	533.0	...
		CNW operates over BN between Orin and Casper.		
...	0.0	END CNW.	590.0	...
		5.0		
6284	5.0	STROUDS	595.0	...
		4.7 Y		
6287	9.7	CASPER ..... ⒷⒸⒿ	599.7	...
		7.8		
6290	17.5	AIRBASE ..... Ⓦ	607.5	...

SPEED RESTRICTIONS (In MPH)
Maximum 20
Orin BN interchange track 5
Casper BN interchange track 5
MP 593.4-Airbase 10

Rock and Roll Restrictions do not apply:
On CNW between Orin and Airbase.

Yard Limits:
Entire Sub.
Rule 5.4.4 applies.

Rule 6.32.2 applies:
MP 590.0-607.5 all crossings.

Rule 9.13 Dual Control Switches:
Fisher Jct., Orin Jct.

Rule 9.18 Electric Lock Switches:
Shawnee

Rule 15.1 Clearance Requirements:
Eastward trains must obtain a clearance at Casper.

Line-ups not issued.

(FRA) MP 593.4-599.0
MP 601.0-607.4
All auxiliary tracks at Strouds, Casper and Airbase.

RAPID CITY SUB

Station Numbers	Miles	MOUNTAIN STANDARD TIME ↓ RC-1 (52 52) ↑ SOUTH STATIONS NORTH	Mile Posts	Length of Sidings	Direct Traffic Control Block Limits
6460	0.0	COLONY	174.7	...	MP 174.6-157.4
		20.6			
6459	20.6	BELLE FOURCHE Y ⓑⓒⓦ	154.1	...	.....
		11.4			
6455	32.0	ST. ONGE	142.7	1500	MP 153.2-136.8
		7.4			
6451	39.4	WHITEWOOD	135.3	...	MP 136.8-128.5
		6.7			
6447	46.1	STURGIS	128.6	2700	.....
		14.9			
6439	61.0	PIEDMONT	113.7	...	MP 128.5-105.2
		8.7			
...	69.7	EVERIST	105.0	...	MP 105.2-101.0
		7.9			
6433	77.6	RAPID CITY Y ⓑⓒⓙ	97.1	...	.....
		18.4			
6427	96.0	HERMOSA	78.7	...	MP 95.8-66.9
		11.7			
6423	107.7	FAIRBURN	67.0	2000	.....
		16.4			
6417	124.1	BUFFALO GAP	50.6	...	.....
		7.0			
6414	131.1	ORAL	43.6	2750	MP 66.9-43.6
		7.2			
6411	138.3	SMITHWICK	36.4	2310	MP 43.6-36.3
		9.6			
6407	147.9	OELRICHS	26.8	...	MP 36.3-26.7
		14.8			
6400	162.7	WAYSIDE	12.0	2400	MP 26.7-11.8
		12.0			
6205	174.7	DAKOTA JCT. } Y ⓙⓦ	0.0	...	MP 11.8-0.6
		5.1	411.4		
6202	179.8	CHADRON } Y ⓑⓒ	406.3	...	.....

SPEED RESTRICTIONS (In MPH)

Maximum	40
Colony-MP 168.3	25
MP 168.3-140.7	10
MP 140.7-125.2	30
MP 113.9-95.8	30
MP 87.5-85.5	30
MP 73.4-0.0	10
MP 411.4	10
MP 411.4-406.3	30

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

Yard Limits:
MP 157.4-153.2
MP 101.0-95.8
MP 0.6-Chadron

Rule 5.4.4 applies between Colony and Belle Fourche

Rule 8.3 Main Track Switches:
No normal position for east wye switch at Dakota Jct.

Dakota Jct.-Chadron:
Trains must obtain permission from the train dispatcher for movement between Chadron and Dakota Jct. (If communications fail, proceed in accordance with Rule 6.13.)

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

(FRA) MP 168.3-140.7 and MP 73.4-0.0

SPECIAL INSTRUCTIONS

(A) MAXIMUM SPEEDS: (Unless otherwise specified) **MPH**

1. Movements against the current of traffic **20**
2. Crossovers, turnouts and diverging routes **10**
3. On tracks other than Main Tracks **10**
   except: Car Repair Track areas and Engine Servicing Track areas **5**
4. Engine only may operate at TOFC speeds except maximum speed **45**
5. Cars with friction bearings except cabooses **60**
6. Locomotives:
   Roller bearing **70**
   Friction bearing **35**
   F-7, E-8 and F40-PH **80**
7. Ore jenny cars except series CNW 110500-110606:
   Loaded **30**
   Empty **40**
8. Open top hoppers **50**
9. Empty gondolas and gondolas loaded above sides and liable to shift **50**
10. Air dump series CNW 11715-11913 and series 743000-743015 ..... **40**
11. Bulkhead flats (except JTTX flats, flats equipped with auto racks or center beam flats) **50**
12. Loads on ordinary flat cars (except TOFC) **50**
13. Unit train **40**
14. Anhydrous ammonia, LP gas, propane, chlorine, caustic soda or phosphorus **50**
15. Jordan ditchers or flangers **35**
16. Cranes, pile drivers or derricks **30**
17. Welded rail trains:
    Loaded **30**
    Empty **40**
18. Wrecking derricks **35**
19. Rock and Roll Restrictions:
    The critical speed range on tracks where cars may rock and roll is between 12 and 22 MPH. On tracks where the maximum speed is less than 22 MPH, speed must not exceed 12 MPH, except:
    a. When engine is operating at its maximum.
    b. When approaching and operating on an ascending grade where train may stall.
    c. When good train handling would be impaired.

    On tracks where the maximum speed is more than 22 MPH, the speed range of 12 to 22 MPH must be passed through as quickly as possible.

    Exception: These procedures do not apply to passenger trains, TOFC trains, engines only, trains handling all ore jenny cars, trains handling all loaded coiled steel cars, and to trains operating on continuous welded rails.
20. The officer in charge of an inspection train made up of passenger type equipment may authorize speeds faster than maximum track speed, but must not exceed the maximum speed for the engine or the maximum speed prescribed by rule.

(B) EQUIPMENT HANDLING INSTRUCTIONS:

1. **Wrecking derricks and scale test cars** must not be moved without authority from the Transportation Center.

   Scale test car CNW 263627 must move just ahead of caboose. (If no caboose, as rear car). There are no train placement restrictions on CNWX 263629, 263631, 263633 and MN 333.

   Scale test cars CNWX 263601 (at Cedar Rapids), 263603 (at Clinton), and 263625 (at Twin Cities terminal) are short wheelbase cars and must not be moved from their present terminal locations. When they are handled within their terminals, they must move as the rear car and must be stopped before uncoupling. Maximum speed while handling is 10 MPH.
2. **When Stork or Jimbo cranes** are moved in a train the following maximum speeds apply:
   Stork Cranes - 30 MPH except 40 MPH on continuous welded rail (CNWX 260697, 260698 and 260699).
   Jimbo Cranes - 40 MPH except 50 MPH on continous welded rail (CNWX 5307, 260689-260696, 260704 and 260705).
3. **Continuous welded rail equipment (CWRE)** includes 26 permanently coupled flat cars with a buffer car on each end. CWRE, loaded or empty, must be handled as a unit with air brakes cut in and operative. They must not be switched with, humped or cut off while moving. Other cars must not be cut off and allowed to couple to CWRE. CWRE must not be combined with other cars except 10 additional engineering cars may be handled on the rear of train and the Transportation Center may authorize CWRE empty #1 with 50 additional cars on the head end and #2, #3 and #4 with 80 additional cars on the head end.
4. **Jordan ditchers or flangers** must be headed in the direction of movement, when possible, with wings trailing.
5. **When locomotive crane, pile driver or derrick** is moved on its own wheels in a train, the boom must be trailing and counterweight leading. Pile driver leads must be folded back and secured. The cotter key or nut at the bottom of the center pin in the trailing truck of these machines must be removed, when truck is so equipped. These machines must be placed next ahead of caboose or as rear car when there is no caboose.
6. **"Rear end only"** cars must be placed within 5 cars of rear of train.
7. **The observation end of the Fox River Theatre Car** must not be coupled with any other equipment except a freight engine, the front end of an F7 or E8 type engine, or any empty flat car unless it is known that

equipment to be coupled will clear under all circumstances, these restrictions preclude coupling to cabooses, other buiness cars, the Oak Creek power car, either end of "B" units, the rear end of F7 or E8 units or either end of F40PH units.

(C) SNOW PLOWS:

Trains handling snow plows ahead of engine are governed by the following:

1. An absolute block must be maintained. In DTC territory, Rule 16.4 (Work and Time) authority will establish an absolute block when not jointly occupied.
2. Train must be stopped prior to meeting or being passed by another train.
3. Maximum speed is 35 MPH unless otherwise authorized.
4. Train must not exceed 20 MPH through stations, yards and interlockings and whistle signal 5.8.2 (11) sounded frequently.
5. When Russell plows are shoved, speed must not exceed 10 MPH over grade crossings unless flangeway is known to be clear.
6. Modified plows must be used in ATS territory because inductors will not clear Standard Wedge Plows. Russell plows and Jordan ditchers must be operated so that they will clear train stop inductors which are installed 2-1/2" above top of rail and 16-1/2" out from gauge of rail. Markers are placed near inductors to identify their location.
7. Personnel in charge of Wedge plows must know that the point of snow plow clears the rail by two inches. Wedge plows must be stopped before passing over derails within interlockings and then proceed at a slow speed to allow the snow plow to slide over derails.
8. When entering snow drifts where there is a possibility of ice existing, particular attention must be given to the facing of the drift, cleaning of flangers etc., to allow the snow plow to go under the ice instead of over.
9. The forward end of snow plows mounted on ballast or gondola cars is equipped with a shoe especially designed to prevent the cutting edge of the snow plow from being forced down upon the rail. Because this shoe will not clear guard rails of a self-guarded frog or switch, movements over frogs or switches must be made safely and at a slow speed.
10. The snow plow with engine alone must be used when snow conditions require.

(D) SPEED RESTRICTIONS (IN MPH) DUE TO TEMPERATURE:

Crews must make every effort to ascertain temperature.

1.

Temperature	TOFC Trains	Frt Trains	Unit Trains
Below 0	50	40	30
0 to +10	55	45	35
+10 to +20	60	50	40
+90 to +99	50	40	30
+99 & Above	40	40	See paragraph

Unit trains must not operate between 0900 and 2100 when the temperature is, or is expected to be above +99 unless authorized by an engineering officer who will also indicate the maximum speed.

2. In addition to the restrictions in (D)1, the following applied to all trains except TOFC and passenger trains. Where lower speeds apply, they will govern. Do not exceed the speed indicated on the sub shown:

(a) Temperature: +90° to +99° -10° and below
Speed: 30[1] 30

Sub: Adams, Belvidere, Council Bluffs, Granville, Iowa Falls, Jewell, Kenosha, Laurens, Le Mars, Madison[2], Merriam, Nevada, New Line, Owantonna, Partridge, Powder River, Rapid City[2] (between Rapid City and Belle Fourche), St. Louis, Sioux City, Spooner, Tara, Trenton, and West Bend.

(b) Temperature: +90° to +99° -10° and below
Speed: 10[1] 30

Sub: Antoine, Burt, Clyman, Fairmont (between Fairmont and Mason City), Ft. Dodge (between Vincent and Moorland), Lake, Marinette, Montgomery, Oskaloosa, Rapid City[2] (between Belle Fourche and Colony), Shoreline, and Troy Grove.

(c) Temperature: +90° to +99° -10° and below
Speed: 10[1] 10

Sub: Cragin, Roseport, Sparta, State Line, and Stillwater.

(d) Temperature: +90° to +99° -10° and below
Speed: Note[3] Note[3]

Sub: Ankeny, Bristow, Cannon Falls, Casper, Crawford, Elm, Estherville, Fairmont (between Butterfield and Fairmont), Ft. Dodge (between Mason City and Vincent, and, Moorland and Somers), Hartland, Hayward, Kanawha, Klemme, Marshalltown, Palmer, Perry, Rake, Rapid City[2] (between Chadron and Rapid City), Waterloo, Wausau, and all Spurs.

Note 1: Applies to unit trains only.[1]
Note 2: Applies to all trains.[2]
Note 3: Movements may not be made unless authorized by engineering officer, who will indicate the maximum speeds.[3]

3. **Track Conditions—High Temperatures:**
High temperatures, and/or fast, large increases in temperature may thermal expansions. Track that is not anchored or that has insufficient anchors and track with insufficient ballast is most likely to expand. Train crews can observe tight "bulging" joints and shifted ties with displaced ballast as signs of rail expanding and running. Heavy braking should be avoided to decrease the stress transmitted to track which cause it to expand and run.

DEFINITIONS, RULES, TRACK BULLETINS and SIGNALS

The definitions, rules, track bulletins and signals shown herein are an (Application) of, in (Addition) to, an (Exception) to part of or (Supersede) the rule identified to those in the General Code of Operating Rules. Do not cross out or otherwise make illegible any rules in the General Code of Operating Rules but make a check mark to indicate you need to refer to the Timetable concerning that particular rule.

DEFINITIONS:

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

OS
Reporting the time of arrival, passing or departure of a train at a specified location and used in connection with "releasing" or "clearing" block limits.

Spur
A track other than a main track designated by timetable or general order.

TOFC Train
A train consisting of all trailers, containers on flat cars, double stacks, multi-level automobile carrying cars, auto parts cars or combination thereof when all, exclusive of caboose, have roller bearing trucks.

Unit Trains
Trains handling blocks of 25 or more loads or ore, coiled steel or ballast, or blocks of 25 or more loads in 100 ton capacity or heavier hoppers.

1.0 GENERAL RESPONSIBILITIES

1.3.1 Federal Regulations (Addition):
Employees are required to be familiar with and comply with federal regulations that effect their duties unless advised otherwise by proper authority.

1.17 Hours of Service (Application):
When it is not likely the crew will tied up before their time expires the engineers must contact the train dispatcher not less than 2 hours prior to expiring under the Hours of Service Law for further instructions for the crew, including but not limited to, combining service and deadhead to their tie-up point.

1.37 Open Top Loads (Application):
1. These cars must not be placed as rear car of a train.
2. Flat cars with permanent tie down devices are not restricted.
3. Snow removal equipment on flat cars will be placed on the head end of a train so crew can watch closely.

1.47 B. Engineer Responsibilities (Addition):
1. Any employee who operates an engine outside the confines of a locomotive maintenance facility must have a current certificate in his possession.
2. All employees who are certified locomotive engineers must have their certificate on their person while on duty, regardless of the craft or class of service they are scheduled to work.
3. Employees who do not have their certificate in their possession must report to the local supervisor to obtain a temporary certificate. If the local officer is not available, you must contact the Transportation center at 633-4550 and have a temporary certificate faxed to you.

2.0 RAILROAD RADIO RULES

2.3 Repetition (Application):
When a transmission has been repeated correctly, the acknowledgment must be "That is correct."

2.16 Assigned Frequencies (Addition):

Channel Identification Chart

RAILROAD	LOCAL ID	DISPLAY		DISPATCH
		TX	RX	
ALTON & SOUTHERN		44	44	
A T S F	ROAD 1	36	36	
	ROAD 2	30	30	
		86	86	
BELT RAILWAY		26	26	
BURLINGTON NORTHERN	ROAD	66	66	18 or 19
	ROAD 2 (MINE)	70	70	
CHICAGO, IL MIDLAND		48	48	
CHICAGO, IL WESTERN		72	72	

Channel Idenfication Chart (Continued)

RAILROAD	LOCAL ID	DISPLAY		DISPATCH
C & NW	ROAD 1	52	52	
	UTILITY 2	23	23	
	ROAD 3	62	62	
	ROAD 4	71	71	
	YARD 5	31	31	
CHI. S. SHORE & S. BEND		60	60	
CONRAIL	CH. #1	46	46	18 or 19
	CH. #2	64	64	
C S X	END — END	08	08	
	POINT - TRAIN	14	14	
	END — END	84	84	
	DISPATCH	94	84	
D & R G W	CH. #1	54	54	18
	CH. #3	19	97	
	CH. #4	23	23	
D M & E	ROAD	19	19	
D M I R		16	16	
D W P	END - END	87	87	
	POINT - TRAIN	73	73	
E J & E		16	16	
ESCANABA LAKE SUPERIOR		14	14	
FVW	ROAD	49	49	
		76	76	
GRAND TRUNK	CH. #1	32	32	
	CH. #2	28	28	
	CH. #3	48	48	
I C	CH. #1	54	54	18 or 19
	CH. #2	72	72	
INDIANA HARBOR BELT		58	58	
IOWA INTERSTATE		74	74	
KC SOUTHERN	CH. #1	10	10	
	CH. #2	16	10	
KC TERMINAL		80	80	
LAKE SUPERIOR ISHPEMING		56	56	
LAKE SUPERIOR TERM.		42	42	
NORFOLK SOUTHERN	CH. #1 EAST RD.	72	72	
	CH. #2 EAST RD.	76	76	
	CH. #3 WEST RD.	22	22	
	CH. #1	56	56	
	CH. #2	48	09	
PEORIA PEKIN UNION		24	24	
SOO LINE		94	94	
		44	44	
SOUTHERN PACIFIC		96	96	2
T R R A - ST. LOUIS		26	26	
UNION PACIFIC	ROAD 1	42	42	11
	ROAD 2	27	27	
	YARD	38	38	
WISCONSIN CENTRAL	WEST DISPATCH	10	10	
	YARD	45	45	
	EAST DISPATCH	79	79	

2.17 Radio Testing (Addition):
Engine radio may be tested at locations specified below by entering the access code corresponding to the terminal location, then dial "033". This triggers an automatic response from the base station if radio is in good working order. The response is two ring-back tones. If there is no response, wait about 5 seconds and try again. If there is no response after 3 or 4 attempts, radio should be considered bad order.

ENGINE RADIO TEST LOCATIONS

Terminal Location	Radio	Access code
Bill, WY	1	4
Boone, IA	1	5
Butler, WI	1	2
Butler, WI	3	4
Clinton, IA	1	1
Council Bluffs, IA	1	5
Des Moines, IA	3	5
Escanaba, MI	1	7
Fremont, NE	1	5
Green Bay, WI	1	7
Janesville, WI	1	0
Kansas City, MO	1	5
Madison, IL	1	8
Minneapolis/St. Paul	3	2
Proviso, IL	3	4
South Morrill, NE	1	3
South Pekin, IL	1	4

2.21 Chest Packs (Addition):
Employees with hand set radios, other than those equipped with remote microphone-speaker attachment, must secure that radio in a chest pack harness when getting on or off equipment and, except when seated in engine or caboose, when riding on equipment.

3.0 STANDARD TIME

3.3 Time Comparison (Application):
Standard time may be obtained by dialing 783-8463 on the CNW company line.
The time given will be Coordinated Universal Time which is six hours ahead of Central Standard Time.

3.4 Time Change (Addition):
Uniform Time Act of 1966:
At 0200 on the first Sunday in April, each year, Standard Time is advanced one hour to 0300.

At 0200 on the last Sunday in October, each year, Standard Time is set back one hour to 0100.

Watches and standard clocks must be changed accordingly.

Track bulletin advising the time change must be issued to conductors and engineers not less than 24 hours prior to the time change. Bulletin to remain in effect for 6 days after the time change.

4.0 TIMETABLES

4.3 Timetable Characters (Application):

Ⓐ — Automatic interlocking

Ⓑ — Bulletin board

Ⓒ — Clearance - Track bulletin office

Ⓖ — Gate, normal position against this subdivision

ⓖ — Gate, normal position against conflicting route

Ⓘ — Control point

Ⓙ — Junction

Ⓜ — Manual interlocking

Ⓢ — Stop signs

Ⓥ — Movable bridge (draw, swing or lift)

Ⓦ — Wye track

Ⓧ — Railroad crossing at grade (used in conjunction with other appropriate symbol)

Y — Yard limits

5.0 SIGNALS AND THEIR USE

5.4.1 Temporary Restrictions (Exception)
Yellow flags will not be displayed in conjunction with speed restrictions in track bulletin Form A.

5.4.4 Authorized Protection by Yellow-Red Flag (Application):
When communicating between train crew and employee in charge in Rule 5.4.4 Territory, reference must be made to location of the yellow-red flag.

5.4.8 Flag Location (Appplication):
Flags will be displayed as follows:

1. ON DOUBLE TRACK OR 2 TRACKS IN CTC-The flags will be placed to the outside of the track.

2. ON MULTIPLE MAIN TRACKS-For outside tracks, to the outside of the track. For inside tracks, to the right of the track.

Special Instructions:
1. Where the condition to be protected would normally require the yellow-red or red flag to be placed between the main track and siding, they must be placed in advance of the siding switch.

2. Where the end of the restriction would normally require the green flag to be placed between the main track and siding, it must be placed beyond the siding switch.

3. At junctions, flags must be properly displayed to provide required protection. A green flag must be displayed beyond the clearance point on the routes not restricted.

4. Flags must not be placed where other cars or trains could prevent them from being seen by an approaching train or engine.

5.4.9 Protection Of Men Or Equipment In Yards (Addition):

WHEN REMOVING YARD TRACKS AND LEADS FROM SERVICE FOR MAINTENANCE AND REPAIRS:

1. Notify yardmaster or officer in charge the designated track or tracks to be removed from service and the purpose.

2. Protect the work area as follows:
(a) The switches connected to the yard track or to the location on the lead that men or equipment will occupy must be lined away from the work area, secured and red ribbon tied to the handles, or;

(b) Rail turned to prevent movements from entering, or;

(c) Derails placed in a manner to prevent other movements from entering, or;

(d) A combination of the above.

The yard track on either side of the yard track to be occupied must be removed from service if the distance between center lines is within 20 feet. If removed from service, the switches must be lined against movement to that track and a yellow ribbon tied to the switch handles.

Trains or engines must not operate on those adjacent tracks until permission is obtained from foreman in charge of the work. The foreman may authorize movement after men or equipment are clear of the track to be used. When movement has been completed, the switches must again be lined against movement to that track and foreman so advised.

MAINTENANCE OR REPAIR WORK ON YARD TRACKS AND LEADS WHILE THEY ARE IN SERVICE.

Men or equipment may work on yard tracks and yard leads while they are in service under the following conditions:

1. When the foreman has been advised there are no train or engine movements.

2. When an employee is working with a yard engine crew during snow storms or other emergencies and an understanding is had that will assure protection of the employee at all times.

3. When an employee has been designated to watch over and govern the entire operation.

4. When the work required will not restrict train and engine movements and can be performed safely.

5.4.10 West End Proviso Hump Yard
The procedures below must be followed to lock out the West end of the Proviso Hump Yard when maintenance or repair work is to be done.

1. Before men or equipment occupy a Proviso hump track that is connected with a power switch, the employee controlling the power switches must apply red and yellow tags as requested to the switches controlling movement to the designated tracks.

2. The common must be pulled and switches tagged.

3. The tags must not be removed until informed by engineering employee in charge that it is safe to do so.

5.5 Permanent Speed Signs (Exception):
This rule does not apply on the CNW.

5.8.2 Sounding Whistle (Addition):
The whistle must be sounded regardless of any whistling ordinance.
1. When there is doubt or uncertainty whether or not the whistle should be used.
2. When approaching men working on or near the tracks.

3. In emergencies to save life or property,
4. When a situation of danger arises which may be lessened or eliminated by sounding of the whistle,
5. When persons are seen crossing the tracks, or walking on the tracks of your train or engine or on adjacent track(s),
6. When view is restricted by weather or any other unusual condition,
7. When a train or engine is meeting or passing a train stopping, standing, or starting from a station platform or when meeting or passing a train or engine in the vicinity of a grade crossing, whistle will be sounded until the other train or engine has been completely passed—this paragraph is not applicable at stations listed in Rule 6.30 item.
8. When necessary for train communication,
9. When GX procedures are in effect except if employee is on the ground protecting the crossing,

   or
10. When required by other operating rules or special instructions.

5.8.2 (11) Application:
The whistle post sign identified as multiple crossings indicates the requirement to sound the whistle at more than one crossing located close together. Individual whistle post signs will not be displayed for each crossing.

5.13 F. Movement in Engine Service Area (Application):
When blue flag protection is removed from one entrance of a track under blue flag protection to allow an engine to enter or leave the engine servicing area, workers on the affected track must be notified before any movement is made.

6.0 MOVEMENT OF TRAINS AND ENGINES

6.3 Main Track Authorization (Addition):
Rule 9.14.2 Controlled Block System (CBS)

6.4.1 Permission for Reverse Movements (Supersede):
Reverse movements must not be made without authority from the train dispatcher and if reverse movement will be beyond the limits of the occupied block, the train dispatcher must be notified when request for reverse movement is made.

Reverse movements must be made at restricted speed.

6.6 Picking-Up Crew Member (Item 4 Supersede):
4. Back-up movements must not be made into control point or interlocking limits.

6.11 Spacing Trains (Exception):
This rule does not apply on the CNW.

6.13 Yard Limits (Exception):
1. The second paragraph does not apply to scheduled trains operating with the current of traffic in ABS territory.
2. The main track must be cleared at the time a scheduled train is due to leave the nearest station in the direction of its approach where time is shown.
3. Where yard limits are in effect in CBS territory, the control operator must authorize any movement on the main track.

6.19 Flag Protection (Application):
Flagging distance on subdivisions where the maximum speed is above 40 MPH is two miles, where the maximum speed is 40 MPH or less, one mile.

6.23 Emergency Stop Or Severe Slack Action (Application):
For TOFC trains, solid loaded unit trains and ore trains, the following applies when stopped by an emergency application of the brakes and no harsh slack action is experienced incidental to stopping:

1. If brake pipe pressure on rear car has been restored as indicated by rear car gauge or device, leakage test must be made and be within prescribed limits, then train may proceed without providing inspection on each side of all cars and units.
2. If brake pipe pressure cannot be restored or leakage test is not within prescribed limits; or if there is harsh slack action incidental to stopping; or if train required excessive power to start after stopping; then both sides of entire train must be inspected.

6.24 Movement on Double Track (Supersede):
On double track, train keeps to the left unless otherwise instructed.

6.25 Movements Against The Current of Traffic (Application):
Movements against the current of traffic may also be made when authorized by signal indication. Before authorizing such movements the track on which the movement is to be made must be clear of opposing trains and: the signals governing conflicting movements must be set to display Stop indication and markers and/or blocking devices applied to control machine to prevent clearing signals for a conflicting movement into the track affected.

6.26 Use of Multiple Main Tracks (Application):
1. In multiple main tracks territory, unless otherwise specified, track 1 is on the left facing west/south (timetable direction) and numbered consecutively to the right.

2. Unless authorized by signal indication, a main track must not be fouled or occupied or crossover movements made from one main track to another without authority from the train dispatcher.

3. The use of tracks is designated on subdivision pages.

6.29.1 Trackside Warning Detectors and Inspection (Application):

1. Except as provided in item 7.A, avoid stopping train or applying brakes over detector. Avoid transmitting on the radio when approaching and passing radio-equipped detectors. These detectors can identify hot journals, hot wheels, and dragging equipment.

2. Train must stop when notified that inspection is required. When stopping for a hot journal, good judgment must be used as to what type of braking to use. Train should be stopped with either a light air brake application and/or with dynamic brake.

After stopping and trainman has detrained, train may pull forward as directed by trainman, except when detector has stated, "You have a hot journal, stop your train," (7.A)

3. Locate the car and axle with the defect. The mechanical counter must be used. Detectors announce each defect by axle count starting with the lead axle on the lead unit. Wheel reports or train consists must not be used to locate the car. Visually inspect entire truck for hot journal, hot wheels, hand brake set, broken bolster, broken truck side, loose wheel, fouled brake rigging, sticking brakes etc. On friction bearing cars, open journal box cover and check for loose bearing material, lead, smoke, odor, insufficient lubricant or burned lubricator.

4. Inspection with temp stick must be made on both sides of the car on which a defect is indicated. If the defect is not found on that car, both sides of the 3 cars ahead and 3 cars behind the car with the defect must be inspected. When temp stick is used, apply to the front face of the roller bearing adapter and on wheel hub of roller bearing cars; and to the front edge of journal bearing and on wheel hub of friction bearing cars. If a liquid smear results, set out the car.

5. When the defect is located and cannot be corrected, or if car cannot be handled safely, it must be set out. When taking car to set out point, watch closely and do not exceed 10 MPH.

6. If another detector indicates a defect on the same car, a qualified conductor must inspect the car and, if necessary, the 3 cars ahead and 3 cars behind that car. If a third inspection on the same car is required, the car must be set out.

7.	**Examples of Detector Messages**	**Train Crew Response**
A.	**Hot Journals.** "You have a hot journal, stop your train." (While passing detector)	This indicates an extremely hot journal. Stop at once and be alert for further message which will specify defects. If further message is not received, inspect entire train. Train must not be moved after stopping.
B.	**Other Defects.** "You have a defect" (While passing detector)	Complete movement over detector, prepare to stop movement and receive defect message.
C.	**Inoperative System.**	
	(1) "Integrity Failure."	Part of the system is inoperative, be governed by paragraph 8.
	(2) "Integrity Failure" combined with defect message.	Part of the system is inoperative. Defects given with message must be inspected.
	(3) "Cold train, no defects." or, "Cold train (direction) side, no defects."	Part of the system is inoperative. Trains are governed by paragraph 8.
	(4) "Cold train." or "Cold train (direction) side," combined with defect message.	Part of the system is inoperative. Defects given with message must be inspected.
D.	**Defective Message:** "Hot journal at axle (number) (Direction) side" "Hot wheel at axle (number)." "Hot wheels from axle (number) to axle (number)." "Dragging equipment near axle (number)."	
E.	**No Message**	Be governed by paragraph 8.

8. Freight trains must stop and inspect entire train if a message C(1) or C(3) is received from two consecutive detectors or if detectors have failed completely, unless a visual inspection of train can be made within 10 miles from second detector. Speed must not exceed 30 MPH until inspection completed. When message C(3) is received, only the cold side of the train need be inspected.

Passenger trains are not required to stop in response to messages C(1) or C(3), but crew members must, in addition to frequently inspecting their train while moving, make a visual observation of their train as time will permit at station stops.

9. In the application of paragraph 6 or 8, the detectors may be on different subdivisions, crew districts or train dispatching territories, therefore, train dispatchers and conductors must communicate information relative to inoperative detector or defective car to one another.

10. If hot wheels are detected on a business car and if no other defects are detected, the officer in charge may authorize train to proceed without stopping.

11. When a detector reports defects on a unit, the engineer must inspect the entire truck for fouled brake rigging, brake shoes dragging on wheel or hand brake set; feel the gear case with gloved hand. If no unusual heat is detected, feel those parts carefully with a bare hand. If any of the above are noticeably hotter than others, set out the unit unless it can be moved safely.

12. Results of all inspections required by detectors must be reported to the train dispatcher. These results to include the axle counts inspected, car number, location and nature of defect, if any, disposition of car and length of delay. Identification of journals is made by facing the hand brake, those on the left are L-1, L-2 etc., and those on the right are R-1, R-2 etc.

6.29.2 Train Inspection by Crew Members (Applications):
At meeting points or at other locations where a train is going to be delayed more than 30 minutes a walking inspection of the train must be made.

6.30 Receiving or Discharging Passengers (Applications):
On the Kenosha, Harvard and Geneva Subdivisions, the following will govern:

1. Passenger trains must not enter a station at which another passenger train is stopped to receive or discharge passengers until first bringing train to a stop, after which they may proceed with caution to or through the platform, ringing bell and sounding whistle. When a train is "laying back" to delay entering a station, the train laying back must not enter that station until the departing train has cleared the platform area and the platform area can be plainly seen.

2. When two passenger trains are nearing a station at the same time and only one of them is scheduled to stop, the train to stop must not enter the station until the other train has cleared the platform area and the platform area can be plainly seen.

3. When two passenger trains are nearing a station at the same time and both are scheduled to stop, both trains may enter simultaneously. They must enter the station with caution ringing the bell and sounding the whistle when necessary.

When passenger trains cannot enter together the less important train must allow the more important train to enter first. Eastward trains have preference from midnight until noon, and westward trains have preference from noon until midnight.

4. Freight trains must make every effort, consistent with safety and efficient train handling, to avoid passing a station at which a passenger train has stopped to receive or discharge passengers until the passenger train has cleared the platform area and the platform area can be plainly seen. If this cannot be avoided, the whistle must be sounded as a warning until front of the freight train has passed through the platform area.

If freight trains stop or become disabled at station platforms at or near scheduled times of passenger trains, the engineer will, when possible, contact commuter control BEFORE train is moved so that public address announcements can be made to inform public to stand clear. Required whistle signals must be sounded BEFORE any movement is made.

5. The engineers of trains involved in the above will communicate by radio with the other trains to plan the movements.

6. A street or road crossing adjoining or immediately adjacent to the station platform will be considered a part of the platform or platform area.

7. The provisions of paragraphs (1) through (4) above do not apply at Kedzie, Oak Park, River Forest, West Chicago, Clybourn, Jefferson Park, Ravenswood, Rogers Park, Main St. Evanston, Central St., Indian Hill, Winnetka, Hubbard Woods, Great Lakes and Kenosha.

6.32.1 Cars Shoved, Kicked or Dropped (Application):
Employee must have an unobstructed view of at least 300 feet in both directions to be assured no traffic is approaching.

6.32.2 Automatic Crossing (Addition):
At public crossings designated in the timetable, track bulletin, or general order, trains must not obstruct that crossing until;
1. It is known that automatic crossing warning devices are working
2. Vehicular and pedestrian traffic has stopped or
3. That the crossing is protected by a member of the crew or other employee, on the ground at the crossing, until front of movement has passed over the crossing. At night, if crew member is on the ground, he will display lighted fusees, which will be left on each side of the crossing.

Track bulletin Form GX will be issued when necessary to identify crossings not designated in timetable or special instructions.

6.32.4 Clear of Crossing and Signal Circuits (Addition):
State law reqruire the following clearance:
500 feet in Illinois, 300 feet in Wisconsin.

6.33 Train Make-up (Addition):

1. Cars 80 feet or longer must not be coupled to empty cars 39 feet or shorter for movement in a train because lateral and vertical forces caused by throttling or braking procedures and track characteristics may cause a derailment. This does not apply to caboose on rear of train or to transfer and yard movements that do not exceed 20 MPH.

NOTE: When a train is received from a foreign railroad with cars not blocked as per above, such train may be handled to a location where car can be properly blocked. When so handling, train must not exceed 20 MPH.

2. When a single piggy-back trailer is loaded on a flat car designed to carry two trailers, it must be loaded so the trailer wheels are toward the center of the flat car.

3. Plug doors, refrigerator doors and hopper doors must be closed and properly secured before being pulled from industries, interchanges or placed in train for movement.

4. When making up trains, place the heavier cars closest to the engine. Blocks of 25 or more loads of grain, or ballast must not have empty cars within that block.

7.0 SWITCHING

7.2.1 Crew Member Reporting

When a train service employee is assigned as a crew member of a train or yard crew for a limited time, the following applies:

(a) The train service employee must communicate with the Conductor of the assignment: "This is Trainman __(name)__. I am now a crew member of your __(train ID) or (yard ID)__ and will be working with you."

(b) Other crew members will be informed by the Conductor or the train service employee that he is now a member of the crew.

(c) Before the train service employee performs any work with the crew, he must receive acknowledgement of Items (a) and (b).

(d) The train service employee remains a crew member of that assignment until he releases himself to the Conductor and Engineer and receives acknowledgement of the release.

8.0 SWITCHES

8.3 Main Track Switches (Addition):

At locations specified in the timetable or general order, as "No normal position" switches may be lined and locked for the route last used. Train and engine movements must approach these locations prepared to stop short of the switch.

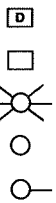
8.20 Derail Location and Position (Addition):

Red posts will identify the location of derails not equipped with targets, except at interlockings. Where there is no derail on tracks leading to main track, yellow post will identify the location of fouling point.

9.0 BLOCK SYSTEM RULES

9.1 Signal Aspects and Indications (Addition):

Following symbols are used in diagrams of signal aspects:



To indicate distant signal;

To indicate number plate;

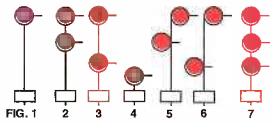
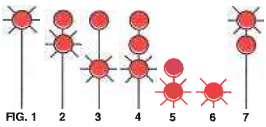
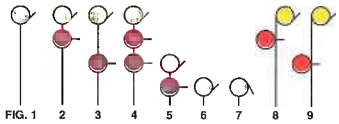
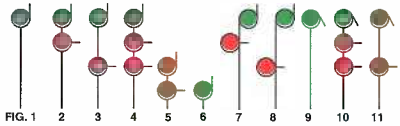
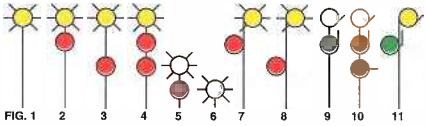
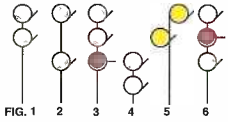
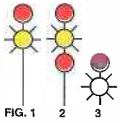
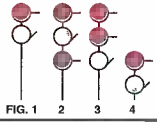
To indicate flashing light;

To indicate color light signal;

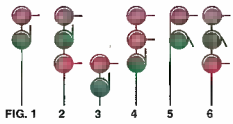
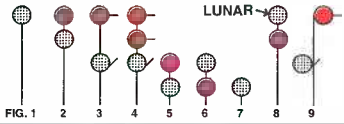
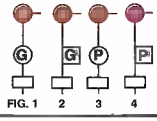
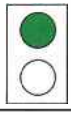
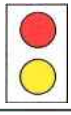
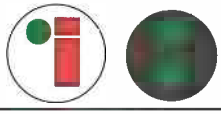
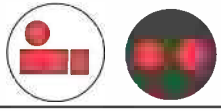
Line indicates position of semaphore arm.

Aspects shown in Rules 9.1.3 through 9.1.11 may be displayed on signals with or without a number plate on signal mast.

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECT	NAME	INDICATION
9.1.1		Stop	Stop
9.1.2		Stop and Proceed	Stop, then proceed at restricted speed to the next signal or to the end of block system.
9.1.3		Flashing Stop and Proceed	Stop. Block occupied. Proceed at restricted speed.
9.1.4		Approach	Proceed prepared to stop at the next signal. Trains exceeding 40 MPH must immediately reduce to that speed.
9.1.5		Clear	Proceed.
9.1.6		Advance Approach	Proceed prepared to pass next signal at not exceeding 40 MPH.
9.1.7		Approach Diverging	Approach next signal prepared to proceed on diverging route at prescribed speed.
9.1.8		Diverging Advance Approach	Proceed on diverging route at prescribed speed prepared to pass next signal at not exceeding 40 MPH.
9.1.9		Diverging Approach	Proceed on diverging route at prescribed speed prepared to stop at the next signal.

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECT	NAME	INDICATION
9.1.10		Diverging Clear	Proceed on diverging route at prescribed speed.
9.1.11		Restricting	Proceed at restricted speed.
9.1.12	 Such markers will be attached to signal mast.	Restricting Proceed	Proceed at restricted speed without stopping. Applies only with Rule 9.1.2 aspects.
9.1.13	Cab Signal 	Clear	Proceed.
9.1.14	Cab Signal 	Restricting	Proceed at restricting speed.
9.1.15	Lake St. Interlocking 	Clear Restricting	Proceed at restricted speed not to exceed 10 MPH.
9.1.16	Lake St. Interlocking 	Approach Restricting	Proceed at restricted speed prepared to stop.
9.1.17	Lake St. Interlocking 	Stop	Stop.

9.4 Improperly Displayed Signals or Absent Lights (Application):
In ATC territory the cab signal will govern if the light is absent or a white light is displayed on a block signal. If that signal governs a diverging route the train must approach prepared to diverge.

9.7 Failure to Display Most Restrictive Indication (Addition):
The following is required:

1. Each crew member must provide a written statement to a supervisor of all facts concerning the incident prior to going off duty. This information must include:
   a. Reason signal should have been more restrictive (block occupied, switch open, etc.,) and all signal aspects involved.
   b. Exact location of signal. (Engine in ATC territory).
   c. The time, speed and particular train movements taking place.
   d. Other train movements in the area and position of switches that could affect the signal system.
   e. Weather conditions.
2. Conductor must contact the train dispatcher before going off duty to ascertain whether additional information is needed.
3. The train dispatcher must notify all concerned and arrange for removal of event recorder information, if engine is so equipped.

9.10 Initiating Movement between Signals (Exception):
In ATC territory the train may proceed according to cab signal indication.

9.12.2 Manual Interlocking (Application):
During the time of the year that the navigation season is closed the drawbridges will be lined and locked for the railroad route. If the signal that governs movement over the bridge displays a Stop indication a crew member must visually verify the bridge is in the proper position for the train to pass. The train dispatcher must be contacted and obtain permission to proceed. The train may then proceed at restricted speed not to exceed 5 MPH until entire train is over the bridge.

9.13 Dual Control Switches (Addition):
When the control operator verbally authorizes movement the following words will be used: "(Train) at (Location) you must operate switch(s) by hand per Rule 9.13.1 for (specify route). You have authority to pass signal displaying Stop."

When a following train is to use the same route as the train ahead and the control operator has instructed the train ahead to leave the switches in hand position or if the switches have been lined by hand and left in hand position by a qualified employee the train may be instructed to proceed at restricted speed after stopping.

9.14 Movement with Current of Traffic (Addition):
A train having received its clearance may proceed with the current of traffic.

9.14.2 Controlled Block System (CBS) (Addition):
On designated tracks specified in the timetable train movements will be authorized by a controlled signal indication or verbal authority from the control operator. The control operator must verify that conflicting movements are protected before giving authority. The authority will establish the current of traffic on tracks designated for movement in both directions.

A train must not enter or occupy any track within CBS limits unless:

a. A governing signal displays a proceed indication.
   or
b. Verbal authority is granted. Waiting 5 minutes per Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch) is not required within CBS limits.

A movement must proceed only in the direction authorized unless:

a. Authority granted is Rule 9.15 (Track Permits).
b. Movement is made on signal indication.
   or
c. Authority granted stated movement may be made in both directions in the occupied block.

A movement that clears any track within CBS limits must not reenter that track without new authority unless:

a. The switch is left open.
b. The movement reenters the track at that opened switch.

9.15 Track Permits (Application):
A track permit does not authorize movement within interlocking or control points limits unless the train dispatcher so designates by stating "including (name) interlocking/control point limits."

9.17 Entering Main Track at Hand Operated or Spring Switch. (Addition):
A switch must not be opened to a main track when the semaphore arm is horizontal or the disc is visible in the indicator. If after five minutes, no movement is approaching, Rule 9.17 second paragraph applies.

9.18.1 Authority to used Electrically Locked Switches (Addition):
When authorized to use an electrically locked switch, remove the switch lock and:

1. On those equipped with a foot pedal, depress the pedal and when the light comes on, operate the switch lever. If the light does not come on, it may be that the light is burned out, try to operate the switch lever anyway to see if it is released. If it is not released, there is a timing period (maximum 10 minutes), after which light should come on. (Do not remove the "Press the Release" lever during the timing period).

2. On those equipped with electric lock cabinet, open the door and the indicator should show "unlocked" and if so, move the unlocking handle completely to the left and operate the switch. If the indicator shows "locked", move the unlocking handle to the "request" position and after a specified timing period (maximum 10 minutes), the indicator should show "unlocked". (Do not move the unlocking handle during the timing period).

3. If, after the expiration of the timing period in either 1 or 2, the switch lever is not released, obtain authority from the control operator to use the emergency release.

4. When movement is not made immediately after receiving instructions, permission must again be obtained before unlocking the switch or making the movement. The padlock must not be inserted in electric lock until use of the switch is completed unless necessary to lock the switch for another movement on the main track.

5. When a train or engine is occupying the main track and it is desired to operate a switch equipped with electric switch lock for movement from main track to siding or crossover to an adjacent main track the leading truck of engine or car must be less than 75 feet from switch.

10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL

10.3 Track and Time (Application):

1. A track and time permit does not authorize movement within interlocking unless the train dispatcher so designates by stating "including (name) interlocking/control point limits.

2. When part of a track and time permit is released, that part of the permit becomes void and that portion of the track must not be reentered.

11.0 RULES APPLICABLE IN ACS AND ATS TERRITORIES (Exceptions):

On the CNW these rules apply in other territories.

11.2 Signal Indications Within Absolute Block (Addition):

When an absolute block in advance of movement is established and signal indications are used to maintain the absolute block in advance of movement, the dispatcher must ascertain from the engineer that the train is proceeding on a clear block signal; and be assured that conflicting movements will not enter the track effected. A block signal displaying a proceed indication other than one requiring movement at restricted speed continues to establish an absolute block in advance of movement to the next block signal.

12.0 RULES APPLICABLE ONLY IN AUTOMATIC TRAIN STOP SYSTEM (ATS) TERRITORY (Supersedes):

Rules in Section 12 of the General Code do not apply on the CNW. The following rules apply:

12.1 Automatic Train Stop Territory:

ATS territory is specified in special instructions. An engine must not be operated in ATS territory if it is not equipped with an operable automatic train stop system unless otherwise authorized by special instructions or the train dispatcher.

12.1.2 ATS Seals and Keys:

An ATC numbered seal will be used to seal the ATS in freight service. An ATS key will be used in passenger service. The ATS must be sealed/locked for the type of service engine is to be used in, i.e., passenger or freight. When service requirements are changed enroute, engineer must change the position of the change-over lever and notify the train dispatcher.

12.2 Taking Charge:

Engineers must know, before taking charge of an engine equipped with ATS in automatic train stop territory or entering such territory, that the ATS system is "cut-in" and sealed.

When an engineer applies an ATS seal, he must report the number of that seal to the train dispatcher.

The ATS system or any part of it must not be cut out while operating in ATS territory unless authorized by the train dispatcher or when it has failed.

12.3 Cut-in and Cut-out Information:

12.3.1 Cut-in ATS:

1. Air brake system must be charged.
2. Close switch to start motor-generator set.
3. Cut in ATS cut-in cock, push in plunger and lock with key and/or seal it.
4. Operate reset lever to full opposite positon.

12.3.2 Cut-out ATS:

1. Unlock with key and/or break seal, pull out plunger and cut out cut-out cock.
2. Open switch to stop motor-generator set.

12.4 Departure Test Procedures:

12.4.1 Inductors:

At test inductor locations, move the engine at 2 MPH or more. Hold acknowledging lever in full position for not over 15 seconds to determine that acknowledging whistle sounds and that a brake application does not occur.

At locations where there are two test inductors, move the engine over the second one at 2 MPH or more and do not acknowledge the acknowledging whistle. A brake application will occur. Operate reset lever to full opposite position and release the brakes.

12.4.2 No Inductors:
At locations where there are not ATS inductors, a pass under the ATS receiver must be made with test bar while the acknowledging lever is held back. The acknowledging whistle should sound. Another pass must be made after the acknowledging lever is released. A brake application should occur and the brakes may be released.

12.4.3 Commuter Operations:
1. When changing ends on suburban trains, leave the generator set ON.
2. At M19A, after the departure test has been completed, the actuator may be cut out, but the electrical switch must be left on.

12.4.4 Reporting Test:
Report Departure Test as required by Rule 13.11 (Departure Test Reporting).

12.5 ATS Procedures:
When a block signal displays an indication other than proceed, place the acknowledging lever in the acknowledging position before engine passes inductor. Hold it there until the acknowledging whistle stops sounding.

12.5.1 Penalty Application:
A penalty brake application will occur if acknowledgment is not made when required. If a penalty brake application does occur, wait until the brakes are fully applied then operate the reset lever. Brakes may be releasd after the expiration of 60 seconds in passenger service and 120 seconds in freight service.

12.5.2 Cars Ahead:
Acknowledgment must be made at each inductor when engine is shoving cars, snow plow or other equipment.

12.6 ATS Failures:
The ATS device or any part of it must not be cut out unless it has failed. When through failure of the engine device, it becomes necessary to cut out ATS device, the engineer must immediately notify the conductor and the train dispatcher. After cut out is completed train or engine will proceed being governed by automatic block signal indications. Train or engine must not exceed 40 MPH until the train dispatcher is notified and his instructions received.

12.6.1 Two Penalty Applications:
When two successive penalty ATS brake applications have occurred while passing over inductors at signals displaying Proceed, engineer must acknowledge at each succeeding inductor thereafter, regardless of signal indication, and report to the train dispatcher.

If acknowledging at succeeding inductors does not prevent penalty stops, the ATS device will be considered as failed.

12.6.2 Whistle Failure:
If the acknowledging whistle fails to sound when acknowlegement is made over an inductor at a wayside signal indicating other than Proceed, or if brakes do not apply upon failure to acknowlege such indications, it must be considered as failed.

12.6.3 Damaged Receiver:
When the absence of, or damage to, an ATS receiver is noted, it must be considered as failed.

12.6.4 Damaged Inductor:
Engineers noting the absence of or damage to a wayside inductor in approach to a signal must report same to the train dispatcher.

The train dispatcher must immediately call the signal maintainer and instruct him to cause the signal to display its most restrictive indication until inductor is replaced or repaired.

12.7 Train Dispatcher Directions:
When advice is received as to failures, the train dispatcher will direct the conductor and engineer on what basis to proceed.
1. To continue to proceed not to exceed 40 MPH to location where an engine with ATS will be provided.

   or
2. Establish an Absolute Block in Advance of Movement per Rule 11.1 (Establishing Absolute Block) and Rule 11.2 (Signal Indications With Absolute Block).

When operating under absolute block in advance of movement with ATS cut out and with automatic block signals working properly, train and engine may proceed being governed by the indications displayed and in accordance with timetable rules. Passenger trains must not exceed 70 MPH and freight trains must not exceed 59 MPH.

13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM ACS TERRITORY (Supersedes):

Rules in Section 13 of the General Code do not apply on the CNW. The following rules apply.

13.1 Automatic Train Control Territory:
ATC territory is specified in special instructions. An engine must not be operated in ATC territory if it is not equipped with an operable automatic train control system unless otherwise authorized by special instructions or the train dispatcher.

13.2 Taking Charge:
Engineers must know, when taking charge of an engine equipped with ATC in automatic train control territory or entering such territory, that the ATC system is "cut-in" and sealed with an ATC numbered seal.

In addition the following must be sealed with a mechanical seal:
1. Speedometer case
2. Speedometer cables
3. High speed whistle cut-out cock

The ATC system or any part of it must not be cut out in ATC territory unless authorized by the train dispatcher or when it has failed. The train dispatcher may issue authority to cut-out the ATC only when it has failed or when required for movements against the current of traffic, in connection with track bulletin Form DS.

13.3.1 Cut-In ATC:

1. Pump the air to full pressure.
2. Close switch to start motor-generator set.
3. Cut in ATC cut-in cock, push in plunger and lock with key and/or seal it.
4. Acknowledge when acknowledging horn sounds.

13.3.2 Cut-out ATC:

1. Unlock, pull out plunger or break seal and cut out ATC cut-out cock.
2. Open switch to stop motor-generator set.

If the ATC is cut-out due to failure enroute, the engineer must, at the next stop, make necessary checks to determine if it is again operable.

13.4 Departure Test Procedures:

13.4.1 Energized Test Loop:

When engine is standing on energized test loop the cab signal should display a Clear signal. When the test loop is de-energized or when the engine is moved off of the test loop, the aspect will change to a Restricting signal and the acknowledging horn will sound. Do not acknowledge the horn and do not move the brake valve handle. An automatic brake application should occur within 8 seconds. Move the brake valve handle to suppression until the P.C. light has gone out. The brakes may then be released. When the acknowledging horn again sounds, acknowledge to prevent brake application.

13.4.2 De-energized Track:

When engine is standing on de-energized track (dead track), release the brakes. Do not acknowledge the acknowledging horn. An automatic brake application should occur. Move the brake valve handle to suppression until the P.C. light has gone out. The brakes may then be released. When the acknowledging horn again sounds, acknowledge to prevent brake application.

Exception: In the Chicago passenger terminal, if the test is being performed on de-energized track as described above, after the brakes release, move over the test loop and acknowledge the acknowledging horn when moving off of the test loop to prevent brake application.

13.4.3 Receivers on Both Ends:

When an engine has ATC receivers on both ends and is standing on energized track (live track), the cab signal should display a Clear signal. Place the reverser in the "reverse" position which will result in the aspect changing to a Restricting signal and the sounding of the acknowledging horn. Do not acknowledge and do not move the brake valve handle. An automatic brake application will occur. Move the brake valve handle to suppression until the P.C. light has gone out. The brakes may then be released. When the acknowledging horn again sounds, acknowledge to prevent brake application.

13.4.4 Cab Cars:

When a cab car is on energized track, the cab signal should display a Clear signal. Hold down the test button. Repeat the underlined. After the brakes have released hold the test button down a second time, when acknowleging horn sounds, acknowledge to prevent brake application.

13.4.5 Departure Test Procedure GE C40-8, C42-8 and C44-9W and EMD SD60M Locomotives:

The ATC departure test may be made as follows on locomotives equipped with solid-state Union Switch & Signal ATC/CCS equipment.

1. Locomotive must be standing on dead track with independent brake fully applied and automatic brake released.
2. Generator field switch must be on, reverser must be in Forward position, and signal circuit breaker must be on.
3. Place CNW Cut-Out switch in Cut-In position.
4. Place CNW Cutout Cock in Cut-In position and seal with ATC seal.
5. Departure test box must be opened and test switch placed in On position. ATC system begins internal testing during which the Clear and Restricted aspects are turned off and motion light flashes.
6. After internal test is complete, approximately 10 seconds, Clear aspect is turned on and engineer must press and release the acknowledge button. Clear aspect is then turned off.

   The system then turns on the Restricted aspect and engineer must press and release the acknowledge button. Restricted aspect is then turned off.
7. Next the system drives the speedometer to locate the setting of the Union Pacific overspeed within the speedometer. The speedometer is driven to the overspeed point four times. The system will then drive the speedometer to the CNW Restricted overspeed of 23 MPH. The Restricted aspect is turned ON and the engineer must press and release the acknowledge button.

   The system then drives the speedometer to the CNW overspeed setting. The Clear aspect is turned on and acknowledge alarm is activated. Engineer must press and release acknowledge button. The Clear aspect is turned off and speedometer is returned to 0 MPH.
8. The engineer must then fully release independent brake, acknowledge alarm is activated (do not acknowledge) and penalty brake application will occur. Engineer must then press and release the acknowledge button.
9. The system will indicate successful completion of the departure test by continuously beeping the overspeed alarm and flashing all lights. Engineer must then place the Departure Test Switch to Off position.
10. If the locomotive is to be operated in non-ATC territory before entering ATC territory, the engineer must then push the Arm button that is located next to the Departure Test Switch.

11. If departure test is unsuccessful, the engineer can repeat the test. If the test is again unsuccessful, an ATC departure test as prescribed by Rule 13.4.1 or 13.4.2.

13.4.6 Departure Test Procedure MICROCAB System:

1. **Turn on the DEPT TEST SWITCH.**
   All ADU aspects are extinguished. The MOTION indicator is flashed throughout Departure Test. The overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the start of the test.

   The system delays approximately 6 seconds before proceeding to the next step. The overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the end of the delay.

   The system simulates a 100 Hz steady carrier signal at a level above the calibrated threshold. It allows up to 5 seconds for the carrier to be detected. Detection of the carrier causes the Clear aspect to be illuminated. The acknowledge alarm is activated continuously upon either detection of the carrier or failure to detect the carrier after the time period.

   The operator must **press and release the acknowledge switch**. Failure of the operator to respond within 6 seconds results in a penalty brake application.
2. The system simulates a 100 Hz steady carrier signal at a level below the calibrated threshold. It allows up ot 5 seconds for the carrier loss to be detected. Detection of the loss of carrier causes the Clear aspect to be extinguished and the Restricted aspect to be illuminated. The acknowlege alarm is activated continuously upon either the loss of carrier or the presence of the carrier after the timer period.

   The operator must **press and release the acknowledge switch.** The Restricted aspect is then extinguished. Failure of the operator to respond within 6 seconds results in a penalty brake application.

   The overspeed alarm is activated intermittently for approximately 1 second, then silenced to indicate the completion of carrier tests.
3. The system then drives the speedometer to the Clear trip speed. It is the responsibility of the operator to visually confirm that the expected speed (+3, -1 MPH) is displayed by the speedometer. The acknowledge alarm is activated continously. The operator must **press and release the acknowledge switch**.
4. The system then drives the speedometer to the restricted trip speed of 23 MPH. It is the responsibility of the operator to visually confirm that the expected speed (± 1 MPH) is displayed by the speedometer. The acknowledge alarm is activated continuously. The operator must **press and release the acknowledge switch**.

   The system stops driving the speedometer and it returns to a reading of 0 MPH. The overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the confirmation of the test.
5. The system waits indefinitely for the operator to **press and release the acknowledge switch**. Upon release of the switch, the overspeed alarm is activated intermittently for approximately 1 second then silenced to indicate the start of a penalty delay.

   Within approximately 6 seconds of the alarm, the system initiates a penalty brake application by de-energizing the EPV output. The acknowlege alarm is activated continuously. It is the responsibility of the operator to confirm that a penalty brake application physically occured.

   In order to silence the alarm and proceed, the operator must **press and release the acknowledge switch**. This also re-energizes the EPV output.
6. Successful completion of the Departure Test is indicated by the system activating the overspeed alarm intermittently **until the DEPT TEST SWITCH is turned offf.**

   Turn off the DEPT TEST SWITCH. On the ADU only the Restricted aspect is illuminated. All other indicators are extinguished. The acknowledge and overspeed alarms are silent.

   Following a successful Departure Test, the system may be armed by the operator pressing and releasing the ARM SWITCH.

13.5 ATC Test Locations:

On engines equipped with an automatic ATC cut-in circuit, the cab signal will display a Clear signal when passing a "B" sign (Beginning ATC test section) and the speed whistle will sound for 3 or 4 seconds. The cab signal will change to a Restricting signal when the "E" (End ATC test section) is passed. When speed exceeds 40 MPH, the high speed whistle will sound until a Clear signal is displayed. When it is below 40 MPH, the acknowledging horn will sound at which time it must be acknowledged.

13.5.1 Automatic Cut-in Circuit:

The ATC actuator will be cut in and sealed on engines equipped with the automatic ATC cut-in circuit. The governor motion light will be illuminated enroute to ATC territory at speeds of 6 MPH or more. Other cab signal aspects will be extinguished.

Engines not equipped with the automatic ATC cut-in circuit must stop and perform the departure test before entering ATC territory.

13.6 High Speed Setting of The Governor:

When a cab signal displays a Clear signal and the speed of the train exceeds the high speed setting of the governor, a high speed whistle will sound continuously which will require a full service brake application within 6 seconds to prevent a penalty brake application.

13.6.1 Over 40 MPH:
The high speed whistle will sound when the speed is over 40 MPH at the time the cab signal changes to a Restricting signal. The engineer must, within 6 seconds, move the brake valve handle to full service application to prevent a penalty brake application. When speed is reduced to under 40 MPH the high speed whistle will stop and the acknowledging horn will sound. The engineer must acknowledge the acknowledging horn. The speed must be reduced to restricted speed within 70 seconds from the time the acknowledging horn was acknowledged.

13.6.2 Under 40 MPH:
The acknowledging horn will sound if the cab signal changes from Clear to Restricting when the speed is under 40 MPH. The engineer must acknowledge the acknowledging horn within 6 seconds to prevent a penalty brake application. Within 70 seconds the speed must be reduced to restricted speed.

13.6.3 Restricting Signal:
While the cab signal displays a restricting signal the acknowledging horn will sound approximately every 90 seconds to alert the crew members of the restriction. When the speed is approaching the low speed setting, the low speed whistle will sound intermittently to alert crew members that speed must be reduced.

13.7 Cab Signal, Block and Interlocking Signals:
Cab signal indications do not supersede the indication displayed on block and interlocking signals, except when cab signal changes from Restricting to Clear after train has passed a block signal or when initiating movement, speed may be increased at once.

13.7.1 Approaching Diverging Route:
When the cab signal changes from restricting to clear after engine passes a signal displaying an Approach or a more restricting indication and the next signal can display an indication for a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location unless the signal is seen to display an indication for a more favorable route in which case the speed for that route governs.

13.8 ATC Failure/Cut-out Enroute:
When the ATC system is "cut-out" enroute due to failure or when authorized by the train dispatcher, movement of the train is governed as follows:

1. By the indication displayed on block signals or, on cab signals if they are operable, but not exceeding 40 MPH until an absolute block in advance of movement is established by the train dispatcher. When so established, the maximum speed is 70 MPH for passenger trains and 59 MPH for freight trains.

2. If cab signals are not operable and there are not continous block signals, train must proceed at restricted speed until an absolute block in advance of movement is established by the train dispatcher. When so established, the maximum speed is 40 MPH except the maximum speed for passenger trains and TOFC trains is 59 MPH in CTC territory and 49 MPH in other territory.

13.8.1 Speed Indicator:
An inoperative or inaccurate speed indicator, as prescribed by Rule 1.39 (Accuracy of Speed Indicator), is considered an ATC failure.

13.8.2 Governor Motion Light:
If the governor motion light is not on when the speed is 6 MPH or above, proceed in accordance with Rule 13.8 paragraph (1).

13.9 Improper Display of Cab Signal:
When a cab signal displays a Clear signal when it should display a Restricting signal aspect due to an open switch, occupied block, or other condition, the train must stop and warn other trains by radio of exact location and status of train. Contact the train dispatcher and be governed by his instructions. Rule 9.7 (Most Restrictive Indication, Addition) applies. If the train dispatcher gives permission to proceed train must proceed at restricted speed until an absolute block in advance of movement is established by the train dispatcher after which the maximum speed is 40 MPH.

The train dispatcher must issue the following restriction to trains that have not been issued an absolute block in advance of movement:

"Proceed at Restricted Speed between _____ and _____ account defective ATC system."

When notified of improper cab signal display, the train dispatcher must make a record of the indications displayed in CTC territory, leave the switches in same position if possible, obtain pertinent information from the crew reporting the defect and notify the signal supervisor.

13.10 Sperry Rail Detector Cars:
Sperry Rail Detector cars, except when testing, must operate under absolute block in ATC territory.

13.11 Departure Test Reporting:
Records made in connection with the performing of ATC and ATS tests must be retained for 92 days and a form showing certain information in connection with those tests must be placed in the engine cab. The procedures below apply:

1. Motive Power Department will fill out forms 41-06036 and 41-00400. Form 41-06036 must be retained at the test location for 92 days. Form 41-00400 must be placed in the inspection holder in the engine cab.

2. At points where engineers are required to perform ATC or ATS departure tests, engineers must fill out Form 41-00402, sign it, place it in the inspection holder of the engine and notify the trains dispatcher. Crew members are not to remove this form unless specifically instructed to do so.

3. The train dispatcher, unless instructed otherwise, must record the date, time, location, engine number and name of the engineer on the train sheet. Exception: Engineers in suburban service will use form provided by Metra instead of 41-00402 and will notify Commuter Control or Lake Street personnel instead of the train dispatcher. The form "Record of ATC/ATS Departure Test" must be filled out by the personnel at Commuter Control and Lake Street and retained for 92 days.

4. The forms to be used by engineers will be placed on the engine and cab cars by Motive Power personnel who will also remove them at the proper time.

15.0 TRACK BULLETIN RULES

15.1 Track Bulletins (Supersede):

On the CNW a clearance will be received at the inital station instead of a track warrant.

A train or engine must receive a clearance before entering the main track unless verbal instructions are received from the train dispatcher or yardmaster that there are no track bulletins affecting their initial main track movement. A train must not leave its initial station on any sub, without a clearance when that station has the symbol © in the station column unless verbal instructions from the train dispatcher, track bulletin, timetable, or general order specifies a clearance is not required.

The clearance must show station, address, total number of track bulletins (if none, show "NO"), and the number of each track bulletin, if any, addressed to that train. The address on the clearance for road freight trains will include the engine number, direction and alpha symbol (i.e., 8547 East NPPRA). Except when transmitted mechanically, the above clearance information must be repeated to the train dispatcher, who must make a record of same and check for correctness. If correct, the train dispatcher will state "That is correct," give OK time and his initials, which receiving party must enter on the clearance. Clearance must not be acted on until the OK time received.

15.1.1 Changing Address of Clearance or Track Bulletins:

This rule applies to clearances on the CNW, the address or date may be changed verbally.

15.1.2 TRACK BULLETIN FORMS

FORM AB—Absolute Block

(1) ABSOLUTE BLOCK IS ESTABLISHED IN ADVANCE OF _____ (train) _____
BETWEEN _____ AND _____

(2) ABSOLUTE BLOCK IS ESTABLISHED FOR _____ (train) _____
BETWEEN _____ AND _____

(3) _____ (train) _____ IS OPERATING WITH SNOW PLOW ANNA TO HOPE WESTWARD TRAINS INCLUDING _____ (train) _____ MUST NOT LEAVE ANNA BESS CLOY OR DORA WITHOUT AUTHORITY FROM THE TRAIN DISPATCHER

Examples (1) and (2) may be modified by adding:

(a) ON _____ (track) _____

(b) BETWEEN _____ (specific point) _____ AT _____ AND
_____ (specific point) _____ AT _____

Examples (1), (2), and (3) must be issued to all trains and engines that have access to the absolute block.

In example (1), trains and engines must not occupy the track in advance of the train given the absolute block, except when signal indications are used to maintain the absolute block in advance of movement.

In examples (2) and (3), trains and engines must not occupy the track in advance of or behind the train given the absolute block.

In examples (1), (2), and (3), the train given the absolute block must not pass the station sign at the last named station unless the track bulletin specifies another point. The requirements of Rule 6.13 (Yard Limits) apply.

FORM C — Cautionary instructions

(1) ELEVATOR TRACK AT CURRIE OUT OF SERVICE
(2) EAST SIDING SWITCH AT DOVRAY LINED AND SPIKED FOR MAIN TRACK
(3) LOOK OUT FOR TIES LAYING BETWEEN EAST END OF HOUSE TRACK AND MAIN TRACK AT SLAYTON

FORM GX—Grade Crossing Warning Devices

DO NOT OBSTRUCT _____ (Name of crossing) _____ GRADE CROSSING LOCATED _____ UNTIL IT IS KNOWN THAT CROSSING WARNING DEVICES ARE WORKING OR VEHICULAR AND PEDESTRIAN TRAFFIC HAS STOPPED OR THAT THE CROSSING IS PROTECTED BY AN EMPLOYEE ON THE GROUND AT THE CROSSING, UNTIL FRONT OF MOVEMENT HAS PASSED OVER THE CROSSING.

FORM MX—Outside Equipment

(1) 1. FORM MX IN EFFECT
2. ON _____ (date) _____ AFTER _____ (time) _____ BETWEEN
3. MP _____ AND MP _____ LOCATED BETWEEN
4. _____ AND _____
5. ONE FOREMAN

(2) 1. FORM MX IN EFFECT
2. ON _____ (date) _____ FROM _____ (time) _____ UNTIL _____ (time) _____
3. BETWEEN MP _____ AND MP _____ LOCATED BETWEEN
4. _____ AND _____
5. TWO FOREMEN

(3) 1. FORM MX IN EFFECT AT
2. MP 74.5 NEW LINE SUBDIVISION FROM _____ (time) _____ UNTIL
3. (74.5)
4. _____ (time) _____ DAILY EXCEPT SAT SUN AND HOLIDAYS
5. ONE FOREMAN

Trains receiving a track bulletin Form MX must proceed within the limits prepared to stop short of the foreman (or foremen) and the men and equipment not exceeding 10 MPH, unless otherwise instructed by the foreman.

Examples (1), (2) and (3) to be used when outside men and equipment are working near the main track.

Example (2) will be used when there is more than one foreman on duty within the limits.

When there is more than one foreman on duty, each is responsible for separate segments within the limits, therefore, the train must continue to proceed prepared to stop unless specific instructions are received from each foreman.

Whistle signal 5.8.2(11) must be sounded when approaching and passing persons on or near the track. A member of the train crew must, before reaching the Form MX limits, call the foreman on the radio. The procedures below must be followed:

"6915 East to foreman in charge of Form MX No. _____ line no. _____."

In the case of one foreman, and men and equipment are in the clear, the response would be:

"6915 East, this is foreman Smith. You may proceed at normal speed on Form MX No. _____ line no. _____ over."

In the case of more than one foreman, with men and equipment in the clear at the first location, the response would be:

"6915 East, this is foreman Smith. You may proceed at normal speed on Form MX No. _____ from MP _____ to MP _____. Call the next foreman for further instructions."

If the men and equipment are not in the clear, the foreman, if present, must provide 6915 East with specific instructions.

In addition, the foremen must:

(a) Prior to the effective time of the Form MX, ascertain the track bulletin number, the line number limits, location of trains and the number of foremen. If more than one foreman, they must determine what segments of the limits each is assigned to.
(b) Provide themselves with a radio and signals prescribed by Rule 5.2.2 (Signals Used by Employees)
(c) Provide flag protection if men and equipment are not in the clear by expiration time specified in the Form MX.
(d) Notify the train dispatcher when men and equipment are through working and clear of the main track. Flagman must remain at location to authorize train movements through the limits until the expiration of time specified in the Form MX or released by the train dispatcher.

FORM O—Line-ups

PROCEED PREPARED TO STOP SHORT OF MEN AND EQUIPMENT AND NOT EXCEEDING 30 MPH OR AS MUCH SLOWER AS CONDITIONS REQUIRE WHEN VISIBILITY IS RESTRICTED BY CURVES OR OTHER CONDITIONS.

WHISTLE SIGNAL 5.8.2(11) MUST BE SOUNDED FREQUENTLY

1. When train dispatcher issues verbal instructions to a train in the form:

"Be governed by Form O procedures between _____ and _____."

the train must proceed as if it had received the track bulletin between the points named.

When a train has been issued these instructions and is operating against the current of traffic, the maximum speed is 20 MPH instead of 30 MPH unless otherwise instructed.

FORM TC—Time Changes

ON SUNDAY _____ (date) _____ ALL WATCHES AND CLOCKS MUST BE CHANGED IN ACCORDANCE WITH RULE 3.4

FORM XL—Track Defects

DO NOT EXCEED _____ MPH OVER _____.
AT MP _____ UNLESS A DIFFERENT SPEED IS AUTHORIZED
BY EMPLOYEE IN CHARGE OR TRAIN DISPATCHER

In Multiple Main Tracks territory, the above example will be modified by adding the name or number of the track.

The following procedures must be followed:

Engineer: "4410 East calling employee in charge at MP _____ about Form XL No. _____ over"

Employee in Charge: "This is _____ (Title and name) in charge of Form XL No. _____ at MP _____.

"4410 East proceed at _____ MPH (or normal speed) on Form XL No. _____ at MP _____ over"

Engineer: "4410 East proceed at _____ MPH (or normal speed) Form XL on No. _____ at MP _____ over"

15.2 Protection By Track Bulletin Form B (Addition):
The following examples will be used to contact the employee in charge:

Engineer: "6808 East calling employee in charge of Form B No. _____ line No. _____"

Employee in Charge: "This is _____ (Title and name) _____ in charge of Form B No. _____ line No. _____"

Engineer: "6808 East approaching MP 69 on Track 1. What are your instructions?"

A. Verbal Permission (Addition)
When the employee in charge is allowing the train to proceed at other than restricted speed he may specify distance if necessary as follows:

"(Train) may proceed at _____ MPH until head end is pass men and equipment and then proceed at maximum authorized speed."

15.2.1 Protection for On-Track Equipment (Exception):
This rule does not appply on the CNW.

15.2.2 Additional Instructions:

1. If a train is within the limits of a Form B track bulletin at the time it takes effect, the train must proceed at restricted speed unless there is an understanding between the employee in charge and the engineer which will avoid conflicting moves.
2. A train that leaves the main track at a point within the limits of the track bulletin Form B must not re-enter those limits unless permission is again received from the employee in charge.
3. A train must not make a reverse move within the limits of a Form B unless there is an understanding between the employee in charge and the train concerning the reverse move.
4. Other forms of instructions may be issued by the employee in charge when circumstances require, including instructions to work trains working within the limits. When allowing a train to enter the limits at restricted speed but not exceeding _____ MPH these instructions may include for train to stop at a designated location and wait for additional instructions.
5. Whistle signal 5.8.2(11) will be sounded when approaching and passing the men and equipment.

15.2.3 Additional Engineering Instructions

1. Prior to placing flags or permitting men or equipment to foul or obstruct the track to be used, the employee in charge must ascertain the following:
   A. Number of the track bulletin;
   B. Number of the line for location requested;
   C. Location specified corresponds with request;
   D. Time limits specified corresponds with request;
   E. Track or tracks specified corresponds with request; and
   F. Whether there are any trains within the limits and if so, are they in possession of the track bulletin.

   Men or equipment must not foul or occupy the track to be used if there is a train within the limits of the track bulletin at the time it takes effect until such train has cleared those limits or, there is an understanding between the employee in charge and the engineer that will avoid conflicing moves.
2. Before a train is authorized to proceed at other than restricted speed, the employee in charge must know that all work activity has ceased and men and equipment are clear of the track to be used except as provided below.
   A. Insure that all employees understand a train will be authorized to enter the limits of the Form B and that men or equipment must not foul or occupy the track to be used by the train. Ascertain that men and equipment are clear of the track to be used by the train and work activity which may foul that track has stopped.

B. If radio communications will be used to inform and/or notify the employees of the approaching train, a radio test must be performed at the beginning of the tour of duty and often enough during the tour of duty to insure the radios are working. Test must consist of an exchange of voice transmisssions.

C. Designate and properly position an employee(s) who will have the sole duty (1) to watch for the approaching train and (2) to inform the employees of the train's approach sufficiently in advance so all work activity can stop, machine operators can safely dismount and employees can safely position themselves as designated to inspect the passing train before the train reaches the men and equipment.

Machine operators may remain in the cab of their machines while insuring their machines remain immobile applying the proper lockout procedures when applicable. If the machine operator chooses not to immediately dismount his machine, he must remain in the cab while the train is passing except for an emergency.

D. After the above items have been compiled with train may be authorized to pass the red flag without stopping and proceed through the limits at 40 MPH or less. The employee in charge may authorize the train to proceed at maximum authorized speed once the engine has passed the men and equipment.

E. If this procedure cannot be safely complied with for reasons such as visibility due to weather or curves, or when working on a center track in three or more main track territory, train must not be authorized to pass the red flag until men and equipment are in the clear of the track to be used and all work activity has stopped on adjacent tracks.

3. When flags continue to be displayed or the main track occupied after expiration of the the Form B track bulletin the following applies:

A. In CTC or CBS territory, track and time limits must be obtained for track occupied. If track is not occupied but flags continue to be displayed Item C applies.

B. In DTC territory, work and time authority must be obtained.

C. If protection has not been provided per item A or B torpedoes must be placed 400 feet in advance of the yellow/red flags unless the employee in charge has an understanding with the first approaching train that men and equipment continue to occupy the main track (or flags continue to be displayed) and protection is provided by use of yellow/red flags and red flags. This understanding must be established with each approaching train sufficiently in advance to allow torpedoes to be placed as required if an understanding is not reached. When communicating between employee in charge and train, reference must be made to location of yellow/red flag.

4. A track bulletin Form B will be issued when it is requested for the protection of men or equipment working on or near the main track.

The request must be made to the train dispatcher prior to 1930 of the previous day and in the following form.

"TRACK BULLETIN FORM B IS REQUESTED FOR _____ (date) _____

BETWEEN MP _____ and MP _____ LOCATED BETWEEN _____ AND _____ FROM ____

_____ UNTIL _____ ON _____ (track or tracks) _____

SIGNED _____ (Employee in Charge) _____

NOTE: When indicating the track or tracks, use the word both if both tracks in double track territory are affected and use the track number if only one of the two is affected. In three or more track territory, use the track number or numbers, as "Track 1" or "Tracks 1 and 2." In the case of single-track, leave the space blank. If yellow/red flags will be displayed at other than 2 miles in advance of the limits the mile post location of the yellow/red flags must be designated.

15.3 Authorizing Movement Against the Current of Traffic, Example 2 (Addition):

Example 2 in the General Code of Operating Rules will be identified as a Form DS track bulletin and the following applies:

1. Men and equipment must not foul or occupy the out of service track until authority is received from the train dispatcher.

Before authorizing the use of the out of service track by the Engineering department, the track must be clear of all trains or the Engineering department employee in charge of the single track must be advised that trains are still within the limits of the DS track bulletin. The following examples will be used:

Dispatcher: "Foreman _____ may use track No. 1 which is out of service at 0730 between the crossover at MP 5.0 and the crossover at MP 12.6.
Track bulletin No. 12593 is in effect"

or

Dispatcher: "Foreman _____ may use track No. 1 which is out of service at 0730 behind 5081 West between the crossover at MP 5.0 and the crossover at MP 12.6.
Track bulletin No. 12953 is in effect"

The above must be repeated to the train dispatcher.

2. The train dispatcher must ascertain that the employee in charge of switches has a copy of the Form DS track bulletin before the first train is authorized into the limits of the single track.

3. Employees in charge of switches are under the direct supervision of the train dispatcher and must not operate any switch until directed to do so by the train dispatcher.

4. Employees in charge of switches must verify that train is complete by observation of the rear end marker on the rear car and will inform the train dispatcher when a train is clear of the DS limits.
5. Employees in charge of switches must be instructed to line switches for route to be used and train dispatcher must be notified that switches are properly lined before movement is authorized.
6. Train dispatcher will communicate directly with the trains whenever practicable. Employees in charge of switches may, under direction of the train dispatcher, authorize movement by controlled signal indication, verbally or by hand signal.
7. Verbal authority for a train to proceed into the limits will be as follows:
   "6839 East may proceed on track bulletin No. 20067."

   A train must operate on the track designated unless a superseding track bulletin has been received as in the following example:
   "6839 East will use the _____ track instead of the _____ track on track bulletin No. 20067."
8. When circumstances require a train to work on a portion of the out of service track, such as a work train or a train needing head room, movements must be made at restricted speed.
9. Trains operating with the current of traffic, that are within the limits at the time that the DS track bulletin takes effect, may proceed.
10. Movements against the current of traffic must not be authorized until an absolute block in advance of movement is established. Exception: A train with automatic train control cut-in may be authorized to follow another train in which case the following train must protect against the train ahead.
11. When operating against the current of traffic and a train is reporting clear of the DS limits, or reporting clear of a portion of the DS limits, the provisions of Rule 9.14.1 (Reporting of a Track Having a Current of Traffic) applies.
12. When a train is authorized to move against the current of traffic, the following instructions govern:
    (a) Maximum speed 40 MPH outside of yard limits.
    (b) Protection against following trains is not required.
    (c) All signal indications must be complied with, but may pass a restricting signal without stopping or communicating with train dispatcher.
    (d) When movement returns to the current of traffic, Rule 9.10 (Initiating Movment Between Signals) applies. In ATC territory movement may be made in accordance with cab signal indication after returning to current of traffic.
    (e) In ATC Territory, the ATC must not be cut out unless authorized by the train dispatcher.
    (f) The train dispatcher may authorize the ATC to be cut out after an absolute block has been established in advance of movement and it has been ascertained that the engineer has an extra ATC seal or will be provided with one.
    (g) The ATC must be cut in (receiving a restricting cab signal) and sealed before the engine returns to current of traffic.

When Form DS track bulletin is requested by the Engineering department, the request must be made to the train dispatcher before 1930 of the previous day and in the following form:

TRACK BULLETIN FORM DS IS REQUESTED FOR REMOVING _____ (track) _____
FROM SERVICE ON _____ (date) _____ FROM _____ UNTIL _____ BETWEEN
MP _____ AND MP _____ LOCATED BETWEEN _____ AND _____.
SIGNED _____ (Employee in Charge) _____

15.7 Coping Track Bulletins (Application):
The train dispatchers will state "That is correct" then give "OK" time and his initials.

16.0 RULES APPLICABLE ONLY IN DIRECT TRAFFIC CONTROL (DTC) LIMITS

16.2 DTC Block Authority (Application):
When a relief crew takes control of a train that occupied 2 DTC blocks the relief crew only needs block authority in the block the head end of the train is in unless they are going to make a reverse move. The relief crew will not release the rear block but must report clear of that block when train is clear of the limits.

16.4 Work and Time (Jointly Occupied) Application:
Work and time may be granted as follows:
1. With another train or employee in charge of on-track equipment with work and time, both movements must have joint work and time.

Issue format:
Train Dispatcher: "7241 East, with Engineer Anderson, I am granting you joint work and time in one block, Anna until 1010." ("with train") will be added if it is known who the block will be jointly occupied with.

2. After a train with directional authority has passed the location where movement will enter the DTC block.

Issue format:
Train Dispatcher: "7241 East, with Engineer Anderson, I am granting you joint work and time behind (train) in one block, Anna until 1000."

18.0 AIR BRAKES AND TRAIN HANDLING RULES

18.1 Air Test:

Members of train crew are responsible for the proper tests of air brakes as outlined herein except that at points or terminals designated in the timetable or by other special instructions, examination and testing of air brake apparatus can be performed by other employees and members of the train crew will be relieved of such duties. At such points or terminals, after engine has been coupled to train and air cut in, an automatic brake application and release test of air brakes on rear car must be made.

18.1.1 Effective Condition:

Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal requirements. When piston travel is in excess of 10½ inches, the air brakes cannot be considered in effective operating condition.

18.1.2 Condensation:

Condensation must be blown from the pipe from which air is taken before connecting yard line or engine to train.

18.2.0 INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

18.2.1 Where Test Are Required:

Each train must be inspected and tested as specified in this section by a qualified person at points:

1. Where the train is originally made up (initial terminal);
2. Where train consist is changed, other than by adding or removing a solid block of cars, and the train brake system remains charged; and
3. Where the train is received in interchange if the train consist is changed other than by:
   A. Adding or removing a solid block of cars from the head end or rear end of the train;
   B. Changing engines;
   C. Removing or changing the caboose; or
   D. Any combination of the changes listed in (A), (B), and (C) of this subparagraph.

18.2.2 Intermediate Points:

Intermediate inspection points as designated by subdivision special instructions shall be established within a limit not to exceed 1,000 miles where additional inspection will be made to determine that:

1. Brake pipe leakage does not exceed 5 pounds per minute.
2. Brakes apply on each car from a 20 pound service brake pipe reduction.
3. Brake rigging is properly secured and does not bind or foul.

18.2.3 Performing Test:

Train air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service.

1. The brake system on a freight train will be charged to within 15 pounds of the setting of the feed valve on the engine, but not less than 60 pounds as indicated by an accurate gauge at the rear of the train and on a passenger train to not less than 70 pounds.
2. Upon receiving the signal to apply the brakes for test, a minimum of a 20 pound, not to exceed full service, brake application must be made.
3. After the blow at the brake valve has ceased the pressure maintaining feature will be cut out, wait 45 seconds, then observe that brake pipe leakage does not exceed 5 pounds per minute as indicated by the brake pipe gauge.
4. Inspect train brakes to determine that the angle cocks are properly positioned, that the air brakes are applied on each car, and that the piston travel is correct, the brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured.
5. After inspection has been completed, the pressure maintaining feature will be cut in and the brakes released. Each brake must be inspected to see that all have released.
6. Each train leaving initial terminal must have air brakes in effective operating condition on all cars.

18.2.4 Piston Travel:

At initial terminals, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

18.2.5 Performed by Other Qualifed Employee:

When test of air brakes has been completed, the engineer and conductor must be advised that train is in proper condition to proceed.

A qualified person participating in the test and inspection, or who has knowledge that it was made, shall notify the engineer that the initial terminal road train air brake test has been completed. The qualified person shall provide the notification in writing if the road crew reports for duty after the qualified person goes off duty. The qualified person shall also provide the notification in writing if the train that has been inspected is to be moved in excess of 500 miles without being subject to another initial terminal air brake test.

18.2.6 Signs Given:
During standing test, brakes must not be applied or released until proper signal is given.

18.2.7 Yard Air:
When train air brake system is tested from a yard test plant, an engineer's brake valve or suitable test device must be used to provide increase and reduction of brake pipe air pressure at the same or a slower rate as with engineer's brake valve and yard test plant must be connected to the end which will be nearest to the hauling road locomotive.

When yard test plant is used, the train air brake system must be charged and tested as prescribed by Rules 18.2.3 (Performing Test) and when practicable should be kept charged until road engine is coupled to train, after which, an automatic brake application and release test of air brakes on rear car must be made.

If after testing the brakes as prescribed above the train is not kept charged until road engine is attached, the brakes must be tested as prescribed by Rule 18.2.3 (Performing Test)

18.2.8 Adjustments:
Before adjusting piston travel or working on brake rigging, cut-out cock in brake pipe branch must be closed and air reservoirs must be drained. When cut-out cocks are provided in brake cylinder pipes, these cut-out cocks only may be closed and air reservoirs need not be drained.

18.2.9 Air Flow Method (AFM):
On subdivisions authorized, the initial terminal road train air brake test may be performed using the "Air Flow Method" (AFM). Trains using this method must have an operative rear end telemetry device. The test will be performed as follows:

(a) The brake system will be charged to within 15 pounds of the setting of the regulating valve on the engine, but not less than 60 pounds as indicated by an accurate gauge at the rear of the train. When the air flow gauge reads 60 cubic feet per minute (CFM) or less the engineer will inform the employees involved that the brake system is charged.
(b) Upon receiving the signal to apply the brakes for a test, a minimum of 20 pounds, not to exceed full service brake application, must be made.
(c) Inspect train brakes to determine that the angle cocks are properly positioned, that the air brakes are applied on each car, and that the piston travel is correct, the brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured.
(d) After inspection has been completed, the brakes will be released and inspected to see that all are released.
(e) Each train leaving initial terminal must have air brakes in effective operating condition on all cars.

18.2.10 Car Added:
When a train qualified by AFM adds cars not previously tested, the added cars may be tested using AFM.

After this test is completed, it must be determined that the brakes on the rear car of the train apply and release by use of the end of train device.

18.2.11 Increase Air Flow:
When a train qualified by AFM is in operation and experiences an increase in brake pipe air flow and/or increase in pipe gradient and the moveable pointer does not return to the limit established in the initial terminal train air brake test within a reasonable time, the train crew shall:

(a) Stop the train for inspection and repair leaks, if detected.
(b) If unable to make repairs, arrange to set out defective cars, and/or
(c) Proceed with due caution to the next location where corrective action can be taken.

18.3 Road Train and Intermediate Terminal Train Air Brake Tests

18.3.1 Passenger Trains:
Before engine is detached or angle cocks are closed on a passenger train, except when closing angle cocks for cutting off one or more cars from the rear end of the train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from engine. Inspector or trainman must determine if brakes on rear car of train properly apply and release.

18.3.2 Freight Trains:
When engine is to be cut away from cuts of cars or train, brakes must be applied with not less than a 20 pound brake pipe reduction. The brake pipe angle cock on lead car of cars left standing will be left open. When required to have angle cock on lead car closed, wait at least two minutes after brake pipe reduction before closing, except as provided for in Rule 18.6 (Inbound Brake Equipment Inspection).

After recoupling and after angle cocks are opened, it must be known that brake pipe air pressure is being restored as indicated by a rear car gauge or device.

18.3.3 Points where Cars are Set Out or Engine Changed:
At a point other than an initial terminal where an engine or caboose is changed, or where one or more consecutive cars are cut off from the rear end or head end of a train with the consist otherwise remaining intact, after the train brake system is charged to within 15 pounds of the regulating valve setting on the engine, but not less than 60 pounds as indicated at the rear of a freight train and 70 pounds on a passenger train, a 20-pound brake pipe reduction must be made and it must be determined that the brakes on the rear car apply and release. As an alternative to the rear car brake application and release test, it shall be determined that brake pipe pressure of the train is being reduced as indicated by a rear car gauge or device and then that brake pipe pressure of the train is being restored as indicated by a rear car gauge or device.

18.3.4 Cars Added:
Cars added to a train must receive an initial terminal air brake test. When a solid block of cars, which has received an initial terminal test is added to a train, it must be determined that the brakes on the rear car of the train apply and release. As an alternative to the rear car application and release test, it shall be determined that brake pipe pressure of the train is being reduced as indicated by a rear car gauge or device and then that brake pipe pressure of the train is being restored as indicated by a rear car gauge or device.

13.3.5 Pressure Reduced/Restored:
Brake pipe pressure of the train is being reduced means a pressure reduction of at least 5 pounds and the phrase brake pipe pressure of the train is being restored means a pressure increase of at least 5 pounds.

18.4 End-of-train Device (EOT):

1. Upon installation of an end-of-train device, it shall be determined that the identification code entered into the engine receiver is identical to the unique identification code on the rear-of-train transmitter.
2. The functional capability of the device shall be determined at the point of installation, after charging the train, by comparing the quantitative value displayed on the receiver with the quantitative value displayed on the transmitter or on an air gauge. The end-of-train air gauge device may not be used if the difference between the two readings exceeds three pounds.
3. The transmitter shall be calibrated for accuracy at least every 92 days. A tag, sticker, or other method of information storage that provides the date of the last calibration, the location where the calibration was made, and the name of the person doing the calibration shall be affixed to the transmitter.

18.5 Transfer Test:
Transfer train or yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 20 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have an initial terminal air brake test.

18.6 Inbound Brake Equipment Inspection:
At points where inspectors are employed to make general inspection of trains upon arrival at terminals, visual inspection must be made of retaining valves and retain valve pipes, release valves and rods, brake rigging, safety supports, hand brakes, hose and position of angle cocks and make necessary repairs or mark for repair tracks any cars to which yard repairs cannot be promptly made.

Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the engine off until the 20 pound service reduction has been made. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

18.7 Inoperative Air Brakes Enroute:
A car on which the air brake becomes defective enroute may be handled to the next repair point. However, at no time shall the number of operative brakes be less than 85% of the total number of air brakes in the train. If the air brakes on any car become defective after leaving a terminal and before reaching a repair point, the conductor will promptly notify the train dispatcher, giving nature of defect, car initials and number and location in train.

Unless specifically authorized not more than two consecutive cars shall be operated in a train with the air brakes cut out. Movement may not be authorized beyond the nearest point where cars can be repositioned in train, set out, or to the nearest repair point, whichever occurs first.

Exceptions:
The above will not apply when handling a "Hospital" or "Wrecking" train under the direct supervision of a Car Department Supervisor, nor will it apply when handling Welded Rail Trains, loaded or empty, nor to other trains that have fixed or permanently coupled cars, and for which special instructions are in effect.

18.8 Running Tests—Passenger Trains:
When engine, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Throttle must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

A running test of air brakes on a passenger train must be made, when practicable, two miles from meeting points, junctions, railroad crossings, drawbridges, and other points where failure of the brakes to operate properly would result in hazard.

18.9 Back Up Movement:
A back-up hose, or its equivalent, must be used for backing passenger trains, whether loaded or empty. A trainman must be at the rear of the car.

When a trainman controlling a back-up movement of a passenger train sees a signal at stop or necessity for stopping, a brake test must be made to assure himself that he has full control of train. If he is required to leave rear end of the train for any cause, the valve on the back-up hose, or its equivalent, must be left open sufficiently to prevent train from being moved until he returns.

18.9.1 Brake Pipe Free of Obstruction:
The cut-out cock in the brake pipe at the rear of the train must be opened and hose blown out thoroughly before coupling on the back-up hose to know the brake pipe is free from ice, snow or any other substance.

18.9.2 Bake-up Hose:
A back-up hose must have a valve with a ¾ inch minimum opening and warning whistle.

18.9.3 Movement Controlled with Back-up Hose:
When back-up movement is to be made with brakes controlled by use of back-up hose, or its equivalent, air brake test must be made as follows:

1. A brake pipe reduction must be made so as to insure that brakes apply on rear car of movement (opposite end).

   The engineer will require this test to be made before backing up the train.

2. Immediately after back-up movement has started, a running test must be made. In making this test, brakes must be applied with sufficient force to ascertain brakes are operating properly and engineer can observe same on air gauge. If this is not done the engineer must stop movement and standing test must be repeated before again starting back-up movement.

3. During back-up movements, when the brakes are not being applied from engine, automatic brake valve must be in "RUNNING" position.

18.9.4 Stopping with Back-up Hose:
When making a slow down or stop with the back-up hose, or its equivalent, the brakes must be applied gradually until the train slows down sufficiently, or is stopped, as required. In case of emergency, the valve in the back-up hose, or its equivalent, must be opened quickly to initiate an emergency brake application.

18.10 Undesired Releases:
To prevent undesired release of train brake after a service application utilizing 26-L brake equipment, the brake valve handle must never be moved to the left, towards release position, until it is desired to release the brakes.

FREIGHT TRAIN AIR BRAKE TESTS

THIS CHART CONTAINS THE MAIN POINTS OF AIR BRAKE TESTS. IT DOES NOT SUPERSEDE THE REQUIREMENTS OF AIR BRAKE AND TRAIN HANDLING RULES.

Type of Test and Rule Number		Charge System To Within 15 PSI. Of Regulating Or Feed Valve	Charge System To Not Less Than 60 PSI.	No Specified Charge In Brake System	20 PSI. Brake Pipe Reduction	BRAKE PIPE LEAKAGE TEST	BRAKES APPLIES			BRAKES RELEASE			BRAKE PIPE PRESSURE BEING RESTORED
							ENTIRE TRAIN	CAR (S) PICKED UP	REAR CAR	ENIRE TRAIN	CAR (S) PICKED UP	REAR CAR	
INITIAL TERMINAL	NORMAL	X			X	X	X			X			
	AFM	X			X		X			X			
1000 MILE	NORMAL			X	X	X	X						
	AFM	X			X		X						
ADD CAR (S) NOT PRE-TESTED	NORMAL		X		X	X		X	O		X	O	O
	AFM	X			X			X	O		X	O	O
ADD SOLID BLOCK OF PRETESTED CARS				X	X				O			O	O
CUT OFF AND RECOUPLED SAME LOCO. & TRAIN				X								O	O
CUT OFF CARS CHANGE LOCO. & OR CABOOSE		X			X				O			O	O
TRANSFER & YARD LESS THAN 20 MILES			X		X		X						
LOCOMOTIVE ON AFTER A YARD AIR TEST				X	X				X		X		

O IF AVAILABLE, REAR OF TRAIN DEVICE WILL BE USED TO NOTE REDUCTION AND INCREASE OF BRAKE PIPE PRESSURE OF A MINIMUM OF 5 PSI.

TRAIN AND ENGINE INSTRUCTIONS

18.12 Engine Consist Air Brake Test:
Engineers must know that the air brakes on engines are in operative condition and make the following air brake test at initial terminal, when picking up and/or setting out engines en route and when changing control unit (changing ends):

1. Brakes set with independent.
2. Brakes release with independent.
3. Brakes set with automatic brake application.
4. Brakes release by depressing independent brake valve handle after you have set brakes with automatic.
5. Brakes set when automatic brake valve is placed into emergency.
6. Hand brakes must be released when leaving ready tracks.

18.12.1 SD 18 Engines 6622-6647:
When MUing engines 6622-6647 with other engines, the independent brake may fail to release during the air brake test. To correct, reduce setting of reducing valve to 38 lbs. or lower.

18.13 Draining Main Reservoir:
Water and foreign matter must be drained from main reservoir before starting each trip or days work and, also, enroute when opportunity permits.

18.14 Safety Control Feature: (Deadman Pedal):
The safety control foot pedal must not be blocked in the depressed position.

To avoid undesired functioning of the safety control feature, the following will govern:

(a) Throttle must be in IDLE position.
(b) Foot pedal must be depressed and held in that position.
(c) The automatic brake valve handle must be placed in EMERGENCY position, until equalizing reservoir has blown down to zero.

18.15 Brake Cylinders:

1. Brake cylinder leakage: With a full service application of brakes and with communication to the brake cylinders closed, the brakes must remain applied not less than five minutes.
2. Minimum brake cylinder piston travel must be sufficient to provide proper brake shoe clearance when brakes are released.

3. Maximum brake cylinder piston travel, when engine is standing, must not exceed the following:
   (a) Driving wheel brake ..... 6 inches
   (b) Swivel type truck brakes on more than one truck operated by one brake cylinder ..... 7 inches
   (c) Swivel type truck brakes equipped with one brake cylinder ..... 8 inches
   (d) Swivel type truck brake equipped with two or more brake cylinders ..... 6 inches

18.16 Air Pressure Regulating Devices:
Air pressure regulating devices must be adjusted for the following pressures:

1. **Air Compressor**
   Governors ..... 120-130 Pounds
2. **Brake Pipe Regulating Valves**
   A. Passenger Service ..... 90 Pounds
   B. Freight Service:
      (1) Freight trains running at "TOFC" train speeds ..... 90 Pounds
      (2) Unit trains ..... 90 Pounds
      (3) Other freight service ..... 75 Pounds
   C. Yard service set for service required but not less than ..... 60 Pounds
3. **Reducing Valves**
   A. Control Air ..... 90 Pounds
   B. Independent Brake Valves
      (1) Passenger Service ..... 30 Pounds
      (2) Freight Service (cast iron brake shoes) ..... 35 Pounds
      (3) Freight Service (composition brake shoes except CNW C40-8, C42-8 and C44-9W) ..... 50 Pounds
      (4) Freight Service (CNW C40-8, C42-8 and C44-9W units only) ..... 60 Pounds
      (5) Yard Service ..... 35 Pounds

18.17 Brake Equipment:
When operated in an engine consist and when double headed or being towed dead in train, the following charts indicate the proper position of various cocks and valves on engines:

26L BRAKE EQUIPMENT	Frt & Psgr Service	Double Heading Service	Towing Engine Dead in Train
LEADING OPERATING UNIT			
Automatic Brake Valve Handle	Running	Running	Handle off
Independent Brake Valve Handle	Release	Release	Release
Brake Pipe Cut-Out Valve	Cut-In	Cut-In	Cut-Out
MU-2A Valve	Lead	Lead	Dead
Dead Engine Feature	Closed	Closed	Open
Safety Control Cut-Out	Open	Open	Closed
Actuating Air Hose Cock	—	—	Open End Cocks
TRAILING OPERATING UNIT			
Automatic Brake Valve Handle	Handle Off	Running	
Independent Brake Handle	Release	Release	
Brake Pipe Cut-Off Valve	Cut-Out	Cut-Out	
MU-2A Valve	Trail	Lead	
Dead Engine Feature	Closed	Closed	
Safety Control Cut-Out	Open	Open	

24RL BRAKE EQUIPMENT	Frt & Psgr Service	Double Heading Service	Towing Engine Dead in Train
LEADING OPERATING UNIT			
Automatic Brake Valve Handle	Running	Running	Running
Independent Brake Valve Handle	Release	Release	Release
Rotair Valve	Frt or Psgr	Frt or Psgr	Psgr
Double Heading Cock	Open	Open	Closed
Dead Engine Feature	Closed	Closed	Open
Safety Control Cut-Out	Open	Open	Closed
TRAILING OPERATOR UNIT			
Automatic Brake Valve Handle	Running	Running	
Independent Brake Handle	Release	Release	
Rotair Valve	Frt or Psgr Lap	Frt or Psgr Lap	
Double Heading Cock	Closed	Closed	
Dead Engine Feature	Closed	Closed	
Safety Control Cut-Out	Open	Open	

18.17.1 Air Brake Hoses
When MUing engine consists the following chart indicates (X) the proper position of air brake hoses:

24-RL		26-L		LEAD
ACTUATING	IND. APPL & REL	ACTUATING	EQUALIZING	TRAIL
				26-L
	X		X	EQUALIZING
X		X		ACTUATING
CLOSED		CLOSED		BRK. PIPE CUT-OUT
				24-L
X		X		ACTUATING
	X		X	IND. APPL & REL
CLOSED		CLOSED		BRK. PIPE CUT-OUT

18.17.2 MU-2A Valve Setting:
CNW engines have two types of MU-2A valves:

1. 2-position valve marked "lead or dead" and "trail 24 or 26."
2. 3-position valve marked "lead or dead," "trail 6-26" and "trail 24."

Note: If the controlling unit is equipped with the 2-position valve and a trailing unit is equipped with the older 3-position valve, then the MU-2A on the trailing unit must be set on "trail 24" position.

18.18 Brakes Release on Units:
When using automatic brake valve on engines equipped with 26-L type brake equipment, independent brake valve must be kept in depressed (bail-off) position for a minimum of 5 seconds for each unit in consist, after the exhaust stops from automatic brake valve, to insure that brakes on all units are released.

When there is any other type brake equipment in the engine consist, then the independent brake valve on controlling unit must be kept in depressed (bail-off) position continually while automatic brake valve is in application position.

18.19 Engine Flat Spots:

1. Engineer receiving an engine with flat spots will notify the train dispatcher and make entry on Enroute Exception Report.
2. If the flat spots occur while engineer is in charge of unit, report must be made indicating time, location and cause.
3. SD40-2 units, regardless of their location in an engine consist, have a tendency to permit a recurring build-up of brake cylinder pressure. Independent brake valve must continually be bailed off to prevent build up of brake cylinder pressure.
4. Engineers must not make adjustments to the independent brake cylinder pressure. If independent brake cylinder pressure is not correct, it must be reported to mechanical forces for correction.
5. To prevent jackknifing and flat spots on units, the independent brake must never be used for stops or slow downs of trains when the same results can be obtained by use of the dynamic or automatic brake valve.

18.21 Minimizing Delay Due to Sticking Brakes:
Should difficulty be experienced in releasing brakes after picking up cars, or after making a light brake application enroute, the procedures listed below should be followed:

1. Check regulating valve for proper setting.
2. Make a 20-pound service brake application. When blow at the brake valve stops if standing, or when train stops if moving, place train in emergency and wait 3 minutes.
3. Return brake valve to release or running position and charge train.

18.22 Emergency Air Brake Applications in Freight Service:
When an emergency brake application has occured, a train must not proceed until the air brake system has been adequately recharged.

Train must not exceed 10 MPH until gauge at rear of train indicates a pressure of within 5 pounds of indication shown prior to emergency application. If the pressure is not attainable, train may resume normal speed after 15 minutes provided brake pipe is restored to within 15 pounds of regulating valve setting as indicated on gauge at rear of train.

When there is no communication with rear end crew members or with end of train device, train may not proceed at normal speed until the engineer has ascertained that brake pipe leakage does not exceed 5 pounds per minute.

If terrain is such that normal train handling would require use of air brakes within three miles, trains will not proceed until air brake system has been adequately recharged as outlined above, except trains blocking interlockings and/or road crossings—may proceed at 5 MPH to clear interlockings or crossings then stopping until air brake system is adequately recharged.

When the lead engine is equipped with an AFM and the train has an operative rear end telemetry device the train may operate at maximum authorized speed when AFM indicates 60 cfm or less.

18.23 Cast Iron and Composition Brake Shoes:
Engines in the series 4600-4634, 6650-6659 and 6567-6589 have cast iron brake shoes. When they trail a unit having composition brake shoes, the engine brake cylinder pressure must not exceed 40 pounds.

18.24 Units Set Out or Picked Up:
When necessary to uncouple units, air hoses must not be uncoupled by hand. The angle cocks should be closed and unit moved to uncouple hoses.

When disconnecting 27 point jumper cable it must be stored in the engine air compressor compartment unless the engine is provided with a special receptacle for both ends of the cable. The jumper cable must be left with engine being set out.

18.24.1 Separating Units
When connecting or separating units of an engine consist, the engineer or hostlier is responsible for the work to be performed. When separating units, the work will be done in the following order:
1. Grab iron chains,
2. 27-point jumper cable,
3. cut-out cocks and angle cocks.

18.25 Changing Operating Ends:
To change operation of brakes to opposite control unit of a multiple unit consist or suburban train proceed as follows:

A. 26-L Equipment
   1. Make a 20 pound brake pipe reduction and move brake pipe cut-out cock to cut-out position.
   2. Place MU-2A valve in proper position for type of equipment which will be the leading unit.
   3. Move the automatic brake valve to handle off position and remove the handle.
   4. Move independent brake valve to release position and remove handle.

To assume control of brakes at opposite end:
   1. Insert both brake valve handles and move independent brake valve to fully applied position.
   2. Place MU-2A valve in lead position.
   3. Move the brake pipe cut-out cock to cut-in position.
   4. Move automatic brake valve to running position.
   5. Test brakes.

B. 24-RL Equipment
   1. Make a 20 pound brake pipe reduction and close double heading cock.
   2. Have both independent and automatic brake valves to running position and remove handles.

To assume control of brakes at opposite end:
   1. Insert both brake valve handles and move independent brake valve to fully applied position.
   2. Move double heading cock to open position.
   3. Test brakes.

C. 26-B1 Equipment (Suburban Cab Cars)
   1. Move brake valve handle to full service position.
   2. Depress center of brake pipe cut-off valve with tool suspended from chain and move handle ½ turn to cut-out position.
   3. Move brake valve handle to "handle off" position.
   4. Place handle in receptacle and lock.
   5. Release parking brake.

To assume control of brakes at opposite end: :
   1. Apply parking brake.
   2. Remove brake valve handle from receptacle locked with switch lock and insert in brake valve.
   3. Depress center of brake pipe cut-off valve with tool suspended from chain and move cut-off valve handle to cut-in position. (This requires ½ turn.)
   4. Move brake valve handle to left or running position, and note that:
      a. Brake pipe pressure raises to 90 psi as indicated by gauge.
      b. Main reservoir pressure reduces to some value below 130 psi and then recovers to 130-140 psi. (the recovery of main reservoir pressure will indicate that air supply is being replenished from engine).
   5. Release parking brake.
   6. Test brakes.

18.26 Dynamic Brakes:
When using automatic air brakes in conjunction with dynamic braking, the independent brake valve handle must be "bailed" off during this cycle.

CAUTION: When CNW units are in the lead, dynamic braking is retained when an emergency brake application occurs. The engineer must use caution when emergency or penalty application occurs, so that independent brake does not apply on top of dynamic brake causing excessive forces which can cause wheels to slide.

18.26.1 Buff Forces:
Engine consists are restricted to a maximum of 24 axles used in dynamic braking. Under most circumstances concentrated buff forces should not exceed 250,000 lbs. to avoid damage to cars and the occurrence of high lateral forces which can cause derailments. Modern high horsepower engines develop up to 10,000 lbs. of retarding force per traction motor at maximum amperage, therefore a 24 axle limitation gives a maximum of 240,000 lbs. of force which is in safe limits.

Account SD60 and C40-8, C42-8 and C44-9W engines have a high capacity dynamic brake with a maximum retarding force of 81,000 lbs. vs. 60,000 lbs. on other 6 axle engines, each unit in this series will be counted as 8 axles when determining the number of axles to be used in dynamic braking except loaded unit trains, all 100 ton or more capacity cars, are restricted to 28 axles of dynamic braking.

When operating through turnouts, crossovers and curves exceeding 4 degrees, dynamic brake amperes must not exceed a maximum of 350 amps until one-half the train has negotiated turnout, crossover or curve. This is particularly important when the dynamic brake is being used entirely for controlling the speed of the train. Under these conditions a harsh bunching of slack or run-in combined with the curvature can cause high forces and possibly cause a derailment.

When operating in territory where grade changes from descending to ascending, dynamic brake must be reduced proportionately to degree of change. When curves over 2 degrees are located at points where grades change, dynamic brake must not exceed 350 amps. Under these conditions the gravity forces change when grade changes which increase forces in the train to a point where derailment can occur.

18.27 Break-In-Two:
If a train parts while running, forward portion must be kept moving, if possible, until rear portion has stopped. When necessary to replace knuckle or perform any work under or between separated portions of train, angle cock on both portions of train must be left open until work is complete and train is ready to be moved or recoupled. Sufficient number of hand brakes must be applied on both portions of train if standing on a grade.

18.28 Back Up Movements:
When shoving cars or trains, extreme care must be exercised. The tractive effort on the initial start creates the greatest potential for jackknifing due to the high buff forces. This high buff force must be reduced by advancing the throttle only to the minimum position required to move. The brakes must be released prior to shoving. Before shoving, consideration must be given to:

1. Horsepower
2. Position of slack
3. Number of units
4. Track conditions, curves and grade
5. Position of loads and empties and the tonnage.

Note: Engine consist includes engines in tow when coupled to same.

18.29 Helper Service:

1. A "helper engine" is defined as an engine in "helper service" coupled to the rear of a train for assistance. Other cars, except a caboose when necessary, must not be coupled to it. Helper engine must be between train and caboose when practical. When necessary to assist from behind the caboose, the caboose must not be occupied.
2. When necessary to perform helper service without radio, the procedures to follow must be understood between engineers prior to moving. The engineer on the front of the train is in charge.
3. Couplers must be stretched twice after helper engine is coupled to train. Prior to cutting in the air, the regulating valve must be reduced to at least 10 p.s.i. below train line setting. Brake pipe must be cut out by placing brake pipe cut out cock in cut-out position. Independent brake valve must be left cut-in, when feasible, to prevent damage to wheels when automatic brakes are set. The automatic brake valve handle on 26-L equipment must be left in "handle-off" position.
4. A 20 lb. brake pipe reduction must be made on the engine on the front of the train after brake system is charged, to determine that brakes on helper engine apply and release. The gauges must be observed to see that reduction was made and the brake pipe pressure is restored upon completion of test.
5. The maximum number of units permitted in the helper engine consist is 5 with only 2 on the line. There must not be any "dead" units or "idling" units between the train and the units providing the "power" in helper service.
6. Minimum throttle settings must be used on the helper engine. The engine on the front of the train must be in a higher throttle setting, except when in the number 8 setting. The helper engine must be the first to reduce throttle settings.
7. Dynamic braking is confined to the engine on the front of the train with helper engine in idle.
8. The throttle on the helper engine must not exceed the number 5 setting when operating on curves in excess of 2 degrees or through crossovers and turnouts, if there are empty cars located within the rear 10 cars or if the helper engine is behind the caboose.
9. The helper engine must be placed in "idle" when a brake pipe reduction is observed on the helper engine unless information from the engineer on the front of the train dictates otherwise.

18.29.1 Double Heading and Helper Service:
When double heading, the engineer of the lead unit shall operate the brakes. On all other units in the train the brake pipe cut-out cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. If it becomes necessary for the lead unit to give up control of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control.

18.30 Daily Engine Inspections:
Engines in service must be inspected once each calendar day. A written report of the inspection shall be made on Form 41-00042, "Diesel Locomotive Inspection Report." This report shall contain the initial and number of the engine, place, date and time of the inspection, a description of any defects disclosed by the inspection and the signature of the employee making the inspection.

In addition to filling out the Inspection Report, the daily cab card must also be filled out. The location, date, time and signature must correspond on both the daily cab card and the inspection report.

Example: An engine that was inspected at 0001, August 5, does not have to be inspected again until 2359 August 6.

18.31 Engine Cab:
Enginemen need not accept engines when the cabs which they will occupy are cluttered with debris. When cab is cluttered with debris, engineer will bring it to the attention of the proper authority for an assessment of the situation. At outlying locations, or when proper authority is not available, engineer will make a report to the traveling engineer. Enginemen are responsible for the cleanliness of the cab upon completion of tour of duty. They must see that cab doors and windows on trailing units are closed when not occupied. They must also check radios and E.O.T. receivers when making engine inspection. When a radio or E.O.T. receiver is defective, damaged or missing, they must report it to the train dispatcher and record it on enroute work report.

The radio and E.O.T. receiver are integral parts of the engine and are under the responsibility of engineer.

18.31.1 Receipt of Engines In Interchange:
Engines received in interchange must be observed for obvious safety defects such as shattered glass, oil on walkways, bent hand rails and steps or any other condition which is unsafe.

18.32 Detour Movements:
When detours require CNW engines in lead for ATC, the horsepower-tonnage ratios are not in effect. All foreign engines will be kept on line so fuel usage is equalized.

18.33 Throttle vs. Speed Restrictions:
Simulations have shown that engine consists which exceed 13,000 horsepower can create drawbar forces in the area of 400,000 to 450,000 lbs. of draft. This is higher than the allowable range of 250,000 to 375,000 lbs. wherein coupler components can fail.

The guidelines below must be followed when engine consist exceeds 13,000 horsepower:

Speed (MPH)	Throttle Position
0-1	3
1-3	4
3-6	5
7-9	6
10-12	7
13+	8

(The same restrictions apply when reducing speed on ascending grade.)

When any combination of 3 C40-8, C42-8, C44-9W, SD60 or SD50 units make up the engine consist, the guidelines below must be followed:

Speed (MPH)	Throttle Position
0-7	6
8-9	7
10+	8

The transportation superintendent at Bill has issued additional instructions relative to Throttle vs. Speed which are applicable to trains on the Powder River Subdivision. Engineers operating on that subdivision must avail themselves of those instructions.

18.33.1 Traction Motor Damage:
Under no circumstances will power be applied while train is at standstill unless attempt is being made to start train.

Extensive damage to traction motors will occur if power is applied to hold train at standstill.

18.34 Fuel Conservation:

1. Engine shutdown policy:
When temperature exceeds 35°, units in yard, wayfreight and transfer service must be shut down when delay will exceed 30 minutes. Road service units will be shut down when delay will exceed 1 hour, except one unit may be left idling to keep train line charged. Engineers are responsible for determining length of delay time. When it cannot be determined, units will be shut down.

2. HP/Ton Ratio Policy:
When temperature exceeds 35°, excess units on freight trains must be shut down when HP/Ton ratio is exceeded. Enter "Unit shut down for fuel conservation" on enroute exception report. Show the date and time the unit shut down. When temperature is between 35° and 20° excess units will be isolated. When temperature is 20° or lower, all units will be left on line.

HP/Ton ratio is calculated by dividing total operating horsepower by the total tonnage (tonnage of train plus locomotives). Unless exceptions have been granted, the HP/Ton ratio is one horsepower per ton except between:

Mpls-Altoona	1.3
Itasca-Altoona	1.3
Chicago-Fremont	1.3
TOFC	2.5

Trains handling empty ballast, ore, potash, grain or coal hoppers, will operate with one unit unless the total number of cars handled exceeds 115 cars or if permission received from the train dispatcher. These trains will operate under applicable HP/Ton ratio when handling more than 115 cars.

Exception: Trailing unit need not be shut down when occupied by employees unless temperature is above 60°.

Dynamic Braking Policy:
Do not use power or stretch braking when making planned slow downs or stops with two or more operating dynamic brakes. Power or stretch braking is keeping throttle in power position when using automatic brake valve.

18.35 Engine Tie Up—Cold Weather Instructions:

1. When temperature will be between 10 and 20 degrees, the throttle must be left in No. 2 position, when below 10 degrees in No. 4 position. Good judgement must be used when temperatures are at or near the above parameter. Move the generator field switch to the "off" position, close doors and windows and leave electrical cabinet door open if not sealed.
2. When a low-horsepower engine is left running and unattended because it will be subject to freezing temperatures, the "engine monitor unit" (located on the control stand) will sound an alarm via radio if the engine shuts down. To enable the "engine monitor unit" to function properly, the instructions below must be followed:

1. Engine consist must be MU'ed, however only one of the "engine monitor units" is to be activated.
2. Engine isolation switch must be left in "run" position.
3. Radio must be left with power "on" and set to Channel 23-23 (Utility 2).

Exceptions:	Sub	Area	Channel
	Adams	Wisconsin Rapids	52-52 Road 1
	Eau Claire	East Minneapolis	71-71 Road 4
	Marinette	Marinette	52-52 Road 1
	Antoine	Quinesec	52-52 Road 1
	Waterloo	Waterloo	71-71 Road 4
	Rapid City	Rapid City	52-52 Road 1
	Crawford	Chadron	52-52 Road 1

4. Engine Monitor Unit:
   A. Select base station access code with thumbwheel.
   B. Put "normal" light on, wait for two seconds and slide test switch to right...put "test" light on...wait a few minutes...when "normal" light comes back on, the test has passed. If test fails, report to the train dispatcher that test failed.

   (These instructions are also included on a small aluminum tag affixed to the engine monitor unit.)

18.35.1 Cab Heaters:
Cab heaters on trailing units must be turned onto the fan position with heater supply valves open to maintain at least 40° in the cabs to prevent heaters or air equipment from freezing.

18.36 Restarting Engines:

Engine protective devices sometimes cause engine shutdowns because of momentary events. In many cases, if the device is reset, and the engine is restarted, no further problems will be encountered.

1. Check engine water sight glass—Water level should be near the Full (Engine Dead) mark. If water is not visible in sight glass, DO NOT ATTEMPT TO RESTART THE ENGINE.
2. Check that the overspeed trip lever is not in the tripped position. Lever should be angled to the left while facing the front of the engine. If the lever is angled to the right, it is tripped and should be reset by pushing over to the left.
3. Check the low oil trip plunger on the governor. Push in to reset.
4. Check the engine protective device to see if either the low water or crankcase button is tripped. The lower water may be reset by pushing in. Crankcase pressure button may not be reset. If crankcase button is tripped DO NOT ATTEMPT TO RESTART ENGINE.
5. Check the governor oil sight glass. Do not attempt to restart unless oil can be seen in the glass.
6. Check around the engine and air compressor for obvious damage caused by failed components. Do not attempt a restart if damage is evident.
7. Check that the Battery Switch is closed and that all required circuit breakers are turned on.
8. If the unit is trailing in a consist with MU cables connected, the Generator Field, Engine Run, and Control and Fuel Pump Switches on the control stand must ALL be in the off position. If the unit is a single unit or is leading a consist, only the Control and Fuel Pump Switch should be on.
9. Place the throttle in idle. Turn the Isolation Switch to the Isolate/Start position.
10. On most engines, the Start/Prime Switch is located on the right hand side of the engine on the accessory rack. On some units, the switch is located in the cab. Turn the switch to the Prime position and hold until the fuel return sight glass has filled with fuel and is clear of bubbles. This normally takes 10-15 seconds. Release the Prime switch. (See item 17 below for restarting GE C40-8, C42-8 and C44-9W engines.)
11. On units equipped with engine purge control (identified on starter panel), hold engine layshaft at full off (pull out from engine.) On all other units, push the layshaft in to about one-third rack (1.6 on indicator).

12. Turn the Start/Prime Switch to start. On units equipped with engine purge, an increase in engine cranking speed should be noted after about 6 seconds. At this point push in on the layshaft about one-third of the way. When engine fires release the Start Switch.

    CAUTION: Under no circumstances should an EMD engine be cranked longer than 20 seconds. If the engine fails to fire, wait a few minutes to allow the starter coils to cool before attempting another start. If the engine fails to crank, check the 400A starting fuse.

13. As the engine comes up to speed, release the layshaft. DO NOT race the engine with the layshaft.

    If the engine will not crank and is at operating temperature (160 degrees), wait 5-10 minutes and try again. If the engine has been shut down for more than 15 minutes and still will not crank, do not attempt further restarts.

14. Observe the Low Water and Crankcase Pressure buttons. The Low Water Detector will often trip during engine starting and must be reset or the engine will die. If the Crankcase Pressure Detector trips DO NOT attempt to restart the engine.

15. Observe the engine oil pressure gauge. If pressure does not build within a minute, the Low Oil Detector on the governor will trip. If the trip is reset quickly, the engine will not die. If oil pressure does not build up within two minutes, check the engine water temperature gauge. Allow a hot engine (above 212 degrees F) to cool before another start is attempted. If the engine is not overheated and there is a danger of freezing, drain the engine cooling water and report the failure.

16. Recheck the fuel return sight glass. If the glass fails to remain full, check to see if the fuel pump is running. If not, check the fuel pump circuit breaker, the aux. gen. circuit breaker, and the 150 amp. aux. gen. fuse. Use caution in removing the fuse to avoid burns or electrical shock. On a trailing unit, turn on the Control and Fuel Pump Switch. If the pump runs now, the MU jumper is probably at fault. Report the failure.

17. When starting a GE C40-8, C42-8 and C44-9W engine, the Start/Prime Switch must be turned to the Start position while the fuel pump is still running and the switch must be held in the Start position for **at least five to eight seconds** before the diesel engine will begin to crank.

    Note: C44-9W units beginning with CNW 8633 are equipped with electronic fuel injection (EFI) and do not have either oil-type governors or lay shafts. Overspeed resets are performed using the DID computer panel in the cab.

If an engine shuts down again after restarting, do not attempt any further restarts.

18. A. Engines shut down less than six hours can be restarted without opening test cocks.

    B. Engines shut down more than six hours and less than seventy-two hours must have test cocks opened and engine "bumped" (hold start button in for one second intervals for 3 times until engine makes at least one revolution) over to check for presence of water. If no water is observed coming out of test cocks, close test cocks and start engine. If engine does not turn over freely or if any sign of water is seen at test cocks, **DO NOT** make further attempts to start engine. Mechanical department must be contacted.
    EXCEPTION: Engines equipped with Purge Control feature need not comply with Item B.

    C. Engines shut down more than seventy-two hours must have crankshaft prelubed, test cocks opened and engine barred over by hand prior to starting.

    D. GE C40-8, C42-8 and C44-9W engines can be shut down for up to 72 hours and restarted without opening their compression relief valves.

    E. Caution: When necessary to open or close test cocks, test cock wrench must be used. **NEVER** use pipe wrench or other tools not designed for this purpose. Test cocks need only be **hand tightened.**

18.37 Draining Units:
Caution:
Before opening any pressure cap be sure pressure is released by opening vent valve. Failure to do so could cause hot water to blow out.

Following is a list of draining procedures to be used where the danger of freezing exists. It should be noted that the draining of the cab heater, air compressors (EMD) and engine water pumps is of equal importance. To drain the engine water pumps, remove pipe plug from both pump discharge elbows on EMD engine and the one pipe plug from bottom of pump housing on GE engine. To drain air compressors on EMD engine open valves on both heads.

GP7 (4100-4499): Open drain valve on floor in front of engine. Remove pipe plug on right water pump housing. Open cab heater drain valve under cab on left side.

GP9 (4500): Open drain valve on floor in front of engine. Remove pipe plug on right water pump housing. Cab heater drain valve right front cover of engine beneath floor. Cab heater drain valve left rear corner of cab below floor.

SD18: Open engine drain valve in front of engine. Open cab heater drain valves located under cab in center of unit. Go through cab floor. Remove pipe plug from right water pump housing.

GP35: Open drain valve at floor in front of the engine. Remove pipe plug from right water pump. Open cab heater; drain valves left side under cab floor. Remove water fill pressure cap. **Be sure pressure is released.**

GP38-2 and SD38-2: Open engine drain valve in front of engine. All valves are located in engine drain sump governor end of engine. Open fill valve. Remove pressure cap.

SD40 and GP40: Open engine drain valve in front of engine in sump. Open fill valve (pull down to open). Remove pressure relief cap.

SD40-2 and GP50: Open engine drain valve in front of engine in sump. Open fill valve on water tank (pull down to open). Remove pressure relief cap.

SD45: Open main engine drain valve located at front end of engine in sump. Open cab heater emergency drain valve. The main engine and cab heater drain valves are adjacent. Remove water fill pressure cap. Be sure pressure is released.

SD50 and SD60: Open engine drain valve between the engine and accessory rack. Open fill valve on water tank (pull down to open). Remove pressure cap. Make certain that the preheater supply and return valves are open.

C40-8, C42-8 and C44-9W: Open the main water drain valve on the right side of the engine near the lube-oil pump.

MP15 and GP15: Open engine drain valve located front of engine in sump left side of engine. Open cab heater drain valve. Open cab heater vent valve. All three valves discharge into engine sump drain. Open fill relief valve (pull down). Remove pressure cap.

U30C and C30-7: If automatic water drain does not operate, open main cooling water drain valve on floor below water expansion tank near water pump. Remove plug from bottom of water pump. Remove water filler cap on expansion tank.

18.38 Turbo Pump Motor Circuit Breaker:
This circuit breaker must be in the ON position to start the engine and operate the turbo-charger auxiliary lube oil pump. **It must remain in the ON position to provide auxiliary lubrication to the turbo-charger at engine start and after the engine is shut down.** Some engines have a guard over this breaker switch to prevent accidental movement to the OFF position.

18.39 Cold Weather Operations:

1. Caution must be used when starting trains and using train air brakes during cold weather to prevent failure of drawbars and/or knuckles. During cold weather metal is known to withstand less stress and air brakes take longer to set up and release. Taking a little more time and exercising patience during running releases and starting trains will help reduce train separations. When in doubt about a running release of brakes, stop train, then proceed when released.
2. When an obstruction or frozen train line is suspected reduce brake pipe pressure from rear of train if practicable. The train must be stopped until engineer is assured that air is in proper working order.
3. When alcohol is used to remove blockage in train line, the rear end brake pipe should be cracked until strong smell of alcohol comes through. This generally occurs in immediate area where engines are coupled to train. It would be advisable to open hose approximately 20 cars from engine and allow air to blow through.
4. It is important to keep water out of air system by assuring that main reservoir blow-downs are working properly and use manual blow-downs on both main drums and air compressors whenever possible. Air hose on engine should be blown out prior to coupling to train. Where alcohol is put in at ramp, caution should be taken not to use blow-downs until train has been charged up.
5. To prevent freezing of sanders and whistle, they should be used frequently during heavy moisture conditions.
6. Extreme care should be taken where flat spots are encountered on either engine or cars, as risk of breaking rail is increased during cold weather.
7. When air trouble is encountered, look closely for partially closed angle cocks between cars. An angle cock opened slightly can cause air problems in cold weather.
8. Advise train dispatchers of extreme weather conditions, particularly heavy snow conditions.
9. Use extra care when getting on or off engines during slippery conditions.
10. Be sure snow packed switches are thoroughly cleaned out.
11. Be sure knuckle is closed on lead unit to prevent it from becoming packed with snow. Be sure MU hoses are properly secured.

18.40 Fire Danger—Engines:
Engines which have been shut down, idling and/or used in switching service or slow speed, light duty, branch line operation tend to accumulate carbon in their exhaust systems. This carbon begins to burn when the units involved are worked under full throttle and sustained loading conditions. The burning will continue for a period of 10-15 minutes and during this time, of course, start right-of-way fires if the burning carbon contacts dry combustible material.

The following can help minimize the danger:

1. Be alert for any fires that may be started. Immediately report and, if practicable, stop and extinguish such fires.
2. If possible and consistent with proper train handling and tonnage requirements, operate at reduced throttle during this period to reduce the carbon blow.
3. Units that continue to throw sparks or fire should be isolated, again keeping in mind the requirements of good train handling and tonnage. Such units should be reported at the first opportunity to the Train Dispatcher and also on the enroute report left on engine.

18.41 Engines equipped with "Crew Alertness Systems":
CNW engines 8543 - 8577 and 8601-8715 inclusive and some foreign engines are equipped with Crew Alertness Systems (also known as vigilance systems).

If an engineer is not actively engaged in controlling the engine after an elapsed period of time, a horn and warning light will come on with increasing intensity. If the engineer takes no action within approximately 20 seconds from the time the light comes on, a penalty brake application will occur. The warning light on CNW engines is located directly above the speedometer.

To prevent a penalty application, one of the following must occur:

1. A change in throttle position.
2. Depressing the independent brake handle.
3. Blow whistle.
4. Ring bell.
5. Press manual reset button.

The Alerter System will automatically be cut out whenever the train air is cut out.

When the train air is cut in it is prohibited to cut out any Crew Alertness System without proper authority except as provided in Rule 1.23 (Altering Equipment).

18.42 Near Miss Program/Form 314-7:
Each engine should have a small supply of "Near Miss Cards" in the cab of each engine.

When a "Near Miss" occurs, the engineer must complete the postcard size "Near Miss" card and mail to the Transportation Superintendent. Information such as location, direction, type of vehicle, name of company (trucks), license number, date, time or anything that will help in contacting the owner and/or driver of the vehicle involved should be included.

18.43 ENGINE WEIGHT RESTRICTIONS:

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

A	B	C
SD18	232,000 lbs.	16'6" ATR 10' wide
GP30	232,000 lbs.	15'11" ATR 10' wide
GP35	232,000 lbs.	15'3" ATR 10' wide
GP38, GP40, GP50, SD38, SD40, SD40-2, SD45, SD50, SD60	263,000 lbs.	15'10" ATR 10' wide
GE C40-8, C42-8, C44-9W	315,000 lbs.	16'1" ATR 10' wide

Exceptions:

GP7, GP9, GP15 and MP15 (1302, 4100, 4200, 4300, 4400, 4500 series) may operate on all trackage.

GE C40-8, C42-8 and C44-9W may operate on the following sub:

Granville	Merriam	St. Louis
Iowa Falls	Owatonna	Shoreline
Le Mars	Partridge	Sioux City
Marinette	Rockwell	Trenton

Obtain information on engines not listed above from Transportation Center.

20.0 TRAIN DISPATCHERS AND OPERATORS RULES

20.1 Train Dispatchers

Train dispatchers must:

1. Familiarize themselves with the physical characteristics of the territory under their supervision, such as grade conditions, location of sidings and other conditions that affect the movement of trains.
2. Record verbal instructions relative to movements against the current of traffic, absolute blocks, etc.,
3. Consult with the supervising officer as to the necessity of establishing an absolute block for trains when visibility is minimal due to severe weather conditions.
4. Anticipate the necessity for having clearance and track bulletins ready for arrival or departure of trains to avoid delays.
5. Be familiar with train consists and work enroute.
6. Issue the following instructions to trains affected when a Rule 9.7 (Failure to Display Most Restrictive Indication) condition is reported:

   SIGNAL _____ LOCATED _____ IS NOT WORKING PROPERLY. OBSERVE THIS SIGNAL AS THOUGH DISPLAYING STOP INDICATION.
7. Make a record on the train sheet or other specified document of ATC or ATS seal numbers reported to them by engineers.
8. In addition to the General Code of Operations Rules be familiar with the Rules of the Engineering Department and other prescribed rules, and have a copy available for reference while on duty.

20.2 Operators:

Operators must:

1. Promptly record and report the time of arrival and departure of trains to the train dispatcher.
2. Observe trains closely and report any irregularities to the train dispatcher.
3. Report weather conditions to the train dispatcher on a periodic basis and immediately when storm conditions threaten.
4. Keep station records in a neat and appropriately filed manner.
5. Keep track bulletins, clearances and line-ups filed separate from other records.

20.3 Train Dispatchers and Operators:

Train dispatchers and operators must be courteous in radio and telephone conversations. Special care must be given when working with new or inexperienced personnel. Track bulletins, line-ups, track permits and other information relative to the use of tracks must be transmitted with care and at a speed regulated to the ability of the individual copying same. This includes information transmitted into "Phone Recording Systems." Special care must also be used when transmitting and checking names of stations that are similar in sound or spelling.

20.4 Computerized Track Bulletin System:

1. Name of subdivision on which track bulletin applies must be shown in Track Bulletin Summary.
2. Track bulletins must be completed to all stations at which trains originate which would enter the territory affected.
3. A hard copy of all track bulletins in effect must be maintained by the train dispatcher. When track bulletins are fulfilled, superseded or become void, the train dispatcher's office copy must be filed.
4. If unable to transmit directly to a station printer, or if no printer is available at that station, train dispatcher may utilize facsimile machine to transmit track bulletins.
5. Train dispatcher's initials will be entered as the last line of the body of the track bulletin.
6. When shared territories exist, train dispatcher must ascertain that all track bulletins in effect for that territory have been issued by the train dispatcher sharing that territory. The train dispatcher issuing track bulletins on a shared terrritory must inform the train dispatcher with whom the territory is shared that such track bulletins have been issued.
7. When creating track bulletins, proper form must be used.
8. When issuing track bulletins wherein multiple tracks are involved, they may be described as "both," "all," "Track 1," "Track 2," etc.

   On subdivisions where duplicate mile post numbers exist or if there is more than one subdivision involved that have the same mile post numbers, the stations between which the restrictions apply must be included in addition to the mile post numbers, or the name of the subdivisions included.

   When track bulletin covers more than one location, the locations will be shown on separate lines in sequence for a train operating in one direction and in reverse order for a train operating in the opposite direction.
9. Clearance will be issued to trains showing all track bulletins affecting the train's movement. To the extent possible only track bulletin's that are required for the territory of the trains movement will be issued the train.
10. Clearance may be fulfilled when the train has completed its movement over the train dispatcher's territory and adjoining shared territory.

20.5 Failure of Computerized Track Bulletin System:

In the event of a complete failure of the computerized track bulletin system, records will be kept in a like manner in the Record of Train Movement book.

20.6 Train Dispatcher's Transfer:
Train dispatcher's transfer must include the numbers of track bulletins, line-ups, CTC and CBS instructions and CTC and CBS track permits in effect, as well as, information relative to unusual circumstances that may effect the safe operation of trains.

Train dispatcher must ascertain that track bulletins are issued in the proper territory for the area affected.

Clearance records must be reviewed to ascertain that all trains have proper track bulletins in their possession.

Both train dispatchers must sign transfer as acknowledgement that information is understood.

20.7 Train Sheets:
Where train sheets are used, they must be legible, neat and except where otherwise permitted, in ink.

Information relative to arrival and departure of trains, loads, empties, tonnage, blocks, names of conductor and engineer, on duty time, off duty time, delays, weather reports, watch comparison and unusual occurrences must be recorded unless otherwise instructed.

Train dispatchers must record the number of the last General Order posted, opposite their signature on the train sheet or other specified document, as acknowledgement of understanding of all General Orders in effect.

20.8 Record of Train Movement Book:
Train dispatcher will record information in the Record of Train Movement book relating to:

1. Movements under absolute block;
2. Authority to enter CTC (Rule 6350(A));
3. Authority to enter single track as provided by Form DS track bulletin, and,
4. Other such movements when records are not maintained in another manner.

20.9 Authority to Enter CTC:
When issuing instructions to enter CTC territory or past a Stop indication, the train dispatcher and the control operator must make a record in the book provided for that purpose. Track and time permit instructions must be numbered consecutively beginning at midnight each day. When the instructions have been fulfilled or cancelled, they will write their initials across the instructions in red.

Cancellation or release of CTC instructions will be in the words "CTC instruction No. 5 is cancelled (released)."

20.10 Protection of Limits:
Each time a track and time permit is granted, on control machines so equipped, a traffic block and/or switch block must be coded on the control machine, including all intermediate control points, and remain coded until permit is cancelled or released, to prevent movement into the limits. The time a traffic block or switch block is coded on or taken off, must be recorded in applicable column of form provided.

When part of track and time is released by an employee in charge of on-track equipment it must be understood the part of the permit released is void and he must not reenter that portion of track. The portion of the permit still in effect must be protected as required by the above paragraph.

Track and time permits must be prominently displayed at all times. When cancelled or released they must be filed with other records that are required to be retained for specified period of time.

Track and time permits will be numbered consecutively beginning at midnight.

When necessary to grant an extension to a track and time permit, a new track and time permit must be issued and the previous authority voided.

20.10.1 Control of Interlocking or Control Points:
When it is necessary to transfer control of an interlocking or control point from the Control Operator to the Signal Department the following applies:

(a) The Control Operator must be advised as to what interlocking controls the Signal Department will be taking.

(b) The Control Operator will advise the Signal employee as to what moves are currently lined up and what will be taking place in the near future. If practicable, the transfer will not be made until the moves currently lined up have been completed.

(c) The Control Operator must make a written record of the transfer of control as follows:
"Control over interlocking at/between _____(name)_____ has been given to Signal employee _____(name and Radio ID)_____ at ____(time)____."
These instructions must be repeated by the Signal employee. Once repeated correctly, the Control Operator will respond: "That is correct."

(d) To release control back to the Control Operator the Signal employee must use the following format:
"Signal employee _____(name and Radio ID)_____ is releasing control of ____(name)____ interlocking back to the Control Opertor at _____(time)_____."
These instructions must be repeated by the Control Operator. Once repeated correctly, the Signal employee will respond: "That is correct."
A written record of the release time must be recorded.

20.10.2 Authority to Enter Interlocking/Control Point Limits:
Whenever a track permit in CBS territory or track and time in CTC territory includes permission to enter interlocking or control of point limits the train dispatcher so designates by stating "including (name) interlocking/control point limits."

20.11 Line-Ups:

1. Line-ups will issued in the following manner:
   A. Line-ups will be numbered and must show an expiration time.
   B. Line-ups must show the subdivision or portion of the subdivision where they apply.
   C. Line-ups will list all trains on the road, ordered or expected to run within the specified limits. Alpha symbols will be shown where possible. When alpha symbol is not known, train will be shown as an Extra.
   D. Trains authorized by Rule 16.4 (Work and Time) must be shown operating in both directions.
   E. When a line-up shows a train authorized to operate at passenger train speed the fact must be stated in the line-up. When a train is operated at a speed exceeding that which is prescribed by timetable or general order, it must be so indicated on the line-up.
2. Line-up must be given in the same words to all employees and copied without erasure, alteration or interlineation. The line-up must be repeated by one or more of those copying it and others must observe whether repeated correctly.
3. Line-ups may be reproduced mechanically. All copies must be legible.
4. A train must not be allowed to leave ahead of its line-up time.
5. A train must be issued a Form O track bulletin when:
   A. Train is going to operate, but has not been shown on the line-up.
   B. Train is going to operate against the current of traffic, but has not been so designated on the line-up.
   C. In DTC, when a train is granted Work and Time authority and is not shown on line-ups as operating in both directions.
   D. Engine number identifying train is changed and that engine is being used on another train in that line-up territory.
   E. Train is going to operate on a sub where line-ups are not issued and Engineering department personnel have been told that no trains would be operated on that sub.
6. When not maintained in another manner, train dispatcher must make a written record of line-ups in the Record of Train Movement book.
7. Line-ups will not be issued on subdivisions entirely within yard limits, within CTC limits, Rule 9.14.2 (Track Permit) territory, or as specified in special instructions on subdivision pages.

20.12 Track Bulletin-Clearance Comparison:

In application of Rule 15.12 (Relief of Engineer or Conductor Driving a Trip), when comparison of track bulletins is to be made, train dispatcher must compare track bulletin numbers with those shown on clearance record for that train as the numbers are repeated by a member of the crew. If the numbers agree, train dispatcher will state: "That is correct" and the time.

20.13 Direct Traffic Control:

When not maintained in another manner train dispatchers must record Direct Traffic Control information on form shown below:

ANNA BLOCK				BESS BLOCK						CLOY BLOCK					
Train of I.D.	Time Block Authorized	Work and Time Until	Time Block Released	Train of I.D.	Time Block Authorized	Work and Time Until	Time Block Released	Ent. Siding Bess		Train or I.D.	Time Block Authorized	Work and Time Until	Time Block Released	Enter Siding Cloy	
Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ

COLUMN	REQUIRED ENTRY
A.	Enter train designation (6504 South, 4653 West, etc.) for trains. Name of employee for On-track equipment.
B.	Time that Rule 16.3.1 (Directional Authority) and Rule 16.4 (Work and Time) authority granted.
C.	Time that work and time limits expire.
D.	Time that authority released.
E./F.	Enter "X" in box E when trains on one direction are to take siding and in box F for trains in opposite direction.

INSTRUCTIONS

1. Entries in column A may be made prior to granting DTC authority. Entries in columns B and C must be made at the time Rule 16.31 (Directional Authority) or Rule 16.4 (Work and Time) authority is transmitted and if multiple block authority is issued, entries must be made in the last block first.
2. When a block is released, the time must be shown in column D and then a line drawn through columns A through D with a yellow highlighter which indicates train has cleared that block. Follow the same procedure when authority has been cancelled or becomes void. If the train dispatcher has instructed a crew to leave cars in a DTC block and instructed the crew to void their DTC authority per Rule 16.2 (DTC Block Authority) this does not allow the train dispatcher to enter any time in column D or indicate block is clear. See Item 13 below.
3. When directional authority is issued that will not take effect until after the arrival of an opposing train the letter "A" in red will be entered in column A and a notation made on the train sheet.
4. When the Train Dispatcher issues Rule 16.3.2 (Restricted Authority) the letter "R," in red, will be entered in column C on the left side. When the train dispatcher cancels the restricted speed requirement the time the restriction is cancelled will be entered in column C next to the R.
5. When block authority is issued after a train has passed the location where the movement will enter the DTC block a notation must be made on the train sheet.
6. When trains are instructed to take siding, the "X" must be entered in column E or F on the same line that the trains' DTC block authority is recorded.
7. The instructions to a train to take siding is to be given separate from the granting of block authority. Under no circumstances can "take siding" instructions be combined with other instructions.
8. When the location of a "meet" is changed, or a "passing" situation changed, the "X" entered in column E or F must be circled for the original point.
9. When it is necessary to grant an extension of work and time authority or when authority is changed as provided in Rule 16.5 (Change Authority), a new entry must be made in columns A, B and C. The time the new authority is issued will also be shown as the release time, column D, of the original authority.
10. The train dispatcher must make a red diagonal line through column A when joint occupancy instructions are issued.
11. The train dispatcher must make a red diagonal line through column B when reverse movement authority is issued.
12. At 0001 daily, all DTC authority still in effect will be transferred to the train sheet of that day. Entries so transferred will be indicated by entering "tfrd" in column D for that train's entry on the previous day's train sheet.
13. When a train has been left in a DTC block and the relief crew releases or reports the train clear of the block Item 2 applies for the original authority issue to the crew that left the train.
14. When information is relayed as per Rule 16.9 (Communication Failure) the train dispatcher must record the name of the relaying party.

CLEARANCE LIMITS

The maximum width and height of loaded or empty cars that will pass in safety over the main tracks listed below.

Routes	Height Above Top of Rail							
For Points Between	8' Width		9' Width		10' Width		11'6" Width	
SUBURBAN DIVISION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Clinton Street & Proviso EXCEPT tracks 1 & 2 at Kenton Ave. *	20	3	20	3	20	3	20	3
Tracks 1 & 2 at Kenton Ave.	17	0	17	0	17	0	17	0
Proviso & Geneva *	20	3	20	0	20	0	20	0
Clinton Street & Evanston *	19	3	19	3	19	3	18	6
Evanston & Lake Bluff *	17	9	17	9	17	9	17	9
Lake Bluff & Kenosha	19	0	19	0	19	0	19	0
Clybourn & Mayfair *	21	3	20	9	20	3	19	6
Mayfair & Deval *	21	3	20	9	20	3	19	6
Deval & Barrington	21	0	20	3	19	6	18	6
Barrington & Harvard *	20	3	20	3	20	3	20	3

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.

Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

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

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

Routes For Points Between	Height Above Top of Rail 8' Width		9' Width		10' Width		11'6" Width	
EASTERN REGION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Global One & Kedzie *	20	3	20	3	20	3	20	3
Kedzie & Proviso EXCEPT tracks 1 & 2 at Kenton Ave.	20	3	20	3	20	3	20	3
Tracks 1 & 2 at Kenton Ave.	17	0	17	0	17	0	17	0
Proviso & Geneva *	20	3	20	3	20	3	20	3
Geneva & Nelson	20	3	20	3	20	3	20	3
Nelson & Clinton	20	3	19	9	19	0	18	0
Nelson & Peoria Jct.	19	3	19	0	18	3	17	3
Peoria Jct. & Madison, IL	19	9	19	3	18	9	18	0
DeKalb & Troy Grove	22	0	22	0	22	0	22	0
West Chicago & Belvidere	20	0	20	0	20	0	19	3
Belvidere & Rockford	17	3	17	3	17	3	17	3
KD Line (Rockford)	21	6	21	6	21	6	21	6
East Elgin Spur	22	0	22	0	22	0	22	0
St. Charles Spur	19	6	19	6	19	6	19	6
Middle Grove & Peoria	19	3	19	0	18	3	17	3
Hollis & Iowa Jct.	20	0	20	0	20	0	20	0
Noble St. Spur (Low Line)	22	0	22	0	22	0	22	0
Division St. & Rush St. (Low Line)(1)	15	3	15	3	15	3	15	3
Wood St. & St. Charles Air Line Bridge	20	3	20	3	20	3	20	3
Proviso & Valley *	20	3	19	9	19	3	18	3
Valley & K.O.	21	3	21	3	21	3	21	3
K.O. & St. Francis (via Bain)	20	9	20	9	20	9	20	9
St. Francis & Butler	19	0	18	9	18	3	17	3
Butler & Wiscona	20	0	19	6	18	9	18	0
Butler & Clyman Jct.	20	0	19	6	18	9	18	0
Clyman Jct. & Ft. Atkinson	21	3	21	3	21	3	21	3
Clyman Jct. & Adams	20	0	22	0	19	9	18	6
Adams & Wyeville	21	0	20	3	19	9	18	6
Wyeville & Altoona	20	3	20	3	20	3	20	3
Necedah & Wisconsin Rapids (via WC)	22	0	22	0	22	0	22	0
Wisconsin Rapids & Itasca (via WC)	20	0	20	0	20	0	20	0
Nekoosa & Wisconsin Rapids	22	0	22	0	22	0	22	0
Menominee Belt Line	19	0	19	0	19	0	19	0
K.O. & Lake Bluff	20	6	20	6	20	6	20	6
Lake Bluff & Kenosha	19	0	19	0	19	0	19	0
Kenosha & St. Francis	20	6	20	0	19	6	18	9
St. Francis & Washington St.	19	6	19	0	18	6	17	9
St. Francis & Jones Island	22	0	22	0	22	0	22	0
Beloit & Poplar Grove	21	6	21	6	21	6	21	6
Beloit & Clinton Jct.	22	0	22	0	22	0	22	0
Harvard & Madison, WI	19	3	19	3	18	9	17	9
Madison, WI & Cottage Grove	20	6	20	3	20	3	20	3
Belton & Waukesha	22	0	22	0	22	0	22	0
Madison, WI & Reedsburg	22	0	22	0	22	0	22	0
Central Soya Spur Track	19	3	19	3	19	3	19	3
Crystal Lake Jct. & Ringwood	17	3	17	3	17	3	17	3
Bain & Kenosha (via K.D.)	21	9	21	9	21	9	21	9
Kenton Ave. & Mayfair	22	0	22	0	22	0	22	0
Mayfair & Devon	22	0	22	0	22	0	22	0
Mayfair & Valley	22	0	22	0	22	0	22	0
Bellwood (Former CGW)	18	3	18	3	18	3	18	3
Wiscona & Cleveland	17	0	17	0	17	0	17	0
Wiscona & Cleveland via Sheboygan Siding	19	6	19	6	19	6	19	6
Sheboygan & Sheboygan Falls	17	0	17	0	17	0	17	0
Sheboygan Falls & Plymouth	22	0	22	0	22	0	22	0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.

Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

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

Wood Street & Kedzie ..... 6 ft. 0 in.
Proviso & Geneva ..... 3 ft. 9 in.
Division St. & Rush St. (Low Line) ..... 4 ft. 0 in.

(1) Wells Street Bridge 15'8"
Clark Street Bridge 15'6"

Routes	Height Above Top of Rail							
For Points Between	8′ Width		9′ Width		10′ Width		11′6″ Width	
EASTERN REGION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Duck Creek &	20	3	19	9	19	3	18	3
Escanaba & Ishpeming	19	0	18	6	18	0	17	0
Wiscona & Granville	20	6	20	0	19	6	18	9
Duck Creek & Eland	21	0	21	0	21	0	21	0
Wausau & Rothschild	18	6	18	6	18	6	18	6
Powers & Antoine	19	3	19	3	19	3	19	3
Quinnesec & Niagara	17	9	17	6	17	0	16	6
Oconto & Oconto Falls	22	0	22	0	22	0	22	0
Wyeville & Camp Douglas	22	0	21	0	21	3	19	6
Wyeville & Tunnel City	22	0	22	0	22	0	22	0
Tunnel City & Winona (via CP)	19	0	18	9	18	3	17	6
La Crosse & vicinity	20	6	20	0	19	6	18	6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.

Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

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

Routes	Height Above Top of Rail							
For Points Between	8' Width		9' Width		10' Width		11'6" Width	
WESTERN REGION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Clinton & Belle Plaine	20	3	20	0	19	6	18	6
Otis & Beverly (via Cedar Rapids)	20	3	19	6	19	0	18	3
Belle Plaine & Marshalltown	20	3	20	0	20	0	20	0
Marshalltown & Ames	22	0	22	0	22	0	22	0
Ames Yard & Missouri Valley	20	6	20	6	20	0	18	9
Missouri Valley & Council Bluffs	23	3	19	6	18	9	18	0
Missouri Valley & Fremont	20	3	19	9	19	3	18	3
Dodge Street & South Omaha	19	3	18	6	17	9	16	6
Sioux City (22nd St. Yard) & Cal. Jct.	20	3	19	9	19	3	18	6
Sioux City (22nd St. Yard) & Dakota City	19	3	19	3	19	3	19	3
Marshalltown & Maxon	19	0	18	6	18	0	17	0
Mason City & Butterfield	21	3	20	6	19	9	18	9
Gowrie & Farnhamville	22	0	22	0	22	0	22	0
Ames & Jewell	18	6	18	6	18	6	18	6
Jewell & Eagle Grove	20	3	19	6	18	9	17	6
Eagle Grove & Burt	20	6	20	6	20	6	19	3
Rolfe & Marathon	22	0	22	0	22	0	22	0
Marathon & Albert City	22	0	22	0	22	0	22	0
Iowa Falls & Alden	20	6	20	3	19	9	19	0
Jewell & Ellsworth	22	0	22	0	22	0	22	0
Waterloo & Oelwein	20	6	20	6	20	6	20	6
Clarksville & Coulter	20	6	20	6	20	6	20	6
Mason City & Ft. Dodge	22	0	22	0	22	0	22	0
Ft. Dodge & Somers	20	3	20	3	20	3	20	3
E. Ft. Dodge & Gypsum	22	0	22	0	22	0	22	0
Mallard & Tara	22	0	22	0	22	0	22	0
Tara & Grand Jct.	20	3	20	3	20	3	20	3
Belmond & Kanawha	22	0	22	0	22	0	22	0
Swanwood & Des Moines (Ft. Dodge Ry)	21	3	21	3	21	3	21	3
Bondurant & Des Moines (Bell Ave. Yd)	20	3	19	9	19	3	16	9
Jefferson & West Des Moines	21	0	20	6	20	0	19	0
W. Des Moines & Hull Ave Yard	19	6	19	0	18	3	14	9
Hull Ave. Yard & Slater	22	0	22	0	22	0	22	0
Slater & Woodward	20	9	20	9	20	9	20	9
Hull Ave. Yd & Bell Ave. Yd	20	3	19	9	19	3	16	9
Hull Ave. Yd. (DMCI)	15	0	15	0	15	0	15	0
Ft. Dodge Yard	17	9	17	9	17	9	17	9
Herndon & Yale	22	0	22	0	22	0	22	0
Bricelyn & Allendorf	19	6	19	6	19	6	19	6
Carlisle & Indianola	19	6	19	6	19	6	19	6
Clarion & Dows	20	0	20	0	20	0	20	0
Goldfield & Estherville	19	6	19	6	19	6	19	6
Royal & Palmer	20	0	20	0	20	0	20	0
Belmond & Forest City	20	0	20	0	20	0	20	0
Altoona & E. St. Paul	19	0	19	0	19	0	17	9
E. St. Paul & BN-Westminister St.	19	0	18	9	18	9	17	9
BN-Westminister St. & E. Mpls.	19	0	19	0	19	0	19	0
E. Mpls. & W. Mpls.	18	9	18	9	18	9	18	9
E. Mpls. & Cedar Lake "A" & "E"	16	6	14	3	14	0	0	0
Mpls. Railway Transfer & Glenwood Jct. "D"	16	6	16	6	16	6	16	6
Mpls. & Golden Valley "D"	16	6	16	6	16	6	16	0

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Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

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

E. Mpls. & Duluth (via BN & DMIR) ..... 3 ft. 9 in.

NOTE "A": Loads of 10 ft. 6 in. wide can be handled from 3 ft. 0 in. above top of rail to 13 ft. 9 in. above top of rail.
NOTE "B": Loads of 11 ft. wide can be handled from 3 ft. 6 in. above top of rail to 19 ft. 0 in. above top of rail.
NOTE "C": Loads of 11 ft. wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 0 in. above top of rail.
NOTE "D": Loads of 11 ft. wide can be handled from 2 ft. 9 in. above top of rail to 16 ft. 3 in. above top of rail.
NOTE "E": Cars coming within the limits of the outline for Plate "C", can move unrestricted on all lines except:
E.: Minneapolis & Cedar Lake

Routes	Height Above Top of Rail							
For Points Between	8′ Width		9′ Width		10′ Width		11′6″ Width	
WESTERN REGION	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Cedar Lake & 1st Ave. N. "A" & "E"	16	6	14	3	14	0	0	0
Railway Transfer & Mpls., 1st Ave. N.	16	6	16	6	16	6	16	6
E. St. Paul (Westminister St.) & Union Depot	19	5	19	5	19	5	19	5
St. Paul Union Depot & Chestnut St. "B"	19	0	19	0	19	0	0	0
St. Paul (Chestnut St.) & Western Ave.	22	0	22	0	22	0	22	0
Western Ave. & Mankato	21	3	21	3	21	3	21	3
Mankato & Sioux City (22nd St. Yard)	20	6	20	0	19	6	18	9
Mason City & So. St. Paul	20	3	20	0	19	6	19	6
Northfield & Cannon Falls	21	6	21	6	21	6	21	6
So. St. Paul & Roseport	21	6	21	6	21	6	21	6
So. St. Paul & Hoffman Ave. Yd.	20	3	19	3	18	9	17	9
So. St. Paul & State St., St. Paul	22	0	22	0	22	0	22	0
State St., St. Paul & E. St. Paul	19	0	18	6	18	0	17	9
E. Mpls. & Duluth (via BN & DMIR) *	19	0	18	3	18	3	18	0
Eau Claire & Cameron	20	0	19	6	19	0	18	3
Trego & Hayward	19	9	19	3	18	6	17	6
Cedar Lake & Hopkins	19	9	19	9	19	9	19	9
Chaska & Merriam	21	6	21	6	21	6	21	6
Merriam & Montgomery	21	6	21	6	21	6	21	6
Albert Lea & Hartland	21	0	21	0	21	0	21	0
Menomonie Jct. & Menomonie "C"	18	6	18	0	17	6	10	0
Hudson & Stillwater	21	3	20	9	20	3	19	6
Fremont & Norfolk (via UP)	20	0	20	0	20	0	20	0
Chadron & Rapid City	19	6	19	0	18	9	18	0
Rapid City & Belle Fourche	18	0	17	6	17	0	16	3
Belle Fourche & Colony	22	0	22	0	22	0	22	0
Joyce & E. Caballo Jct. (WRPI)	22	0	22	0	22	0	22	0

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Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

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

E. Mpls. & Duluth (via BN & DMIR) ..... 3 ft. 9 in.

NOTE "A": Loads of 10 ft. 6 in. wide can be handled from 3 ft. 0 in. above top of rail to 13 ft. 9 in. above top of rail.
NOTE "B": Loads of 11 ft. wide can be handled from 3 ft. 6 in. above top of rail to 19 ft. 0 in. above top of rail.
NOTE "C": Loads of 11 ft. wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 0 in. above top of rail.
NOTE "D": Loads of 11 ft. wide can be handled from 2 ft. 9 in. above top of rail to 16 ft. 3 in. above top of rail.
NOTE "E": Cars coming within the limits of the outline for Plate "C", can move unrestricted on all lines except:
E.. Minneapolis & Cedar Lake

ADDITIONAL CLEARANCE AND WEIGHT RESTRICTIONS

Loads exceeding the dimensions or weights outlined in the timetable, may be handled if accompanied by a specific clearance message issued by the Supervisor of Clearances. Trainmen and yardmen must know that cars exceeding the indicated weight, width and height restrictions have been properly cleared by the Supervisor of Clearances before placing them in trains or hauling them over CNW lines.

Clearance Message Required:

The following must be cleared by the Supervisor of Clearances prior to movement regardless of route:

—Loads 11 ft. 6 in. wide or more
—Loads or cars exceeding 17 ft. 0 in. A.T.R. (except those covered by NOTE, below).
—Any shipment loaded with an overhang.
—Any shipment loaded as a bolstered load on two or more cars.
—Any shipment having a combined center of gravity exceeding 96 inches A.T.R.
—Cars 35 ft. or less in length, except ore jenny cars.
—Cars less than 40 ft. in length having a gross weight over 220,00 lbs.

NOTE:

The following may be handled over CNW lines without being individually cleared by the Supervisor of Clearances:

1. Double Stack Container loads and TTQX Type Multilevels up to 20′2″ A.T.R. moving between the following locations: Global I & II and Council Bluffs, IA, Fremont, NE, Kansas City, MO, Belvidere, IL; Kansas City, MO and E. Minneapolis, MN; Council Bluffs, IA and Western Ave. Yard-St. Paul, MN.

2. Multi level auto rack cars, not exceeding 6 feet 6 inches wide at 19 feet 0 inches ATR, moving between the following points only:
   a. — ★Chicago and Council Bluffs, IA, Omaha, NE, Freemont, NE and Crawford, NE (includes West Chicago, IL ramp).
   b. — ★Chicago and Des Moines, IA and Kansas City, MO.
   c. — ★Chicago and E. St. Louis IL.
   d. — ★Chicago and Milwaukee, WI (includes Granville, WI ramp).
   e. — ★Chicago and E. Minneapolis, MN (includes Wester Ave., St. Paul ramp).
   f. — ★Chicago and Duluth, MN.
   g. — ★Chicago and Janesville, WI.
   h. — ★Chicago and and Belvidere, IL.
   i. — Fremont, NE or Council Bluffs, IA and E. Minneapolis, MN (includes Western Ave., St. Paul ramp)
   j. — Kansas City, MO or Des Moines, IA and E. Minneapolis, MN (includes Western Ave., St. Paul ramp, and Duluth, MN.

   ★Chicago refers to Proviso Yard.
3. Piggy-back shipments not exceeding 17 ft. 0 in A.T.R. and cars coming within the limits of Plate "F" can move unrestricted on all lines except the following:
   North Ave. Yard & Rush St. (Low Line)
   E. Minneapolis & Minneapolis (Lyndale Ave. So.)
   Minn. Railway Transfer & Glenwood Jct.
   Minn. (Lyndale Ave. So.) & 1st Ave. No.
   Minn. (1st Ave. No.) & 20th Ave. So.
   Crystal Lake, IL & Ringwood, IL
4. Cars coming within the limits of Plate "B" can move unrestricted on ALL lines.
5. Cars coming within the limits of Plate "C" can move unrestricted on all lines except the following:
   Minneapolis (Lyndale Ave. So.) and 1st Ave. No.
6. Cars coming within the limits of Plate "E" can move unrestricted on all lines, except the following:
   North Ave. Yard & Rush Street (Low Line)
   E. Minneapolis & Minneapolis (Lyndale Ave. So.)
   Minneapolis (Lyndale Ave. So) & 1st Ave. No.

Contact: J.H. Corbett-Supervisor Clearances 312-559-6259
Keith Eich-Clearance Engineer (BD 89) 312-559-6140
(Structures Dept. Radio Console #142)

COMPANY MEDICAL FACILITIES
One North Western Center
Maryellen Jachimowski-Mgr., Medical Administrator

8:00 a.m. to 5:00 p.m. daily
except
Saturday, Sunday and Holidays

Employees who have been hospitalized, undergone surgery, suffered a fracture or heart problems, or have been off work over thirty days because of illness, injury or discipline reasons must have a return-to-work examination performed prior to their return to work. Those employees off less than thirty days may also be sent for an examination at the local supervisor's discretion, particulary if their illness or injury may have altered their ability to work safely. Listed below are the names and addresses of physicians who have indicated that they will perform such return-to-work examinations.

ILLINOIS

CHICAGO

Jeffrey Coe, M.D.
Occup. Med. Assoc. of Chicago
111 N. Wabash, Suite 1710
Chicago, IL 60602
312-332-3030

U.S. Occupational Health, Inc.
205 West Randolph Street—Suite 720
Chicago, Illinois 60606
312-641-1449

ELMHURST

Thomas Pozen, M.D.
533 West North Avenue
Elmhurst, Illinois 60126
708-834-2211

PEORIA

Proctor First Care
1425 West Forest Hill
Peoria, Illinois 61604
309-688-8888

SPRINGFIELD

Dr. John G. Meyer
413 West Monroe
Springfield, Illinois 62704
217-528-0441

IOWA

BOONE

McFarland Clinic
1115 S. Marshall Street
Boone, Iowa 50036
515-432-2335

CEDAR RAPIDS

William Basler, M.D.
112 14th Street S.E.
Cedar Rapids, Iowa 42400
319-365-7521

Family Physicians of Cedar Rapids, P.C.
811 5th Avenue, S.E.
Cedar Rapids, Iowa 42400
319-365-7581

CLINTON

Medical Associates
915-13th Ave. North & Springdale Dr.
Clinton, Iowa 52732
319-243-2511

DES MOINES

East Des Moines Family Care Center
840 East University
Des Moines, Iowa 50300
515-265-4211

MARSHALLTOWN

Drs. Jebsen & Thurston
Center for Family Medicine
312 E. Main Street, Suite 1000
Marshalltown, Iowa 50158
515-752-5469

MASON CITY

Health Works
900 N. Eisenhower Ave.
Mason City, Iowa 50401
515-421-5244
800-622-6352

OELWEIN

S.M. Cook, M.D.
212 Eighth Avenue S.E.
Oelwein, Iowa 50662
319-283-4463

SIOUX CITY

Family Practice Center
2417 Pierce Street
Sioux City, Iowa 51104
712-252-3884

MICHIGAN

ESCANABA

Family Physicians
2500 7th Avenue South, Suite 201
Escanaba, Michigan 49829
906-786-4628

MINNESOTA

MANKATO

Mankato Clinic
P.O. BOX 8674
1230 E. Main Street
Mankato, Minnesota 56002-8675
507-625-1811
800-657-6944

(Continued on next page)

MINNEAPOLIS

HealthSpan Occupational Health Clinic
825 South Eighth Street, Suite 1224
Minneapolis, Minnesota 55404
612-336-8381

Drs. Olson & Schultz
#601 Medical Arts Building
Minneapolis, Minnesota 55402
612-332-7881

ST. PAUL

United Occupational Health
280 North Smith Avenue—Suite 144
St. Paul, Minnesota 55102
612-220-8106

WORTHINGTON

Worthington Medical Center
508 10th Street
Worthington, Minnesota 56187
507-372-2921

MISSOURI

KANSAS CITY

Business & Industry Health Group
720 Oak Street
Kansas City, Missouri 64106
816-842-1146

ST. LOUIS

Barnes Care
401 N. Pine Street
St. Louis, Missouri 63100
314-621-4300

NEBRASKA

OMAHA

Drs. Dean Wampler & Ron Olnhausen
Regency Physician's Clinic
Occupational Health Dept. - 3rd Floor
10060 Regency Circle
Omaha, NE 68114
402-390-1425

SOUTH DAKOTA

RAPID CITY

Black Hills Family Practice/Ind. Med.
902 Columbus St.
Rapid City, SD 57701
605-348-2273

WISCONSIN

EAU CLAIRE

Midelfort Clinic
733 West Clairmont
Eau Claire, Wisconsin 54702
715-839-5279

GREEN BAY

Dousman Clinic
1745 Dousman Street
Green Bay, Wisconsin 54303
414-494-9661

JANESVILLE

Dr. William Penn
Janesville Medical Center
3524 East Milwaukee Street—Rm. B13
Janesville, Wisconsin 53546
608-756-7100

MILWAUKEE

The Medical-Surgical Clinic, S.C.
2400 West Lincoln Avenue
Milwaukee, Wisconsin 53215
414-671-7000

WYOMING

DOUGLAS

Dr. Robert Kaplan
123 S. 5th St.
Douglas, Wyoming 82633
307-358-9898

LUSK

Dr. Carlton D. Huitt
225 South Main Street
Lusk, Wyoming 82225
307-334-3242

TORRINGTON

Pioneer Medical Clinic
625 Albany Avenue
Torrington, Wyoming 82240
307-532-2107

HP/TON RATIO CHART

TRAIN TONNAGE (read down)

HP:	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000	10500	11000	11500	12000
3000	3.00	2.00	1.50	1.20	1.00	0.86	0.75	0.66	0.60	0.55	0.50	0.46	0.43	0.40	0.38	0.35	0.33	0.32	0.30				
3500	3.50	2.33	1.75	1.40	1.17	1.00	0.88	0.77	0.70	0.64	0.58	0.54	0.50	0.47	0.44	0.41	0.39	0.37	0.35	0.33			
4000		2.67	2.00	1.60	1.33	1.14	1.00	0.88	0.80	0.73	0.67	0.62	0.57	0.53	0.50	0.47	0.44	0.42	0.40	0.38	0.36	0.35	
4500		3.00	2.25	1.80	1.50	1.28	1.13	1.00	0.90	0.82	0.75	0.70	0.64	0.60	0.56	0.53	0.50	0.47	0.45	0.43	0.41	0.39	0.38
5000		3.33	2.50	2.00	1.67	1.43	1.25	1.11	1.00	0.91	0.83	0.77	0.71	0.67	0.63	0.59	0.55	0.53	0.50	0.48	0.45	0.43	0.42
5500			2.75	2.20	1.83	1.57	1.38	1.22	1.10	1.00	0.92	0.85	0.79	0.73	0.69	0.65	0.61	0.58	0.55	0.52	0.50	0.48	0.46
6000			3.00	2.40	2.00	1.71	1.50	1.33	1.20	1.09	1.00	0.92	0.86	0.80	0.75	0.71	0.67	0.63	0.60	0.57	0.55	0.52	0.50
6500			3.25	2.60	2.17	1.86	1.63	1.44	1.30	1.18	1.08	1.00	0.93	0.87	0.81	0.76	0.72	0.68	0.65	0.62	0.59	0.57	0.54
7000				2.80	2.33	2.00	1.75	1.55	1.40	1.27	1.17	1.08	1.00	0.93	0.88	0.82	0.78	0.74	0.70	0.67	0.64	0.61	0.58
7500				3.00	2.50	2.14	1.88	1.66	1.50	1.36	1.25	1.15	1.07	1.00	0.94	0.88	0.83	0.79	0.75	0.71	0.68	0.65	0.63
8000				3.20	2.67	2.28	2.00	1.77	1.60	1.45	1.33	1.23	1.14	1.07	1.00	0.94	0.89	0.84	0.80	0.76	0.73	0.70	0.67
8500					2.83	2.43	2.13	1.88	1.70	1.54	1.42	1.31	1.21	1.13	1.06	1.00	0.94	0.89	0.85	0.81	0.77	0.74	0.71
9000					3.00	2.58	2.25	2.00	1.80	1.63	1.50	1.38	1.29	1.20	1.13	1.06	1.00	0.95	0.09	0.86	0.82	0.78	0.75
9500					3.17	2.71	2.38	2.11	1.90	1.72	1.58	1.46	1.36	1.27	1.19	1.11	1.06	1.00	0.95	0.90	0.86	0.83	0.79
10000						2.86	2.50	2.22	2.00	1.81	1.67	1.54	1.43	1.33	1.25	1.18	1.11	1.05	1.00	0.95	0.91	0.87	0.83
10500						3.00	2.63	2.33	2.10	1.90	1.75	1.62	1.50	1.40	1.31	1.24	1.17	1.11	1.05	1.00	0.95	0.91	0.88
11000						3.14	2.75	2.44	2.20	2.00	1.83	1.70	1.57	1.47	1.38	1.29	1.22	1.16	1.10	1.05	1.00	0.96	0.92
11500							2.88	2.55	2.30	2.09	1.92	1.77	1.64	1.53	1.44	1.35	1.28	1.21	1.15	1.10	1.04	1.00	0.96
12000							3.00	2.66	2.40	2.18	2.00	1.85	1.71	1.60	1.50	1.41	1.33	1.26	1.20	1.14	1.09	1.04	1.00
12500							3.13	2.77	2.50	2.27	2.08	1.92	1.79	1.67	1.56	1.47	1.39	1.32	1.25	1.19	1.14	1.09	1.04

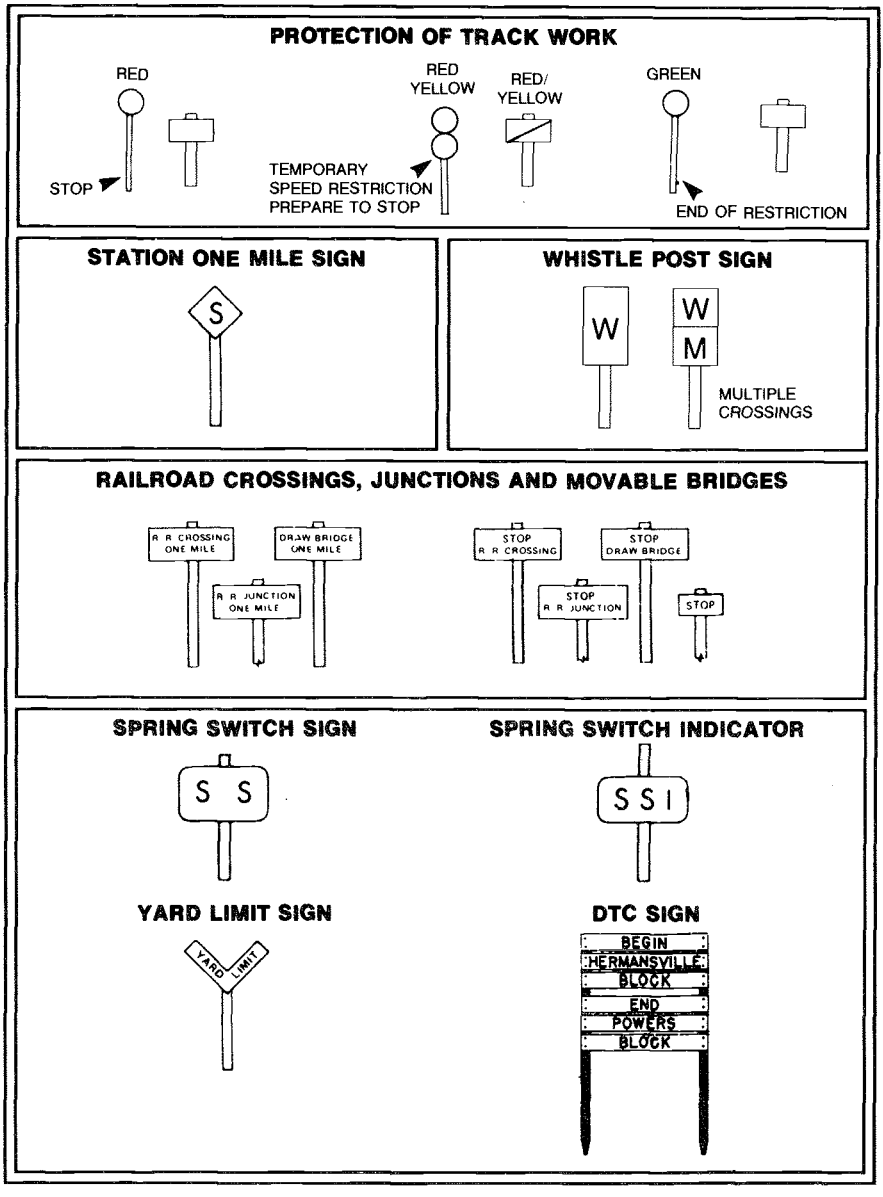
HORSEPOSER (read across)

HP/TON RATIO CHART:

This chart shows combinations of train tonnage, working horsepower and the horsepower per ton ratio which results from each combination. The numbers at the top of each column are train tonnages; the numbers at the extreme left are total working horsepower. For example, to determine what the HP/ton ratio would be for a train with 5500 tons trailing 3 GP50 locomotives (a total of 10,500 HP), read down the column below "5500" tons at the top, and read across from the "10500" horsepower in the far left column. The resulting HP/ton ratio is where the tonnage column and HP row cross: 1.90 HP/ton.

Using the same train as above, if allowable maximum HP/ton ratio based on fuel conservation rules is 1.00, one unit must be shut down, isolated or worked (depending on the temperature) in order to comply with the rule. With only 2 GP50 units working (7000 HP), the resulting HP/ton ratio for the train would be 1.27 (read down from "5500" and across from "7000"). Likewise, if the allowable maximum HP/ton ratio under the rule was 1.50, all three units could be worked. (Although 3 units would produce 1.90 HP/ton, which is more than the rates 1.50 HP/ton, you are allowed to work enough horsepower to produce at least the rated HP/ton.)

ROADWAY SIGNS



SAFETY IS.....NO ACCIDENT

TAKE PRIDE IN RULES OBSERVANCE

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

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY