

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY



SYSTEM

TIMETABLE No. 1

EFFECTIVE

12:01 A.M., OCTOBER 29, 1972

CENTRAL STANDARD TIME

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

**For the information and
government of employes only**

H. L. GASTLER, Vice President—Operations

**J. W. ALSOP, Asst. Vice President—Operations and
General Manager**

E. A. BURKHARDT, Asst. Vice President—Transportation

R. C. CONLEY, Supt.—Transportation

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

DIVISIONS

Chicago
Wisconsin
Illinois
Iowa
Lake Shore
Twin Cities
Central
Missouri
Western

DIVISION MANAGERS

J. A. Zito
R. P. McDonough
O. W. Smith
D. J. Owens
D. W. Schwarz
C. R. Hellem
D. B. Carlisle
G. R. Hanson
E. R. Eshom

SYMBOLS AND ABBREVIATIONS

A—Arrive
Y—Yard limits
s—Regular stop
f—flag stop to receive or discharge passengers

- Ⓐ —Automatic interlocking
Ⓑ —Bulletin board
Ⓒ —Train order office or interlocking open continuously
Ⓓ —Train order office or interlocking open as specified by General Order
Ⓔ —Gate, normal position against this subdivision
Ⓕ —Gate, normal position against conflicting route
Ⓖ —Manual interlocking
Ⓙ —Junction
Ⓚ —Standard clock
Ⓛ —Radio installation
Ⓡ —Register station
Ⓢ —Railroad crossing at grade protected by Stop signs
Ⓥ —Movable bridge (draw, swing or lift)
Ⓧ —Railroad crossing at grade (used in conjunction with other appropriate symbol)
Ⓦ —Wye track
Red. Speed—Reduced Speed
Res. Speed—Restricted Speed
SS—Spring switch
EB—Eastward NB—Northward
WB—Westward SB—Southward

Schedule meeting points are indicated in full-face type

Capacity of sidings shown in 50-foot cars

Central Standard Time is in effect on all subdivisions except the Long Pine, Cannon Falls, City, and Air Base subdivisions of the Western Division.

All lines are single track except where double track or three or more tracks are specified

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
1	00	60.0	1	28	40.9	1	56	30.0
1	02	58.0	1	30	40.0	1	58	28.8
1	04	56.2	1	32	39.1	2	00	27.8
1	06	54.5	1	34	38.3	2	02	26.8
1	08	52.9	1	36	37.5	2	04	25.9
1	10	51.4	1	38	36.8	2	06	25.0
1	12	50.0	1	40	36.0	2	08	24.2
1	14	48.6	1	42	35.3	2	10	23.4
1	16	47.4	1	44	34.6	3	00	20.0
1	18	46.1	1	46	34.0	3	02	19.5
1	20	45.0	1	48	33.3	4	00	16.7
1	22	43.9	1	50	32.7	4	02	16.2
1	24	42.9	1	52	32.1	5	00	13.3
1	26	41.9	1	54	31.6	6	00	10.0

David M. Yetter
19407
217 E. 12th
Ames, Iowa 50010



HEADQUARTERS

Proviso, Ill.
Milwaukee, Wis.
Chicago, Ill.
Boone, Iowa
Green Bay, Wis.
St. Paul, Minn.
Mason City, Iowa
Oelwein, Iowa
Chadron, Nebraska

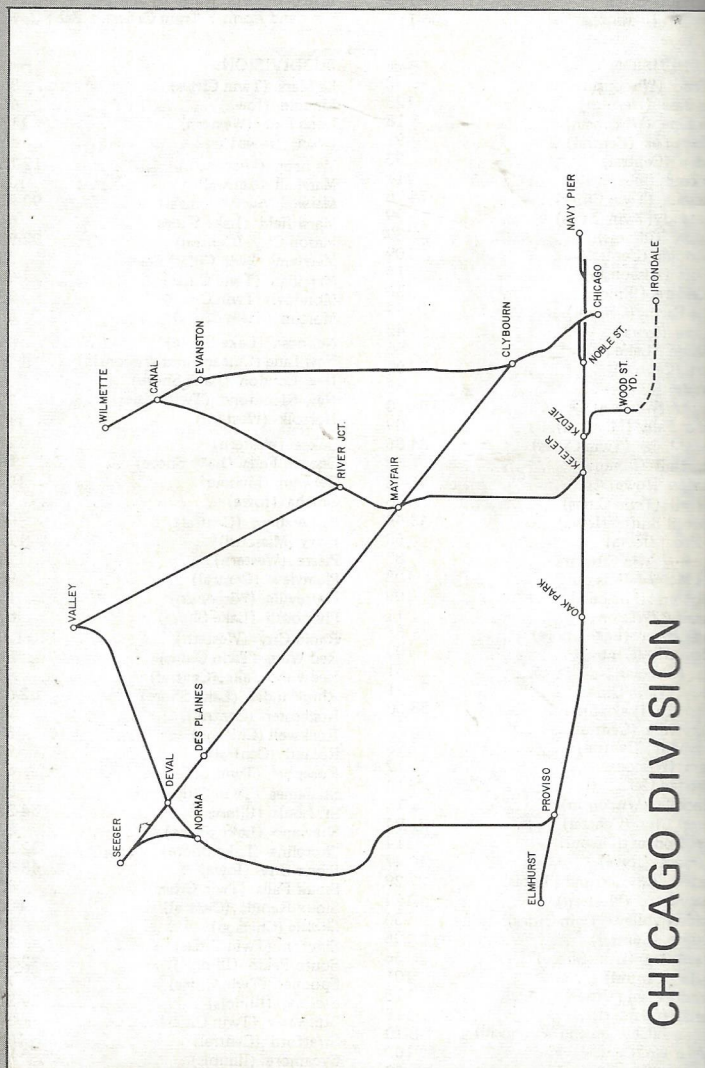
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Hortonville (Lake Shore)	63	Valley (Lake Shore)	54-55
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Iron River (Lake Shore)	64-65	Wall Lake (Iowa)	47
Ironwood (Lake Shore)	65	Waseca (Central)	99
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CHICAGO DIVISION

SUBDIVISION LIMITS

Kenosha—MP 0.0—13.9 (Wilmette)
Harvard—MP 0.0—18.6 (Seeger)
Geneva—MP 0.0—16.5 (Elmhurst)
New Line—MP 0.0—21.2 (Valley)
Rockwell—Entire Subdivn
Weber—Entire Subdivn
Skokie—Entire Subdivn

SHOWN UNDER DIVISION

Wisconsin
Wisconsin
Illinois
Wisconsin
Illinois
Wisconsin
Wisconsin

Instructions governing movement of trains, engines and equipment between Chicago Station Tracks and Signal Bridges "D" and "K".

1. (a) Trains, engines, switch movements or back-up movements into Chicago station must enter the train shed at Reduced Speed not exceeding 5 MPH. On back-up movements, back-up men will indicate by 1 long sound of the communicating signal that engineman should close throttle and permit stop to be made by back-up hose service application of the brakes.

(b) Speed of eastward trains and engines in the train shed must be so controlled that stop will be made by service application of the brakes at, or short of, the white line painted on the platforms ten (10) feet in advance of the bumping post on each track.

(c) When movement is made over Lake St. Interlocking by engines without cars, consisting of one or more units with engine cab on both ends, operation must be controlled from engine cab in direction of movement.

(d) When engines are to be coupled onto a passenger train or cars, they will stop not less than twenty (20) feet from the cars and will couple onto train on proper hand signal.

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

- The first dwarf signal governing westward movements from each of the train shed tracks.
- The second dwarf signal governing westward movements from track No. 16.
- The dwarf signal governing westward movements from each of the two pockets on lead tracks 1 and 6.

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

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

Westward movement of a train or engine from the pockets on lead tracks 1 and 6 must not be made without a proceed indication on the dwarf signal marked with TWO stars.

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

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

4. All trains entering the Chicago station will make a special running brake test, as prescribed in air brake rule 426, approaching Bridge D or Bridge K to know that the brakes on train are functioning properly.

Trainmen handling back-up movements into the Chicago station will make a running brake test, as prescribed in rules and special instructions, by use of the valve on back-up hose, or its equivalent approaching Bridge D or Bridge K to know that the brakes are functioning properly.

5. Between Bridge K or Bridge D and the Chicago station, the first paragraph of Rule 17 does not apply and instead trains and engines will display a dim headlight.

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

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

RESTRICTIONS ON PASSENGER CARS

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

Additional instructions applicable to employees in suburban service on Wisconsin and Illinois divisions:

Rule 84(A)

Trainmen operating on suburban trains, when train is ready to proceed, will close all the doors, which will actuate a light in the engineer's cab. When the engineer receives this starting light, train will proceed without a hand signal. If for any reason this procedure cannot be followed, such as malfunctioning doors, ice and snow accumulations, passengers opening doors, etc., to avoid delay to train proceed signal may be given by communicating buzzer or hand signal in which event report must be made to proper authority.

Rule D-107

On the Kenosha and Harvard Subdivisions of the Wisconsin Division and the Geneva Subdivision of the Illinois Division, the following will govern:

- When two passenger trains are nearing a station from the same or opposite direction at the same time and only one of them is scheduled to stop, the train to stop must let the other train clear the station platform before it (the train to stop) reaches the platform.
- When two passenger trains are nearing a station from the same or opposite direction at the same time and both are scheduled to stop, the less important train must not reach the platform until the other train has departed. As between trains in opposite directions stopping at the same station, eastward trains have preference from midnight until noon, and westward trains have preference from noon until midnight.
- When a train is "lying back" to permit a train in the opposite direction to pass a station first, the engineer will blink the headlight twice as an indication to the other train that his train is "lying back". When a train is "lying back" to permit another train in the same or opposite direction to pass the station first, the engineer of the train "lying back" will, when practicable, communicate by radio with other train(s) involved.
- Passenger trains must not enter a station at which another passenger train in the same or opposite direction is standing or stopping to receive or discharge passengers until first bringing train to a stop, after which they may proceed slowly and with caution through the station platform limits.
- Freight trains must make every effort, consistent with safety and efficient train handling, to avoid passing a station at which a passenger train in the same or opposite direction has stopped to receive or discharge passengers until the passenger train has cleared the platform. If this cannot be avoided, the whistle or horn must be sounded continuously (regardless of city ordinance) as a warning until front of the freight train has passed through the platform area.
- In the application of this rule, a street or road crossing adjoining or immediately adjacent to the station platform will be considered part of the platform.
- The term "passenger train" includes empty passenger equipment trains.
- The provisions of paragraphs (a) through (f) above do not apply at Kedzie, Oak Park, Clybourn, Jefferson Park, Ravenswood, Rogers Park, Main Street, Evanston, Central Street, Indian Hill, Winnetka, Hubbard Woods, Great Lakes and Kenosha.

Rule 201(A) (Addition)

Between Chicago and Harvard, Chicago and Kenosha, and Chicago and Geneva, in the application of Rule 201(A) when a Clearance is received at Chicago, Geneva, West Chicago, Harvard, Crystal Lake, Barrington, Deval, Kenosha and Waukegan, by conductors and engineers of suburban crews turning at these stations, train orders annulling a schedule or a section and slow and cautionary orders received on a prior trip or leg of their assignment during the same tour of duty need not be retained unless otherwise directed.

Rule 219

Clearance for suburban trains only need not be OK'd by the train dispatcher.

Occupying Main Track At Initial Station

Passenger trains must not occupy main track at initial station or initial loading station in advance of their scheduled leaving time longer than actually necessary and train must be protected as prescribed by Rule 99; in addition, when communication can be had and trains of same class are overdue, authority must be received for such movement. Extra precautions must be taken in foggy or stormy weather.

Inspecting Position Of Switches

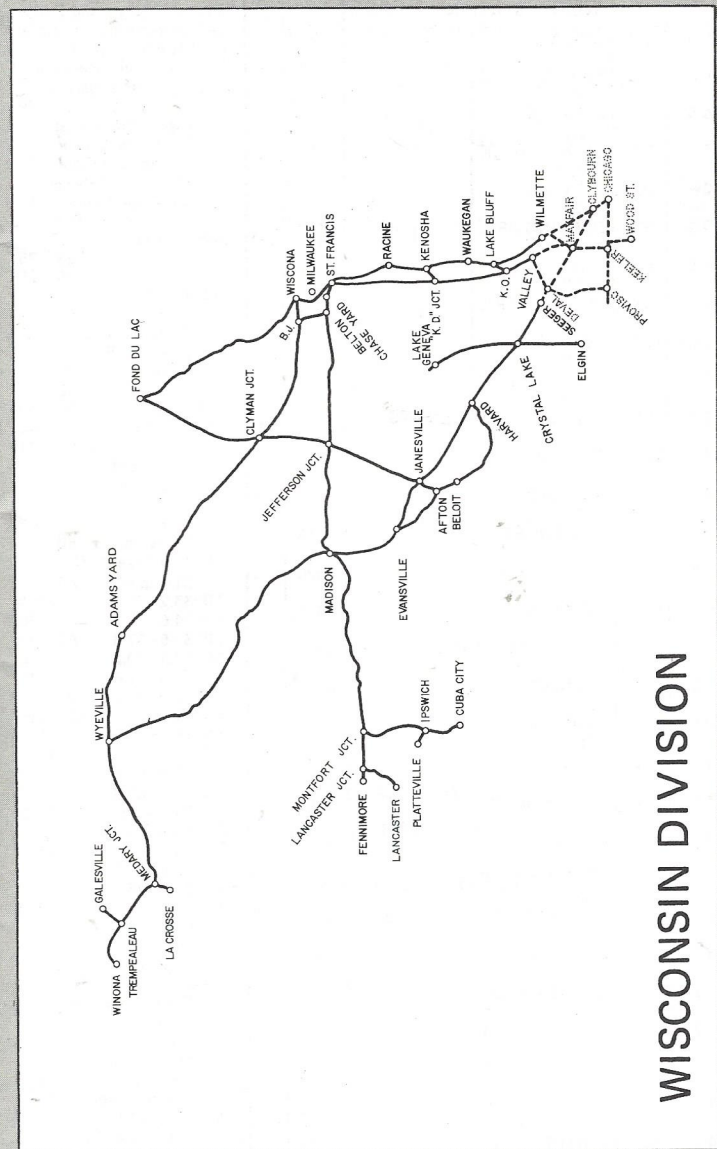
At outlying points, crews handling suburban equipment from a coach yard or parking track to a main track must inspect hand throw and spring switches under the standing train and along the route to ascertain that they are properly lined and latched. This inspection must be made regardless of the indication of target on switch stand.

Oscillating Headlight

On engines so equipped, the oscillating white headlight must be displayed at all times when train is moving on Kenosha, Harvard, Geneva and Lake Geneva Subdivisions, west of signal bridges D and K (Chicago). The oscillating white headlight must be extinguished when the headlight is dimmed or extinguished.

Engine Bell

In the application of Rule 30 in the Chicago Suburban District, the engine or cab car bell of all trains and engines must commence ringing not less than two hundred (200) feet in advance of the station platform and must continue to ring until the leading end of train (the engine or the cab car) has passed the platform. Where a public street or road crosses the track at or immediately adjacent to a station platform, such street or road will be considered part of the platform.



WISCONSIN DIVISION

KENOSHA SUBDIVN-CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	CHICAGO	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	0000	
0.3	0.3	LAKE ST.	①		
0.5	0.5	CLINTON ST.	① ②		
2.7	2.7	CY ② CMSTP&P	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿		
2.9	2.9	CLYBOURN	①	0501	
3.4	3.4	DEERING BR.	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	0503	
6.5	6.5	RAVENSWOOD	①	0506	
9.4	9.4	ROGERS PARK	①	0511	
11.0	11.0	MAIN ST.	①	0513	
12.0	12.0	EVANSTON	①	0514	
12.7	12.7	CANAL	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	E43	
13.3	13.3	CENTRAL ST.	①	0516	
14.3	14.3	WILMETTE	①	0517	
15.2	15.2	KENILWORTH	①	0518	
15.8	15.8	INDIAN HILL	①	0520	
16.6	16.6	WINNETKA	①	0519	
17.7	17.7	HUBBARD WOODS	①	0521	
19.2	19.2	GLENCOE	①	0523	
20.5	20.5	BRAESIDE	①	0526	
21.5	21.5	RAVINA	①	0525	
23.0	23.0	HIGHLAND PK.	①	0527	
24.5	24.5	HIGHWOOD	①	0528	
25.7	25.7	FT. SHERIDAN	①	0529	
28.3	28.3	LAKE FOREST	①	0531	
30.2	30.2	LAKE BLUFF	① ②	0532	
32.2	32.2	GREAT LAKES	①	0549	
33.2	33.2	NO. CHICAGO	①	0533	
35.9	35.9	WAUKEGAN	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	W60 E116	
42.1	42.1	ZION	①	0530	
44.5	44.5	WINTHROP HBR.	①	0537	
51.6	51.6	KENOSHA	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	E69	
60.5	60.5	RACINE JCT.	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	W146	
61.9	61.9	RACINE	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	0540	
64.6	64.6	IVES	①	0541	
72.6	72.6	OAK CREEK	①	0542	W33

SPEED RESTRICTIONS (In MPH)
Between Chicago and CY
Psgr. Frt.
MP 0.0-0.2 5 5
MP 0.2-0.3 10 10
MP 0.3-0.7 15 10
MP 0.7-2.4 35 10
Between Chicago and Bridge
"K" all movements must be made at Reduced Speed.
Between CY and Kenosha
Max. Psgr. trains, straight track 79
Psgr. trains, curves. 75
Frt. trains, between Chicago and Canal. 35
Frt. trains, between Canal and Kenosha 50
Psgr. Frt.
MP 2.4-3.6
Straight 35 25
Diverging 25 25
MP 3.6-4.2
Track 1 60 . .
Track 2-EB 45 . .
Track 2-WB 60 . .
Track 3 45 . .
MP 10.7-12.0 60 . .
MP 12.0 30 30
MP 12.7 Canal
Straight routes 60 35
High-speed crossover and turnouts 30 25
MP 12.7-13.9
Eastward 60 . .
MP 30.4 Lake Bluff
Diverging 25 25
MP 33.2-35.5 30
MP 34.6 60 30
MP 35.5-37.3 60 30
MP 37.3-40.2 40
MP 50.8-51.6 60 40
Between Kenosha and Washington St. All Trains
Maximum 50
MP 51.6-53.6 40
MP 58.0-59.0 40
MP 59.0-60.4
Westward 30
Eastward 40
MP 60.4 Racine Jct. 25
MP 60.4-61.9 30
MP 61.9-63.2 30
MP 63.2-65.5 40
MP 65.5-70.0 40
Westward 45
MP 77.0-78.2 40
MP 80.0 St. Francis
Track 3 (westward)
straight 25
diverging 10
Track 4 (eastward)
straight 25
Tracks 1 and 2 25
MP 80.0-81.8
Tracks 1 and 2 25
Tracks 3 and 4 25
MP 81.8
Tracks 1 and 2 10
Tracks 3 and 4 25
MP 81.8-83.0 25
MP 83.0 Over spring switch 10
ABS: Chicago-Washington St.
ATS: Chicago-Washington St.
Yard Limits:
MP 0.0-13.0

KENOSHA SUBDIVN-CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
74.7	74.7	SO. MILWAUKEE	①	0543	
78.2	78.2	CUDAHY	①	0544	W67
80.2	80.2	ST. FRANCIS	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	0545	
81.8	81.8	BA ② CMSTP&P	①		
82.5	82.5	KK RIVER BRIDGE	①		
83.0	83.0	WASHINGTON ST.	①		

MP 33.2-40.4
MP 48.4-53.6
MP 58.0-65.5
MP 69.1-83.0

Hot box detector located at MP 43.1 (Zion). EB indicator at MP 39.0.

Maximum Wt:
Clinton St.-Evanston 232,000 lbs.
Evanston-Lake Bluff 263,000 lbs.
Lake Bluff-St. Francis 315,000 lbs.
St. Francis-Washington St. 263,000 lbs.

**TAKE SPECIAL CARE
IN WHAT YOU DO;
THE ONE WHO GETS HURT,
MAY BE YOU.**

continued on next page

HARVARD SUBDIVN-CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles From Chicago	Schedules of first class trains between Chicago and Harvard are shown in Chicago Suburban District timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Chicago Suburban District timetable in their possession while on duty.	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	CHICAGO	② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿		0000	....
2.7	2.7	CY ① CMSTP&P	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿		....	....
2.8	2.9	CLYBOURN			0501	....
6.7	7.0	IRVING PARK			0605	....
7.6	7.8	MAYFAIR ① CMSTP&P	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿		0607	....
8.7	9.1	JEFFERSON PARK			0614	....
9.7	10.1	GLADSTONE PARK			0615	....
11.1	11.4	NORWOOD PARK			0616	....
12.3	12.6	EDISON PARK			0618	....
13.1	13.5	PARK RIDGE			0621	....
14.6	15.0	DEE ROAD			0622	....
16.7	17.1	DES PLAINES			0623	....
17.4	17.7	DEVAL ① SOO - C&NW ① ②	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿		8003	....
18.2	18.6	CUMBERLAND			0624	....
18.5	18.9	SEEGER	① ②		0620	E33
19.6	20.0	MT. PROSPECT			0625	....
22.4	22.8	ARLINGTON HEIGHTS			0627	W20
24.2	24.4	ARLINGTON PARK			0628	....
26.3	26.6	PALATINE			0630	E90
31.6	32.0	BARRINGTON ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿			0632	W86 E98
31.9	32.3	EUJ&E	①		....	....
37.0	37.3	FOX RIVER GROVE			0635	....
38.3	38.6	CARY			0634	....
42.5	42.8	CRYSTAL LAKE JCT	① ②		0636	....
42.9	43.2	CRYSTAL LAKE	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿		0636	....
45.7	46.0	RIDGEFIELD			0637	....
51.3	51.6	WOODSTOCK	①		0638	....
55.7	56.0	HARTLAND			0640	....
62.8	63.1	HARVARD ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿			0641	....

SPEED RESTRICTIONS (In MPH) Between Chicago and CY

MP	0.0-0.2	0.2-0.3	0.3-0.7	0.7-2.4	Psgr. Frt.
MP 0.0-0.2	5	10	15	35	10
MP 0.2-0.3	10	15	35	10	10
MP 0.3-0.7	15	35	10	10	10
MP 0.7-2.4	35	10	10	10	10
Between Chicago and Bridge "K" all movements must be made at Reduced Speed.					
Between CY and Harvard Max. Psgr. trains, straight track	79				
(ex. 65 MPH on track No. 1 between Mayfair and Barrington)					
Curves	70				
(ex. 50 MPH around station platform curves on track No. 1 between Mayfair and Barrington)					
Freight trains	50				
(ex. 45 MPH on track No. 1 between Mayfair and Barrington)					

	Psgsr.	Frt.
MP 2.4-2.9		
Straight	35	25
Diverging	25	10
MP 2.7 CY		
Track 3 to 2 . . .	25	10
MP 7.0-7.8	40	30
MP 7.6 Mayfair:		
Track 2 to 1 . . .	25	25
Track 2 to 3 . . .	35	25
MP 16.5-18.9		
Straight	50	30
MP 17.1 Deval:		
Track 2 to 1 . . .	30	25
Track 3 to 2 . . .	30	25
MP 18.7 Seeger:		
Diverging	10	10
MP 22.3-23.3	-	30
MP 26.0-26.4 . . .	50	30
MP 29.0-29.4		
(Barrington)		
Track 1	55	
MP 31.0 Interlocking:		
Straight	50	40
Track 1 to Westward		
& Eastward to Track 2		
.	35	25
MP 31.0-31.3	50	40
MP 37.3 Bridge	-	35
MP 42.5-43.5	50	40
MP 50.5-52.0	50	30
MP 62.4-63.0	30	25

INSTRUCTIONS APPLICABLE ON KENOSHA AND HARVARD SUBDIVNS CHICAGO AND WISCONSIN DIVISIONS

obtain positive block from the next station in advance before clearing signals and make proper record.

Between Deering Bridge and Canal on track 2, paragraph (1) of Additional Speed Restrictions does not apply.

Between CY and Mayfair and between CY and Canal may be arranged by and between the control operators at CY, Mayfair and Canal by authority and under the direction of the train dispatcher. A train or engine desiring to move against the current of traffic from an industry or auxiliary track located in either of these districts must communicate with the control operator at either of the designated points by telephone for permission to do so. Before authorizing any movement against the current of traffic, control operators must get instructions from train dispatcher, secure block from the station in advance and then make proper record. Conductors of yard engines doing work on auxiliary tracks leading from tracks 1 or 3 between CY and Mayfair Interlockings, must confer with control operator regarding movements to be made. Jurisdiction of control operators is as follows:

MAYFAIR

Track 3—from Mayfair to switch at east end of New Yard (Avondale).

Track 1—from Pollack Scrap Iron Co. track switch, just west of Kimball Ave. to Mayfair.

CY

Track 3—from CY to switch at east end of New Yard (Avondale).

Track 1—from CY to Pollack Scrap Iron Co. track switch.

Telephones for communication with operators are located:

In cabin at Hettler's Lead switch;

On signal bridge 702;

On post just west of Plaski Road.

Between St. Francis and BA and between BA and KK River Bridge movements may be made on signal indication. Control operator must obtain positive block from the next station in advance before clearing signals for movement and must make proper record. All train and engine movements against the current of traffic or with the current of traffic from an industry or auxiliary track located in either of these districts must communicate with the control operator involved at the points designated and obtain permission to enter the main track. Before authorizing any movement in these territories control operators must ascertain that the block is clear. Conductors and engine foremen in charge of assignments doing industrial or switching work must communicate with the control operator regarding movements to be made before entering main tracks in these territories.

Normal position of spring switches:

Barrington — Track 1 east end of coach yard to eastward track—for main track. Westward movements over switch must not exceed 12 MPH. West end west siding—for main track.

Harvard — End of double track—for eastward track. Junction of Madison and Beloit subdivisions—for Madison Subdivision.

Waukegan — Track 1 east end of coach yard to eastward track—for main track.

Racine Jct. — West end of west yard lead to westward track—for main track.

Washington St. — End of double track—for eastward track.

Automatic Train Stop — Wisconsin Division

Main tracks equipped:

Chicago — Harvard
Chicago — Washington St.
BJ — Wyeville
BJ — Wisconsin

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

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

(c) Non-equipped engines may be operated to engine terminals and return for inspection and repairs, Adams to Wyeville, Waukegan to Chicago, Kenosha and Racine to Milwaukee-Butler Terminal, Harvard to Chicago at a speed not exceeding 40 MPH. Such movements must be made in accordance with automatic block signal indications and a positive block established in advance of the movement.

(d) Back up movements of empty coach trains not equipped for reverse movements may be operated between Chicago and Highland Park, at a speed not exceeding 40 MPH, such movements to be governed by automatic block signal indications and a positive block established in advance of the movement.

(e) In connection with operation under paragraphs (c) and (d), a Stop and Proceed signal, Rule 240B shall be considered a positive stop signal, thereby establishing a positive block to the next signal and Rule 509 will apply.

LAKE GENEVA SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	Schedules of first class trains between Crystal Lake Jct. and Lake Geneva are shown in Chicago Suburban District timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Chicago Suburban District timetable in their possession while on duty.		Station Numbers	Capacity of Sidings
		WEST	EAST		
....	....	CHICAGO	.....	0000	..
....	0.0	CRYSTAL LAKE JCT.	① ③ ④	....	..
58.4	0.4	WEST WYE SWITCH	Y	....	..
61.3	0.3	TERRA COTTA	.....	0090	20
65.8	7.5	McHENRY	.....①	0091	..
69.5	11.0	RINGWOOD	.....	0092	..
75.6	17.3	RICHMOND	.....	0093	15
77.3	19.1	GENOA CITY	.....①	0094	13
80.4	22.2	PELL LAKE	.....	0095	..
85.9	27.7	LAKE GENEVA	Y...③ ④ ⑤ ⑥	0096	13

SPEED RESTRICTIONS (In MPH)

Maximum psgr. trains 40
Maximum freight trains30
Psg. Frt.

Northeast wye
Crystal Lake Jct. 20 10

MP 85.8 Broad St., Lake Geneva ... 5 5

MP 86.1 Madison and Marshall St., Lake Geneva ... Stop Stop

Yard Limits:

Crystal Lake Jct.—MP 59.1
MP 84.0—End of track

Psg. trains register by register ticket at Crystal Lake Jct.

Regular trains entering or leaving Lake Geneva Subdivision at Crystal Lake Jct. must obtain Clearance at this point.

Maximum Wt: 251,000 lbs.

SD-40, 45 and U30C units 867-977 inc. may not be operated on Lake Geneva Subdivision.

DUNDEE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	Schedules of first class trains between Crystal Lake Jct. and Lake Geneva are shown in Chicago Suburban District timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Chicago Suburban District timetable in their possession while on duty.		Station Numbers	Capacity of Sidings
		WEST	EAST		
41.0	0.0	ELGIN JCT. ③ CMSTP&P	④ ⑤	....	..
42.8	1.8	EAST ELGIN	.....	0086	53
47.6	6.6	DUNDEE	.....	0087	..
48.4	7.4	CARPENTERSVILLE	Y...④ ⑤	0088	14
52.9	11.9	ALGONQUIN	.....	0089	..
58.3	17.3	CS JCT.	.....①	....	..
58.5	17.5	CRYSTAL LAKE	③ ④ ⑤ ⑥	0636	24

SPEED RESTRICTIONS (MPH)

Maximum
..... Restricted Speed
MP 41.0—45.510
MP 46.6—53.210
MP 52.7 Main St. Algonquin5
MP 56.8 Over track scales5
MP 58.3 Stop

MP 58.3 Stop

Yard Limits:

Entire subdivn.

Rule 97 does not apply.

Except for GP-7 type units, only Class A or smaller engines may be operated.

Maximum Wt: 251,000 lbs.

MADISON SUBDIVN—WISCONSIN DIVISION

WEST SECOND CLASS 563	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST THIRD CLASS 562
.....	62.8	0.0	HARVARD Y A B C I K Q R	0641	.....	.....
.....	70.9	8.1	SHARON	0463	75	*
.....	78.5	15.7	CLINTON JCT. X CMSTP&P A D	0645	56	.....
.....	82.5	19.7	TIFFANY	0646	.....	.....
.....	88.2	25.4	SO. JANESVILLE	0648	.....	.....
.....	91.4	28.6	JANESVILLE X CMSTP&P Y B K Q R D	0648	.....	.....
.....	97.5	35.3	LEYDEN	0649	38	.....
.....	106.7	44.5	EVANSVILLE JCT. Y	.....	.....	.....
.....	115.9	44.7	EVANSVILLE D	0908	150	.....
.....	122.5	51.1	BROOKLYN	0910	36	.....
.....	128.1	56.7	OREGON	0911	150	.....
.....	137.3	65.8	MX X CMSTP&P I I	.....	.....	.....
.....	138.4	66.9	X CMSTP&P A S	.....	.....	.....
AM	6:05	140.3	MADISON Y B I K Q R D	0913	.....	PM
6:20	143.5	72.1	MENDOTA I	0914	12:05	.....
6:30	148.4	76.9	WAUNAKEE Y	0915	150	11:55
6:38	153.2	81.7	DANE	0916	74	11:45
6:45	158.0	86.5	LODI Y	0917	150	11:35
6:59	164.6	93.1	MERRIMAC	0920	.....	11:21
7:05	168.4	97.0	BADGER Y	0922	50	11:15
7:30	175.5	104.0	BARABOO Y Q D	0923	330	11:01
7:40	181.8	110.2	NORTH FREEDOM	0925	.....	10:36
7:46	184.8	113.3	ROCK SPRINGS Y	0926	.....	10:30
8:30	191.2	119.6	REEDSBURG Y	0927	160	10:20
8:45	199.0	127.4	LA VALLE	0930	30	10:05
8:59	206.1	134.5	WONEWOC Y	0932	150	9:55
9:15	208.9	137.4	UNION CENTER	0933	65	9:50
A9:25 AM	212.8	141.3	ELROY Y B K R D	0934	.....	9:40 AM

MADISON SUBDIVN—WISCONSIN DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 63.0 Int. limits	10
MP 78.5 Clinton Jct.	35
MP 88.0-91.2	25
MP 91.2-91.6	10
MP 91.6 CMSTP&P	10
MP 91.7	30
MP 106.1-106.7	25
MP 115.9 Jct. switch	10
MP 115.9-118.0	30
MP 136.5-138.4 Restricted Speed	.....
MP 138.4 CMSTP&P Stop	.....
MP 138.4-142.1 Restricted Speed	.....
MP 148.0-149.0 (EB)	35
MP 164.0	30
MP 164.1-164.4 Bridge	25
MP 171.0-173.0 Restricted Speed	.....
MP 173.0-177.0	30
MP 184.5-186.3	30
MP 190.0-192.0	35
MP 198.5-198.8	35
MP 206.6	35
MP 212.6-212.8 Restricted Speed	.....
Franklin St., Elroy	10

Yard Limits:

MP 62.8-64.6	MP 167.5-169.4
MP 85.9-91.6	MP 173.9-177.5
MP 105.7-118.0	MP 183.5-186.7
MP 134.5-143.5	MP 189.1-192.6
MP 147.0-149.0	MP 204.6-206.8
MP 157.3-159.5	MP 210.8-212.8

ABS: Harvard-Elroy

Double track in operation between MX and Madison.

When a train or engine stops for WB signal 151 or EB signal 158 between Baraboo and Merrimac, it must not exceed 10 MPH passing slide detector east of MP 172.

When a train or engine stops for WB signal 185 east of Rock Springs and signal 187 west of Rock Springs or EB signals 186 and 188 west of Rock Springs, it must not exceed 10 MPH passing slide detector east of MP 186.

Ordinance prohibits sounding engine whistle within city limits of Janesville and Madison.

That portion of siding at Reedsburg between east switch and crossover east of

Pine Street will be used for meeting and passing trains.

At Harvard through freight trains may register by register ticket.

Rock Springs is a register station only for trains originating and terminating at this station.

Trains must obtain Clearance at Madison when office is open.

Only trains requiring train orders (Rule 97) at So. Janesville will obtain Clearance at South Janesville.

Normal position of junction switch at Evansville Jct. is for Madison Subdivision.

Rule 97 does not apply between MX and Mendota and between Janesville and So. Janesville.

Spring switches:

Harvard-End of double track, normal position is for eastward track.

Jct. of Madison Subdivision and Beloit Subdivision, normal position is for Madison Subdivision.

So. Janesville-East end of yard track, normal position is for main track.

Janesville-Jct. of Beloit Subdivision and Madison Subdivision, normal position is for Madison Subdivision.

*† Evansville-West end of siding, normal position is for main track.

*† Oregon-East end of siding, normal position is for main track.

† Lodi-East end of siding, normal position is for main track.

*† Baraboo-Both ends of siding, normal position is for main track.

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

* Indicates maximum speed of 20 MPH through spring switches entering or leaving siding.

Double track:

MX-Mendota

Hot box detectors:

MP 73.7 (Sharon). WB indicator MP 77.5. EB indicator MP 69.9.

Maximum Wt: 263,000 lbs.

FOOTVILLE SUBDIVN—WISCONSIN DIVISION

SPEED RESTRICTIONS (In MPH)

Between Afton and Evansville Jct.	.....
Maximum	35
MP 103.9 CMSTP&P crossing	10
MP 111.1-115.0	25
MP 115.0-115.9	10
MP 115.9 Jct. switch	.....
Stop	.....

Yard Limits:

Afton-MP 99.0

MP 114.7-Evansville

Normal position of junction switch at Evansville Jct. is for Madison Subdivn.

Maximum Wt: 263,000 lbs.

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
98.5	0.0	AFTON X CMSTP&P Y A I	.....	0904	.....
103.9	5.4	X CMSTP&P A	.....	.....	.....
107.1	8.6	FOOTVILLE	.....	0906	.....
115.9	17.3	EVANSVILLE JCT. I S	.....	.....	.....
116.1	17.5	EVANSVILLE Y D	.....	0908	.....

BELOIT SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
62.8	0.0	HARVARD Y (A)(B)(C)(I)(K)(Q)(R)		0641	76
65.4	2.6	CHEMUNG		0810	..
69.5	6.7	CAPRON		0811	55
74.6	11.8	POPLAR GROVE		0812	..
78.3	15.5	CALEDONIA		0813	49
89.3	26.5	SIDING DO		0901	43
90.7	27.9	BELOIT (X) CMSTP&P Y (A)(B)(D)		0902	..
92.0	28.2	SIDING BW		0903	45
98.5	34.8	AFTON Y (X) CMSTP&P (A)(J)(S)		0904	..
104.5	40.2	JANESVILLE Y (X) CMSTP&P (I)(J)		0648	..

For trains arriving at Harvard from Beloit Subdivision, the hand throw electrically locked switch at the west end of Harvard yard will be considered the entrance to the siding at Harvard.

Switching movements must flag over Ratzlaff St. crossing at MP 63.4, Harvard.

Ordinance prohibits sounding engine whistle within city limits of Janesville.

Harvard: Through freight trains may register by register ticket.

That section of Siding DO between the east and west crossover switches will be used for meeting and passing of trains.

Normal position of junction switch at Afton is for Footville Subdivn.

Spring switches:

Harvard: End of double track, normal position is for eastward track.
Jct. of Madison Subdivision and Beloit Subdivision, normal position is for Madison Subdivision.

Janesville: Jct. of Beloit and Madison Subdivisions, normal position is for Madison Subdivision.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum40
MP 63.0 Int. limits10
MP 77.7-78.325
MP 89.0-90.630
MP 90.6 CMSTP&P crossing10
MP 90.6-92.010
MP 97.8 curve35

MP 98.4 Jct. Switch AftonStop
MP 98.5 CMSTP&P crossing10
MP 103.0-104.210

Yard Limits:

MP 62.8-65.0
MP 87.0-92.8
MP 97.0-98.9
MP 103.0-104.5

SKOKIE SUBDIVN—CHICAGO DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	CRAWFORD AVE.		..	..
0.4	0.4	40TH STREET	(B)(K)(Q)(R)	0002	..
2.5	2.5	CRAGIN (X) CMSTP&P	Y (I)	0611	..
5.0	5.0	GRAYLAND (X) CMSTP&P	(I)	0608	..
5.6	5.6	MAYFAIR (X) CMSTP&P C&NW	(C)(I)(J)(Q)	0607	..
12.5	10.3	SKOKIE	(D)	8007	..
17.8	15.7	NORTHFIELD		8012	..
21.6	19.5	VALLEY	(I)(J)	8015	..

Double track in operation between Crawford Ave. and Mayfair. Single track in operation between Mayfair and Valley.

Passenger cars longer than 80 feet must not be operated between Crawford Ave. and Mayfair.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (MPH)

Between Crawford Ave. and Valley

Maximum35
MP 0.0-5.0
Eastward10
Westward10
Restricted Speed
MP 5.0-13.8
Restricted Speed
MP 21.610

Yard Limits:
MP 0.0-9.6

Ordinance prohibits sounding engine whistle within Chicago city limits.

Westward trains from 40th Street except transfer movements between Mayfair and Canal must obtain Clearance at Mayfair.

Eastward trains to 40th Street are not required to obtain Clearance at Mayfair.

Rule 97 applies only between Mayfair and Valley.

NEW LINE SUBDIVISION — CHICAGO AND WISCONSIN DIVISIONS

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
	0.0	PROVISO	(B)(C)(I)(K)(Q)(R)	0023	..
3.6	2.7	GRAND AVENUE		0500	..
8.4	7.5	BYRN MAWR	(I)(J)	8001	..
10.9	11.0	NORMA	(I)(J)	8002	..
12.2	12.3	SEEGER	(I)(J)	0620	..
12.0	12.1	DEVAL (X) SOO LINE C&NW		8003	..
17.5	17.6	SHERMER	(C)(I)(J)(Q)	..	..
21.2	21.2	VALLEY	(I)(J)	8015	..
23.8	23.4	BLODGETT		8017	W32 E45
29.7	29.3	TOWER KO	(C)(I)(J)(Q)	8020	..
31.9	31.6	UPTON (X) EJ&E	(A)	8023	W99
38.2	37.9	GURNEE	(I)	8027	..
50.5	50.2	KD JCT.	(I)	..	..
51.7	51.4	BAIN	(C)(I)(J)(Q)	8035	230
60.8	60.5	WAXDALE (X) CMSTP&P Y (A)		8043	..
65.5	65.2	SIDING K		8045	200
76.6	76.3	AIRPORT JCT.	(I)	8050	..
78.4	78.1	LAYTON AVE.		8055	78
80.1	79.7	ST. FRANCIS	(C)(I)(J)(Q)	0545	..
2.3	3.6	CHASE		0553	..
5.5	84.0	MITCHELL YARD	(B)(K)(Q)(R)	1301	..
8.5	87.0	WEST ALLIS		1302	..
9.2	87.7	BELTON	(I)	1303	..
10.1	88.6	BELTON JCT.	(I)	..	..
16.5	95.0	BUTLER	(B)(C)(I)(J)(Q)(R)	5716	..

MP 76.6-16.5

Airport Jct. to Butler

CMSTP&P trains operate between Shermer and Bryn Mawr.

To avoid blocking road crossings between Bryn Mawr and Deval, before passing Bryn Mawr, westward C&NW trains will call opr. at Deval to ascertain when route will be lined. Operator at B-17 will not permit westward CMSTP&P trains to pass absolute signal at Bryn Mawr without first ascertaining when route at Deval will be lined.

Between Norma and Seeger the most westerly track will be used as a single track and trains in both directions will operate at Reduced Speed not exceeding 10 MPH.

Train order signal adjacent to New Line Subdivision at St. Francis governs trains using these tracks only and does not govern eastward trains operating from Chase towards BA via north leg of wye at St. Francis.

Mitchell Yard is a register station only for trains originating and terminating at Mitchell Yard.

Rule 221 applies for trains or Kenosha Subdivision at St. Francis.

Trains and engines must call the operator at St. Francis for permission before entering or leaving the New Line Subdivision at Chase and before entering or leaving single track wye between Chase and St. Francis, and must not exceed 10 MPH on this wye.

That section of the siding at Bain, between the spring switch located just east of KD Jct. and No. 5 crossover west of 60th Street will be used for meeting and passing of trains.

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

Except for psgr. trains originating at Des Plaines or Deval, trains are not required to obtain a Clearance at Deval, unless directed to do so by the control operator. Local switch runs and way freights originating or operating between Shermer and Proviso on the New Line Subdivision will operate at Restricted Speed unless a different speed is authorized. Crews of these

SPEED RESTRICTIONS (In MPH)

Maximum50
MP 0.0-3.6*
*Chicago Division General Orders govern
MP 3.6-8.245
MP 8.2-Bryn Mawr:
Straight45
Diverging35
MP 10.8-12.330
MP 17.5 Shermer:
Straight35
Diverging25
MP 21.2 Valley:
Diverging25
MP 29.8 Tower KO:
Straight35
Diverging25

MP 31.9 Upton EJ&E35
MP 38.2 Westward S.S.40
MP 50.0-52.035
MP 60.8 Waxdale40
MP 76.6 Eastward S.S.40
MP 80.1 St. Francis10
MP 0.0-6.025
MP 6.0-15.040
ex 25 MPH curve at MP 10.0
MP 15.0-17.6 ..Res. Speed
BJ Int. Limits ..Res. Speed

ABS: Grand Ave.—Butler

Yard Limits:

Proviso to Deval & Seeger:
MP 31.9-39.0
MP 49.0-54.0
MP 60.4-61.3

NEW LINE SUBDIVISION—CHICAGO AND WISCONSIN DIVISIONS

trains must call the control operator at Deval for instructions before entering the main track at any locations.

Proviso is a designated terminal in the application of air brake Rule 401.

Centex Area-Bryn Mawr, only G-P 7 and G-P 9, single units only are allowed on industry tracks. Lead tracks and run-around track may be used by all classes of engines either singly or in multiple.

Trains are not required to obtain a Clearance at KO when train order signal is clear.

Trains must obtain a Clearance at Butler except that road special deliveries, switch runs and way freights operating out of Butler must obtain a Clearance on their initial trip only out of Butler and need not obtain a Clearance on subsequent trips out of Butler.

Eastward trains originating at points between Third Ward and St. Francis or Mitchell Yard must obtain a Clearance at St. Francis.

Trains operating from Chase towards BA via north leg of wye at St. Francis are not required to obtain Clearance at St. Francis.

Except as provided above, other trains are not required to obtain a Clearance at St. Francis when train order signal is clear.

Rule 97 does not apply between Norma and Seeger.

On double track, extra trains, except those carrying passengers, may be run without Form G or Form H train orders.

Spring switches:

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

*†Bain—East end of siding, normal position is for main track.

*†Siding K—Both ends of siding, normal position is for main track.

† Airport Jct.—At end of double track, normal position is for westward track.

Belton Jct.—Wye to westward track, normal position is for New Line Subdivision.

Butler—At east end of yard lead to eastward track, normal position is for eastward track.

† Indicates spring switches equipped with facing point lock.

* Indicates maximum speed of 20 MPH through spring switch entering or leaving siding.

Double track in operation between:

Proviso and Gurnee
Airport Jct. and Butler

Between Deval and Norma train and engine movements against the current of traffic, on either track, may be made upon block signal indication. Conductors of trains or engines working in the Des Plaines coach yard must obtain permission from control operator at Deval before entering westward track between Norma and Deval.

Hot box detectors:

MP 21.8 (Valley). WB indicator at MP 25.1
MP 41.7 (Gurnee). WB indicator at MP 46.2. EB indicator at MP 37.6.

Maximum Wt: 315,000 lbs.

PLATTEVILLE SUBDIVN—WISCONSIN DIVISION

WEST						EAST
SECOND CLASS						THIRD CLASS
529						528
Tue Thur Sat	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	Tue Thur Sat
AM						AM
6:05	144.7	0.0	MONTFORT JCT. Y ①⑤	1353	..	A9:55
			4.9			
6:20	149.9	4.9	LIVINGSTON ①⑤	1375	..	9:40
			4.8			
6:35	154.8	9.7	REWEY ①⑤	1374	..	9:25
			11.4			
7:00	166.0	21.1	IPSWICH Y ⑤	1369	..	8:55
			7.4			
A8:05	173.5	28.5	CUBA CITY Y ⑤	1366	..	8:35
AM						AM

SPEED RESTRICTIONS (MPH)

Maximum 22
MP 144.5 (Jct. Switch) Stop
MP 165.9—169.7 10

Yard Limits:

Montfort Jct.—MP 146.0
MP 165.0—167.0
MP 172.6—End of Track

Rule 99(a) applies.

Spur track extends 4.0 miles from Ipswich to Platteville (Sta No. 1370). Spur track is entirely yard limits.

SD-40, 45 and U30C units 867-977 inc. may not be operated on Platteville Subdivision.

Maximum Wt: 210,000 lbs.

WEBER SUBDIVN—CHICAGO DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
5.6	0.0	MAYFAIR ④ CMSTP&P 4.9 C&NW	④① ①②	0607	..
10.5	4.9	WEBER ④①	④①	0688	..
		2.4	①①		
12.9	7.3	CANAL ④①	④①		..

SPEED RESTRICTIONS (MPH)

Between Mayfair and Canal
Maximum 10

Yard Limits:

Entire subdivn.

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

Rule D-83 does not apply at Mayfair or Canal. A sig-

nal indication to proceed indicates all first class trains due have left unless otherwise instructed by train dispatcher.

Rule 83(B) does not apply at Canal.

Westward trains from 40th Street except transfer movements between Mayfair and Canal must obtain Clearance at Mayfair.

Rule 97 does not apply.

Double track in operation between Canal and MP 7.4. From Weber to Canal westward movements use lead adjacent to main track.

Spring switch at MP 7.4 (end of double track); normal position for westward track.

Maximum Wt: 263,000 lbs.

LAKE SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
29.8	0.0	KO ④①①②	④①①②	8020	..
		1.9	④①①②		
31.7	1.9	LAKE BLUFF ④①①②	④①①②	0532	..

SPEED RESTRICTIONS (MPH)

Maximum 25

ABS: KO—Lake Bluff

Yard Limits:

Entire subdivn.

Ordinance prohibits sounding engine whistle within Lake Forest city limits.

Clearance not required when train order signal at KO is clear.

Rule 97 does not apply.

Double track in operation. Movements against current traffic may be made on signal indication.

Maximum Wt: 315,000 lbs.

FARM SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	KENOSHA ④①①②④④④④	④①①②	0538	..
		1.2	④①①②		
1.2	1.2	FARM YARD ④①①②	④①①②		..
		3.0	④①①②		
4.2	4.2	KD JCT. ④①①②	④①①②		..

Except for trains originating at Kenosha, trains en route Farm or New Line

Subdivision are not required to obtain Clearance at Kenosha.

SPEED RESTRICTIONS (MPH)

Maximum
..... Restricted Speed
MP 0.0—1.2 10
KD Jct. Stop

Yard Limits:

Entire subdivn.

Kenosha is register station only for trains originating or terminating.

Rule 97 does not apply.

Flag over all grade crossings except those where automatic protection is provided.

Maximum Wt: 263,000 lbs.

AIR LINE SUBDIVN-WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
16.5	0.0	BUTLER	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	5716	
17.3	1.4	BJ	① ②	5715	
13.3	1.6	FONDA	Y	5713	
11.8	3.0	WISCONA	① ②	5709	
7.9	6.9	BRADLEY ROAD			
92.4	2.8	GRANVILLE		0557	43
95.2	3.0	ROCKFIELD	Y	0558	59
98.2	7.1	JACKSON	Y	0559	53
105.3	5.1	WEST BEND	Y ①	0560	30
110.4	7.2	SIDING BR		0563	170
117.6	7.2	KEWASKUM	Y	0562	28
122.0	3.1	CAMPBELLSPORT	Y	0564	48
125.1	6.3	EDEN	Y	0565	52
131.4	7.8	EDEN QUARRY		0565	
139.2	1.1	NW	① ②		
140.3	6.1	FOND DU LAC	① ②	0668	
146.4	0.4				

are automatic.

The milepost shown for Wiscona is at the railroad crossing.

That section of the west siding at West Bend between the east switch and the crossover will be used for the meeting and passing of trains.

Ordinance prohibits sounding engine whistle within city limits of Milwaukee except trains will whistle for pedestrian crossing at MP 11.2 located between Fonda and Wiscona.

Trains register by register ticket at Fond du Lac.

Trains operating through Butler without crew change may register by register ticket.

Eastward trains obtain Clearance at Fond du Lac.

Trains must obtain a Clearance at Butler except that road special deliveries, switch runs and way freights operating out of Butler must obtain a clearance on their initial trip only out of Butler and need not obtain Clearance on subsequent trips out of Butler.

Double track is in operation between Butler and Wiscona. Rule 97 does not apply.

ATS: Between BJ and Wiscona.

Spring Switches:

*#Siding BR—Both ends of siding, normal position is for main track.

* Indicates maximum speed of 20 MPH through spring switches entering or leaving siding.

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

Hot Box Detector at MP 131.8 (Campbellsport). WB indicator at MP 136.0. EB indicator at MP 128.0

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum:
Butler-Wiscona40
Wiscona-MP 129.0 . .50
MP 129.0-NW40
MP 15.0-17.6

Restricted Speed
Int. limits, BJ

Restricted Speed
Int. limits, Wiscona . .25

MP 100.6-101.9 . . .45

MP 117.0-120.5 . . .35

MP 145.3 curve35

MP 146.2-146.8

Restricted Speed

ABS: Butler-NW.

Yard Limits:

MP 16.5-96.0
(Butler-Bradley Rd.)
MP 104.4-106.3
MP 109.6-111.2
MP 116.2-119.3
MP 124.3-126.0
MP 130.5-132.0
MP 137.9-140.8
MP 145.6-146.4

Switches and signals for wye track at Wiscona between MP 93.0 and MP 8.6 and crossover switches at MP 8.9 are controlled by operator at Butler. The signals at the railroad crossing

WAUKESHA SUBDIVN-WISCONSIN DIVISION

WEST	SECOND CLASS	569	Daily ex Sun	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	Daily ex Sat	EAST	THIRD CLASS	568
...	...	...	...	0.0	6.4	BUTLER	5716	...	...	...	...	...
...	...	...	...	10.1	6.4	BELTON JCT.	...	...	...	...	...	...
...	...	...	...	9.2	0.3	BELTON	1303	...	...	...	...	...
AM 11:35	10.1	6.7	WEST WYE	...	...	...	...	...	...	PM A7:45	...	...
11:45	14.2	10.8	NEW BERLIN	...	...	...	1305	...	7:35	...	...	...
11:55	17.7	14.3	HALLS SIDING	...	...	...	1308	40	7:28	...	...	...
12:01	19.5	16.1	WAUKESHA & SOO LINE	...	...	...	1308	38	7:25	...	...	...
...	20.4	17.0	CMSTP&P	...	...	...	...	...	...	...	...	...
12:25	27.6	24.2	WALES	...	...	...	1311	36	7:10	...	...	...
12:35	32.6	29.2	DOUSEMAN	...	...	...	1313	...	7:01	...	...	...
12:45	38.5	35.1	SULLIVAN	...	...	...	1315	...	6:50	...	...	...
2:55	49.1	45.7	JEFFERSON JCT. & C&NW Y	...	...	...	1318	...	6:30	...	...	...
...	55.6	52.2	FARGO SPUR	...	...	...	...	...	...	...	...	...
3:30	56.0	52.6	LAKE MILLS	...	...	...	1321	35	5:55	...	...	...
3:45	64.8	61.4	DEERFIELD	...	...	...	1327	30	5:35	...	...	...
3:55	71.5	68.1	COTTAGE GROVE	...	...	...	1330	...	5:25	...	...	...
...	79.7	76.3	CMSTP&P	...	...	...	...	...	...	...	...	...
A 4:15 PM	80.5	77.1	EAST WYE & CMSTP&P	...	...	...	...	...	5:05 PM	...	...	...
A 4:25 PM	...	78.0	MADISON	...	...	...	0913	...	4:55 PM	...	...	...

SPEED RESTRICTIONS (In MPH)

Maximum30
MP 10.1 Wye track10
MP 17.910
MP 18.0-23.025
MP 49.1 C&NW crossingStop
MP 59.0-59.225
MP 76.8 to Madison25
MP 81.1 CMSTP&P crossingStop

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

Yard Limits:

Belton and Belton Jct.-MP 11.0
MP 17.0-21.0
MP 47.4-50.3
MP 76.8-Madison

Ordinance prohibits sounding engine whistle within city limits of Milwaukee, Waukesha and Madison.

Waukesha, Jefferson Jct. and Lake Mills

are register stations only for trains originating and terminating at these stations.

Trains must obtain Clearance at Madison when office is open.

Trains en route Butler from Waukesha Subdivision must obtain permission from train dispatcher to enter wye at West Wye and will then proceed being governed by signal indication at Belton Jct.

Junction switches:

West Wye: Normal position for Belton Jct.

East Wye: Normal position for wye track.

Spring switches:

Belton Jct: Wye track to westward track; normal position for New Line Subdivision.

C&NW-CMSTP&P crossing on east wye at Madison protected by gate, normally set against C&NW. Comply with instructions posted in release box.

Maximum Wt: 263,000 lbs.

ADAMS SUBDIVN—WISCONSIN DIVISION

WEST					Mile Posts	Miles	On single track EASTWARD trains are superior to westward trains of the same class.
SECOND CLASS							
477	471	495	483	417			
Daily	Daily	Daily	Daily	Daily			STATIONS
					16.5	0.0	BUTLER B C I J K Q R 0.8
					17.3		
					14.1	0.8	BJ Y I J 4.5
					18.0	5.3	MARCY 4.0
					22.0	9.3	SUSSEX D 2.5
					24.5	11.8	BARK PIT 5.1
					29.6	16.9	NORTH LAKE 5.1
					34.7	22.0	MAPLETON 3.8
					38.5	25.8	ASHIPPUN 2.0
					40.5	27.8	ROCK SIDING 4.2
					44.7	32.0	LEBANON 6.8
					51.5	38.8	CLYMAN JCT. X C&NW Y C I J Q 5.1
					56.6	43.9	NORTH LOWELL 6.4
					63.0	50.3	SO. BEAVER DAM 7.6
					70.6	57.9	SO. RANDOLPH 6.4
					77.0	64.3	FRIESLAND D Q 8.8
					85.8	73.1	DALTON 10.1
					95.9	83.2	GLENOAK 10.6
					106.5	93.8	OXFORD D 5.5
					112.0	99.3	BROOKS 5.4
					117.4	104.7	GRAND MARSH 7.1
					124.5	111.8	ADAMS 1.0
PM	PM	PM	AM	AM	125.5	112.8	ADAMS YARD Y B C K Q R 12.8
10:20	4:30	2:00 (472)	8:20	4:10	138.3	125.6	NECEDAH 8.4
10:45	4:55	2:25	8:45	4:35	146.7	134.0	CUTLER 7.2
10:55	5:05	2:35	8:55	4:45	153.9	141.2	WYEVILLE X C&NW Y C I J Q R 6.5
A11:20 PM	A5:20 PM	2:50	A9:10 AM	A5:00 AM	160.4	147.7	NORTH TOMAH 3.0
		3:03			163.4	150.7	TUNNEL CITY 6.2
		3:20			169.6	156.9	CAMP McCÖY 7.8
		3:35			246.7	164.7	SPARTA Y B Q R D 1.9
					248.6	166.6	X CMSTP&P A 7.4
		3:55			256.1	174.0	BANGOR 4.8
		4:00			260.8	178.8	WEST SALEM 7.1
		4:45			268.0	185.9	MEDARY JCT. Y X CMSTP&P C I 2.2
		4:50			270.1	188.1	ONALASKA 3.4
		4:55			273.6	191.5	MIDWAY 10.4
		5:15			284.0	201.9	TREMPEALEAU Y I 7.7
					291.7	209.6	X GB&W A 4.7
		A6:00 PM			296.5	214.1	WINONA Y X BN B K A V Q R

TIMETABLE NO. 1

ADAMS SUBDIVN—WISCONSIN DIVISION

On single track EASTWARD trains are superior to westward trains of the same class.		STATIONS	Station Numbers	Capacity of Sidings	EAST				
					SECOND CLASS				
					488	482	472	490	406
					Daily	Daily	Daily	Daily	Daily
BUTLER	0.8	.....B C I J K Q R	5716	...					
BJ	4.5	} Y	.....I J	5715	...				
				5722	...				
MARCY	4.0								
SUSSEX	2.5	.....D	5723	75					
BARK PIT	5.1		5725	230					
NORTH LAKE	5.1		5731	115					
MAPLETON	3.8		5736	...					
ASHIPPUN	2.0		5739	62					
ROCK SIDING	4.2			240					
LEBANON	6.8		5746	...					
CLYMAN JCT.	5.1	⊗ C&NW Y C I J Q	5752	270					
NORTH LOWELL	6.4		5758	...					
SO. BEAVER DAM	7.6		5764	97					
SO. RANDOLPH	6.4		5772	125					
FRIESLAND	8.8	.....D Q	5778	76					
DALTON	10.1		5787	150					
GLENOAK	10.6		5797	94					
OXFORD	5.5	.....D	5807	125					
BROOKS	5.4		5813	96					
GRAND MARSH	7.1		5818	90					
ADAMS	1.0	} Y	5825	...	AM	AM	PM	PM	PM
ADAMS YARD	12.8	B C K Q R	5826	...	A3:15	A4:00	A2:55 (495)	A3:50	A7:05
NECEDAH	8.4		5839	96	2:45	3:30	2:25	3:20	6:35
CUTLER	7.2		5848	115	2:35	3:20	2:05	3:10	6:25
WYEVILLE	6.5	⊗ C&NW Y C I J Q R	5855	95	2:25 AM	3:10	1:55 PM	3:00 PM	6:15 PM
NORTH TOMAH	3.0		5861	...		2:55			
TUNNEL CITY	6.2		5864	...					
CAMP McCoy	7.8		5872	59		2:35			
SPARTA	1.9	Y	0943	53		2:20			
⊗ CMSTP&P	7.4	.....A	...	...			
BANGOR	4.8		0946	25		1:50			
WEST SALEM	7.1		0947	W25 E94 17		1:43			
MEDARY JCT.	2.2	Y ⊗ CMSTP&P C I	0948	...		1:30			
ONALASKA	3.4		0950	...		12:52			
MIDWAY	10.4		0952	87		12:45			
TREMPEALEAU	7.7	Y	0954	...		12:25			
⊗ GB&W	4.7	.....A	...	...			
WINONA		Y ⊗ BN B K A V Q R	1000	...		11:45 PM			

TIMETABLE NO. 1

ADAMS SUBDIVN—WISCONSIN DIVISION

SPEED RESTRICTIONS (In MPH) Between Butler and Wyeville

Maximum:	
Straight track	50
BJ Int. limits	Restricted Speed
MP 15.0—17.6 East end Butler to BJ	Restricted Speed
MP 51.5 Clyman Jct:	
Straight	30
Diverging	10
MP 69.0—72.0	40
MP 82.0 curve	45
MP 82.7 curve	45
MP 95.1 curve	45
MP 101.8 Bridge 2655	35
MP 107.4 Bridge 2668	35
MP 124.1 spring switch	40
MP 124.6 highway crossing	25
MP 125.2 spring switch	40
MP 132.3 Bridge 2720	35
MP 153.9 Wyeville:	
Straight	30
Diverging	25

Between Wyeville and Winona (Ex. between Medary Jct. and LaCrosse)

Maximum	45
Wyeville—Int. limits (EASTWARD)	10
MP 172.1—172.5	30
MP 176.0—176.8	25
MP 246.2—247.0	25
MP 248.6 CMSTP&P crossing	10
MP 250.0—260.0	35
MP 257.3—257.7	35
MP 261.0—262.2	35
MP 267.9 Medary Jct:	
Between approach signals	
Straight	25
Diverging	10
MP 268.0—296.0	35
MP 291.7 GB&W crossing	10
MP 295.4 BN crossing	10
MP 296.4—0.1 Winona	10

Between Medary Jct. and LaCrosse

Maximum	Restricted Speed
MP 269.1—269.7	10
MP 270.4 St. Andrews St. (LaCrosse)	10
MP 270.9 Lang Dr. (LaCrosse)	STOP

NOTE: Spur track extends 7.1 miles from Trempealeau to Galesville (Sta. No. 0975). Spur track is entirely yard limits. Only Class A or smaller engines (single units only) may be operated on spur track.

Spur track extends 3.8 miles from Medary Jct. to La Crosse (Sta. No. 0951). Spur track is entirely within yard limits.

Trains and engines must not exceed 10 MPH over Bridge 6856 located at MP 289.1.

Yard Limits:

Butler—MP 18.5
MP 48.5—53.0
MP 123.3—127.2
MP 151.2—155.6
MP 175.2—248.5
(East of Sparta—West of Sparta)
MP 266.6—268.9
(Medary—LaCrosse)
MP 283.5—285.3
MP 295.5—Winona

A form S-C train order giving a westward train on Adams Subdivision right over an opposing train to Clyman Jct. or to Wyeville governs to the interlocking absolute signal at these points.

Sparta is a register station only for trains originating and terminating at Sparta. Eastward trains at Winona obtain Clearance at CK.

Rule 97 does not apply between:

Marcy and BJ
Adams and Adams Yard
Medary Jct. and LaCrosse

Spring switches:

- *† Marcy—At west end of Megals Lead, normal position for main track.
- *† Bark Pit—Both ends of siding, normal position for main track.
- *† Rock Siding—Both ends of siding, normal position for main track.
- *† Clyman Jct—At east end of siding, normal position for main track.
- † Adams—At end of double track, 0.3 miles east of station, normal position for westward track.
- At end of double track, 0.7 mile west of station, normal position is for movement to eastward track. Spring switch in addition to crossover switch must be thrown by hand before movement from westward track to yard is started.

† Indicates locations where spring switches are equipped with facing point locks. * Indicates maximum speed of 20 MPH through spring switches entering or leaving siding.

Double track between Adams and Adams Yard; trains must keep to the left.

ABS and ATS between BJ and Wyeville.

Hot box detector at MP 91.2 (Dalton). WB indicator located at MP 95.0. EB indicator at MP 87.6

Hot box detector at MP 32.3 (Mapleton). WB indicator located at MP 35.9. EB indicator located at MP 27.9

Maximum Wt:

Butler—Wyeville	315,000 lbs.
Wyeville—Winona	263,000 lbs.
Medary Jct.—LaCrosse	263,000 lbs.
Galesville Spur	220,000 lbs.

THE ABC's OF SAFETY

A—ALWAYS

B—BE

C—CAREFUL

**SAFETY KEY POINTS
ARE A MUST;
WE CAN'T JUST SAY,
"IN GOD WE TRUST".**

LANCASTER SUBDIVN-WISCONSIN DIVISION

WEST	SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST
							THIRD CLASS
							532
Mon Wed Fri							Tue Thur Sat
.....	.....	.....	.....	MADISON } B J K Q R A S D	0913	.....	.....
AM				3.1			PM
8:00	83.3	0.0		MX X CMSTP&P } Y ① ①			A1:20
				9.8			
9:00	93.1	9.8		VERONA 8.3	1336	.....	1:00
9:18	101.4	18.1		KLEVENVILLE 4.0	1340	.....	12:40
9:28	105.5	22.1		MT. HOREB 9.1	1341	.....	12:30
10:00	114.6	31.2		BARNEVELD 5.7	1344	.....	11:51
10:15	120.3	36.9		RIDGEWAY 9.1	1346	.....	11:39
11:00	129.7	46.0		DODGEVILLE ① ①	1348	26	11:20
11:25	140.5	56.9		COBB 10.9	1351	29	10:35
11:35	144.7	61.4		MONTFORT JCT. } Y ①	1353	.....	10:25
							10:20
11:40	145.9	62.4		MONTFORT 1.0	1355	36	5:50
12:05	155.9	72.4		LANCASTER JCT. ... Y ①	1379	.....	5:25
12:30	159.9	76.4		STITZER 4.0	1380	.....	5:00
A12:55 PM	167.8	84.4		LANCASTER 8.0	1382	.....	4:45 AM

SPEED RESTRICTIONS (In MPH)

Maximum	.....25
MP 83.8 Jct. switch MX	.....10
MP 93.1	.....10
MP 100.7 Westward	.....10
MP 104.8-106.0	.....10
MP 144.7-145.0 Jct. switches	.....10
MP 157.3-158.0	.....10
MP 162.7 curve	.....10
MP 167.0-167.8	.....10

Yard Limits:

Madison-MP 89.4
MP 144.0-147.0
MP 154.8-158.2

Ordinance prohibits sounding whistle within Madison city limits.

Spur track extends 2.5 miles from Lancaster Jct. to Fenimore (Sta. No. 1379). Spur track is entirely Yard Limits.

SD-40, 45 and U30C units 867-977 inc. may not be operated on Lancaster Subdivision.

Normal position of junction switch at Montfort Jct. is for Lancaster Subdivn.

Rule 99(a) applies.

Maximum Wt: 251,000 lbs.

JANESVILLE SUBDIVN-WISCONSIN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
88.2	0.0	SOUTH JANESVILLE ... } B K Q	① ①	0648	..
		3.2			
91.4	3.2	JANESVILLE X CMSTP&P } Y R D	① ①	0648	..
		8.1			
99.5	11.3	MILTON JCT. X CMSTP&P	①	0650	..
		12.0			
111.5	23.3	FORT ATKINSON		0652	40
		5.7			
117.2	29.0	JEFFERSON	Y	0653	15
		2.4			
119.6	31.4	JEFFERSON JCT. X C&NW	① ① ①	1318	65
		2.9			
122.5	34.3	JOHNSON CREEK	R S D	0654	31
		8.1			
130.6	42.4	X CMSTP&P	G ①	.....	..
		0.3			
130.9	42.7	WATERTOWN	①	0656	..
		8.0			
138.9	50.7	CLYMAN		0658	21
		1.1			
140.0	51.8	CLYMAN JCT. X C&NW	① ① ① ①	5752	105
		5.7			
145.7	57.5	JUNEAU	①	0660	34
		3.2			
148.9	60.7	MINNESOTA JCT. X CMSTP&P	A	0661	..
		3.7			
152.6	64.4	BURNETT X CMSTP&P	A	0662	56
		13.4			
166.0	77.8	OAK CENTER		0665	29
		3.1			
169.1	80.9	OAKFIELD		0666	107
		5.0			
174.1	85.9	JCT. A	①	.....	..
		1.3			
175.4	87.2	JCT. B	①	.....	..
		0.6			
176.0	87.8	X SOO LINE	Y A	.....	..
		0.8			
176.8	88.6	TOWER NW X CMSTP&P	① ①	.....	..
		0.4			
177.2	89.0	FOND DU LAC ... } B C K Q R		0668	..

SPEED RESTRICTIONS (MPH)

Between Janesville and Clyman Jct.

Maximum	.....25
MP 91.6 CMSTP&P crossing	.....10
MP 94.3 CMSTP&P crossing	.....10
MP 99.5 CMSTP&P crossing	.....10
MP 110.5-112.5	.....10
MP 116.5-118.0	.....10
MP 117.4 Candice St. Jefferson	.....Stop
MP 119.6 C&NW crossing	.....Stop
MP 130.6 CMSTP&P crossing	.....Stop
MP 130.6-131.6	.....10
MP 139.9 Clyman Jct.	10

Between Clyman Jct. and NW

Maximum	.....35
MP 139.9 Clyman Jct.:	
Straight	.....10
Diverging	.....10
MP 148.9-149.1 Minnesota Jct.	.....10
MP 152.5-152.7 Burnett	.....10
MP 175.1-176.8 Soo Line	.....10
MP 176.8-177.4	.....Restricted Speed

Yard Limits:

MP 91.4-95.0
MP 109.5-120.6
MP 138.0-141.0
MP 172.0-176.8

Flag all movements over Sherman Ave. and Milwaukee Ave. crossings in Fort Atkinson.

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

Trains register by register ticket at Fond du Lac.

Only originating or terminating trains register at Jefferson Jct.

Eastward trains must obtain Clearance at Fond du Lac.

Rule 97 does not apply between Jefferson Jct. and Jefferson and between Jct. A and NW.

Between Jct. A and Jct. B CMSTP&P trains and engines operate between Jct. A and Jct. B.

Normal position of switches at Jct. A and Jct. B is for C&NW.

Movements between Jct. A and Jct. B will be made at Restricted Speed.

Telephones to operator at Fond du Lac located in boxes at Jct. A and Jct. B

Eastward C&NW trains and engines will obtain permission from operator Fond du Lac before entering this territory at Jct. B (prior to leaving Fond du Lac if practicable) and will clear themselves to operator Fond du Lac when clear of this territory at Jct. A.

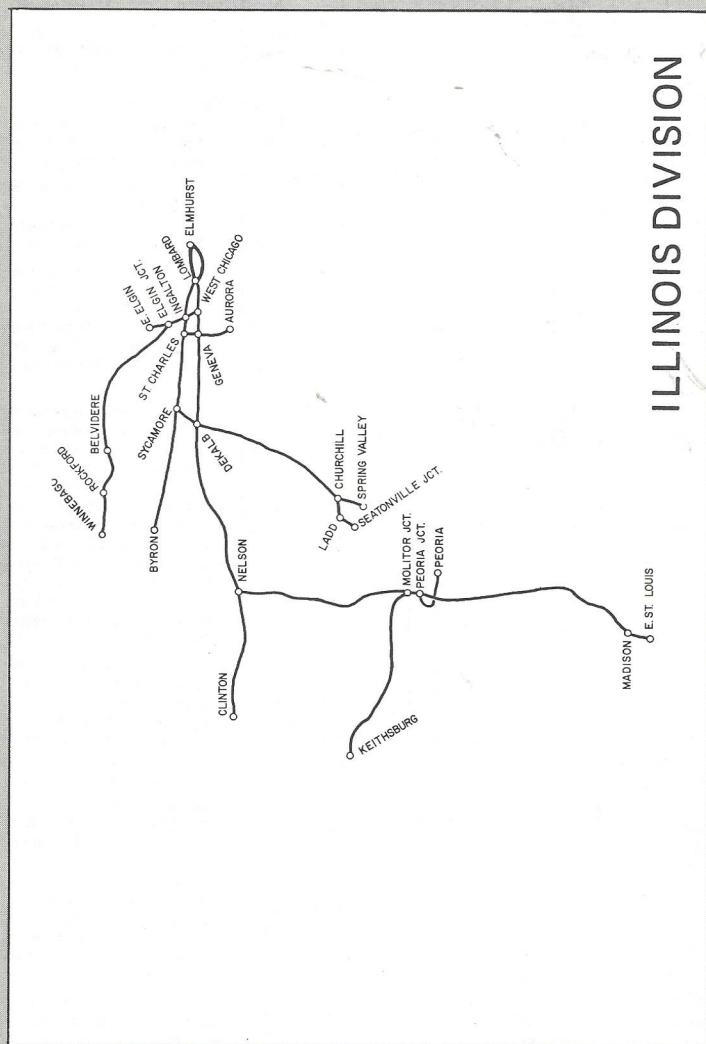
Westward C&NW trains and engines will obtain permission to enter this territory at Jct. A from operator Fond du Lac but need not clear themselves at Jct. B.

CMSTP&P trains and engines will obtain permission from operator Fond du Lac before fouling C&NW main track at either Jct. A or Jct. B. After movement has been completed and is clear of C&NW main track and switches lined to normal position, will so inform the operator Fond du Lac.

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

Maximum Wt: 263,000 lbs.

ILLINOIS DIVISION



GENEVA SUBDIVN— CHICAGO AND ILLINOIS DIVISIONS

Mile Posts	Miles	Schedules of first class trains between Chicago and Geneva are shown in Chicago Suburban District timetable. Employees whose duties are in any way affected by suburban trains must have a copy of the current Chicago Suburban District timetable in their possession while on duty.		Station Numbers	Capacity of Sidings	Psgr. Frt.
		WEST	EAST			
0.0	0.0	CHICAGO	(B)(C)(K)	0000	...	MP 1.3-2.6 Noble St. - Western Ave. . . 35 25
0.2	0.2	LAKE STREET	(O)(R)	...	...	MP 2.6 Western Ave. Interlocking: Straight routes 30 .. Diverging routes 10 10
0.4	0.4	CLINTON STREET	(I)	...	...	MP 2.6-3.6 Western Ave-Kedzie, tracks 1 and 2 40 25
1.3	1.3	NOBLE STREET	(I)	...	...	MP 3.6 Kedzie Interlocking: Straight routes 35 35 Diverging routes 15 15
2.6	2.6	WESTERN AVE.	(I)	0005	...	MP 3.6-5.2 Kedzie-Kenton Ave., tracks 1 and 2 . . 50 35
3.6	3.6	KEDZIE	(C)(I)(J)	...	...	MP 5.2 Through turnouts Kenton Ave.-Track 1 to track 1 50 35
4.8	4.8	KEELER	(I)	0011	...	Track 1 to track 2 35 25
5.2	5.2	KENTON AVE.	(I)	...	...	Tracks 2 & 3 to track 2 . . . 50 35
8.5	8.5	OAK PARK	(Y)(I)	0018	...	MP 5.3-8.9 Kenton Ave.-Lathrop Ave. . . 60 ..
8.9	8.9	LATHROP AVE.	(I)	...	...	MP 8.9 Lathrop Ave. through Interlocked turnout to Track A-1 40 30
9.7	9.7	RIVER FOREST	(I)	0020	...	MP 8.9-9.9 Lathrop Ave.-Vale 60 ..
10.0	10.0	VALE	(I)	...	...	MP 9.9 Through turnouts Vale-Tracks 1 and 2 to westward track 50 ..
10.5	10.5	MAYWOOD	(I)	0021	...	Track A-1 to westward track Eastward track to tracks 2 and 3 50 ..
11.3	11.3	MELROSE PARK	(I)	0022	...	MP 9.9-10.4 Vale-5th Ave., Maywood 50 ..
11.9	11.9	JN	(I)	...	...	MP 11.7 JN Interlocking: Straight routes 50 35 Diverging routes 15 15
12.6	12.6	BELLWOOD	(I)	0017	...	MP 15.5 HM Interlocking: Straight routes 50 35 Diverging routes 35 25
14.3	14.3	BERKELEY	(I)	0016	...	To and from Proviso leads . . 25 25
15.5	15.5	HM	(I)	...	...	MP 22.3-25.4 . . 60 ..
15.7	15.7	ELMHURST	(I)	0024	...	MP 29.5 NI Interlocking: Straight routes 60 .. Diverging routes 25 25
17.6	17.6	VILLA PARK	(I)	0025	...	MP 29.5-30.0 NI-West Chicago 55 ..
19.9	19.9	LOMBARD	(I)	0026	...	MP 30.0-30.5 Between 0.3 mile east and 0.2 mile west of EJ&E Interlocking:
22.4	22.4	GLEN ELLYN	(I)	0027	...	
23.8	23.8	COLLEGE AVENUE	(I)	0028	...	
24.9	24.9	WHEATON	(I)	0029	...	
27.5	27.5	WINFIELD	(I)	0030	...	
29.5	29.5	NI	(I)	...	...
30.3	30.3	WEST CHICAGO Y	(E)(J)(K)(Q)(W)	0031	...	
32.1	32.1	WX	(I)	...	...
35.5	35.5	GENEVA Y	(D)(I)(K)	0032	...	

SPEED RESTRICTIONS (In MPH)

Maximum	Psg.	Frt.
70	70	40
MP 0.0-0.2 Under train shed. Reduced Speed not exceeding . .	5	5
MP 0.2-0.3 Between train shed and Signal Bridge A. Reduced Speed not		

exceeding	10	10
MP 0.3-0.7 Signal Bridge A to Signal Bridge D. Reduced Speed not exceeding . .	15	15
MP 0.7-1.3 Signal Bridge D to Noble St.	35	25
MP 1.3 Noble St. Interlocking-Straight routes .	35	25
Diverging routes	15	15

GENEVA SUBDIVN— CHICAGO AND ILLINOIS DIVISIONS

SPEED RESTRICTIONS (In MPH) (Continued)

	Psg'r.	Frt.
Straight routes.....	45	35
Diverging routes.....	10	10
MP 32.1 WX Interlocking:		
Straight routes.....	50	..
Diverging routes.....	25	25
To and from yard lead....	10	10
MP 35.2—35.5 (Geneva)....	50	..

Yard Limits:

MP 0.0—17.0
MP 29.0—32.6
MP 34.6—Geneva

ABS: Chicago—HM

ATC: Clinton St.—Geneva

Rule D-83 does not apply at Noble Street, Western Avenue, Kedzie, Kenton Avenue, Vale, JN, HM and NI. At these stations an inferior train may proceed on signal indication unless otherwise instructed.

Rule 83(B) does not apply at Kedzie.

Extra trains may be run without Form G or Form H train orders.

Between Chicago and Geneva, Clearance for suburban trains only need not be ok'd by the train dispatcher.

Eastward first class trains at Geneva, originating at West Chicago yard, will obtain Clearance at West Chicago when train order office at Geneva is closed.

Chicago is a register station for eastward first class trains only.

Eastward first class trains must communicate with train dispatcher prior to departure from Geneva.

Main tracks:

Double track: Vale—HM
Two main track CTC: WX-Geneva
Three main tracks: MP 4.5 (Harding Ave.)—Lathrop Ave.
HM—NI
Three main track CTC: NI—WX
Four main tracks: Clinton St.—Kedzie
Lathrop Ave.—Vale
Five main tracks: Kedzie—MP 4.5 (Harding Ave.)

On double track trains must keep to the left.

Current of traffic on three or more tracks: Beginning with south track as No. 1, tracks are numbered consecutively to the north, except between Lathrop Ave. and Vale the south track is A-1.

- (a) Clinton St.—Kedzie:
Track 1—Westward
Track 2—Eastward
Track 3—Westward
Track 4—Eastward
- (b) Kedzie—Harding Ave. (MP 4.5):
Track 1—Westward
Track 2—Eastward
Track 3—Westward
Track 4—Eastward
Track 5—Eastward
- (c) Harding Ave.—Kenton Ave.:
Track 1—Westward

- Track 2—Eastward
Track 3—Eastward
(d) Kenton Ave.—Lathrop Ave.:
Track 1—Westward
Track 2—Movements in either direction on signal indication, per Rule 261.
Track 3—Eastward
- (e) Lathrop Ave.—Vale:
Track A-1—Westward
Track 1—Westward
Track 2—Movements in either direction on signal indication, per Rule 261.
Track 3—Eastward
- (f) HM—NI:
Track 1—Westward
Track 2—Movements in either direction on signal indication, per Rule 261.
Track 3—Eastward.

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

Movement Against the Current of Traffic
Rule D-151 (A) (New Rule) On the portions of the Geneva Subdivision specified below, movement against the current of traffic may be arranged by control operators upon authority of and as directed by the train dispatcher.

(a) Clinton Street and Noble Street
Movement against the current of traffic on tracks 1, 2 and 3 may be made on signal indication.

(b) Noble Street and Western Avenue
Movement against the current of traffic on tracks 3 and 4 may be made on signal indication.

(c) Western Avenue and Kedzie
Movement against the current of traffic on track 3 may be made on signal indication.

Movement against the current of traffic on tracks 1, 2 and 4 may be made as per Rule D-151 (A) above.

(d) Kedzie and HM
Spring switch at JN. Normal position for EB main track.

Trains or engines may be operated against the current of traffic between Kedzie and HM interlocking under positive block interlocking to interlocking in advance of movement. Such movement will be authorized by the train dispatcher and effected by the train dispatcher and/or operators and switch-tenders. Such movements against current of traffic will be made at Restricted Speed on signal indication without train orders. Before proceeding, instructions must be repeated to the train dispatcher by the conductor or engineer to insure full understanding.

Between Harding Avenue and Kedzie, movements against the current of traffic on tracks 3, 4 and 5 may be made as arranged by and between the switchtender at Harding Avenue and the operator at Kedzie

Between Kenton Ave. and Harding Ave., movements against the current of traffic on track 3 may be made as arranged by and between the switchtender at Harding Avenue and the train dispatcher.

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

CHICAGO AND ILLINOIS DIVISIONS

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL BETWEEN CHICAGO AND CLINTON

Except as provided below, in ATC territory the locomotive unit from which the train brakes are controlled shall be equipped with operative train control apparatus.

(a) Between Chicago and Kedzie, engines without cars, transfer movements, movements to and from the Wisconsin Division, back-up movements and trains being handled with train control device cut out due to failure en route, may be operated without train control in effect, being governed by signal indication, not exceeding Restricted Speed.

(b) Between Kedzie and Elmhurst, engines without cars, transfer movements, movements to and from the Wisconsin Division, back-up movements and trains being handled with train control device cut out due to failure en route, may be operated without train control in effect at a speed not exceeding 40 MPH, being governed by automatic block signal indications and a positive block established in advance of the movement. In connection with the movements described in this paragraph, a Stop and Proceed signal, Rule 240B, shall be considered a Stop signal, Rule 240A, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlockings when Rule 608 is in effect, Rule 509 will also apply.

(c) Non-equipped engines in switching service may be operated on the main track between Chicago and Elmhurst, between Dixon and Nelson, between Nelson and Sterling, between East Clinton and Clinton, and at West Chicago, DeKalb, Dixon, Nelson and Sterling within yard limits, in accordance with signal indications, not exceeding Restricted Speed.

(d) Between Kedzie and Nelson when movements are made with engines not equipped with train control or in the event of train control failure, conductor or engineer will communicate with the train dispatcher by the quickest available means of communication and further movement of the train or engine will be as directed by the train dispatcher.

The train dispatcher is authorized to establish and direct positive block, in advance of the movement, interlocking to interlocking or station to station.

Such movements under positive block may be authorized and made without train orders. Before proceeding, instructions must be repeated by conductor or engineer to insure correct understanding.

(e) Between Nelson and Clinton when movements are made with engines not equipped with train control or in the event of train control failure, they must be protected by positive block in advance of such movements, and crews must obtain permission to proceed and be governed by instructions of the train dispatcher. Movements

must not exceed Restricted Speed until the train dispatcher has been contacted and his instructions received.

(f) Sperry rail detector cars, except when testing, must operate under the same instructions applicable to movements made with engines not equipped with train control.

(g) Between Chicago and West Chicago, in the event of train control failure on a passenger train in suburban service equipped with radio, the crew must immediately report the failure to the train dispatcher by radio. The train dispatcher is authorized to establish positive block in advance of the movement without train orders. The train dispatcher will instruct the crew by radio on what basis to proceed, in accordance with Rule 533 (A) or (B). After positive block is established in advance of the movement, the train dispatcher will issue authority to the train in the following form: "You may proceed under positive block protection to

These instructions must be repeated by the engineer to insure correct understanding.

(h) Between Elmhurst and Clinton, when train control device becomes inoperative on engine, movement must be made in accordance with Rule 533, or as directed by special instructions issued by proper authority.

(i) Main track train control test sections are located as follows:

LAKE STREET .. Tracks 1 to 5, inc., starting 200 feet west of Bridge "A", extending westward 100 feet.

ELMHURST Track No. 1 just west of York Street and extending to signal. Signal must indicate proceed to get ATC test.

West Chicago—
Eastward—North main track at yard office.
—Downtown lead
—Belvidere Subdivision
Westward—South main track at WX.

DeKalb—Eastward—Connecting track from Troy Grove Subdivision.
MP 94.5—Westward—1.6 miles west of Nachusa on tracks 1 and 2.
MP 113.6—Eastward—1.2 miles east of Agnew on eastward track.
Nelson—Eastward—No. 2 wye.
Westward—West wye at NJ.
Agnew—BN lead.

STERLING SUBDIVN-ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
35.5	0.0	GENEVA Y.	ⓓⓓⓔ	0032	...
37.2	1.7	GX 1.7	ⓓ	...	...
42.3	6.8	LX 5.1	ⓓ	...	...
44.0	8.5	ELBURN 1.7	...	0040	...
48.0	12.5	MEREDITH 4.0	...	0033	115
50.6	15.1	MAPLE PARK 2.6	...	0041	...
55.4	19.9	CORTLAND 4.8	ⓓ	0042	...
58.3	22.8	DE KALB 2.9	ⓓⓓⓔ	0046	...
63.0	27.5	MA 4.7	ⓓⓓⓔⓓⓔ	...	...
64.3	28.8	MALTA 1.3	ⓓ	0047	115
67.8	32.3	HX 3.5	...	...	...
69.7	34.2	CRESTON 1.9	...	0048	...
73.3	37.8	RX 3.6	ⓓ	...	...
74.8	39.3	ROCHELLE ⓓ BN Y 1.5	ⓓⓓⓔ	0049	...
79.0	43.5	FLAGG 4.2	ⓓⓓⓔ	0050	...
82.0	46.5	AE 3.0	ⓓ	...	...
83.7	48.2	ASHTON 1.7	...	0051	146
88.0	52.5	FRANKLIN GROVE 4.3	...	0052	...
92.9	57.4	NACHUSA 4.9	ⓓ	0053	...
97.9	62.4	DIXON Y 5.0	...	0054	...
103.0	67.5	NQ 5.1	ⓓ	...	...
104.3	68.8	NELSON 1.3	ⓓⓓⓔⓓⓔ	0056	...
105.1	69.6	NJ 0.8	ⓓⓓⓔⓓⓔ	...	...
109.2	73.7	STERLING ⓓ BN 4.1	ⓓ	0057	...
109.5	74.0	GALT 0.3	ⓓⓓⓔ	0058	...
113.0	77.5	AGNEW 3.5	ⓓ	0059	...
114.8	79.3	ROUND GROVE 1.8	...	0060	82
123.8	88.3	MORRISON 5.2	ⓓ	0061	...
127.6	92.1	UNION GROVE 3.8	...	0062	...
135.8	100.3	EAST CLINTON ⓓ CMSTP&P 8.2	ⓓ	0065	...
136.0	100.5	MISSISSIPPI RIVER BR 0.2	ⓓ	...	...
0.1	101.6	SECOND STREET ⓓ CMSTP&P 1.1	ⓓⓓⓔ	...	...
0.3	101.8	CLINTON ⓓⓓⓔⓓⓔⓓⓔ 0.2	...	0100	...

SPEED RESTRICTIONS (In MPH)

Maximum 60
MP 37.2 GX
Diverging routes 25

MP 42.3 LX

Diverging routes 25
MP 55.5 Cortland
Diverging routes 25
MP 57.5 - 60.0 30

MP 63.0 MA
Diverging routes 25
MP 67.8 HX
Diverging routes 25
MP 73.3 RX
Diverging routes 25
MP 75.3 BN Crossing 40
MP 82.0 AE
Diverging routes 25
MP 92.9 NA
Diverging routes 25
MP 97.0-100.0 around curves 45
MP 103.0-105.3 tracks 1 and 2 10
MP 104.3 Nelson, tracks 3 and 4:
Straight routes 35
Diverging routes 10
MP 105.3 NJ, tracks 3 and 4:
Straight routes 35
Diverging routes 10
MP 107.9-112.0 30
MP 130.8 curve 50
MP 135.6-135.9 curve 35
MP 135.9-0.0 Miss. River Bridge 30
MP 0.1 Second Street:
Straight routes 20
Diverging routes 10
MP 98.2 Dixon town track 10

Yard Limits:

Geneva-MP 37.0
MP 54.3-59.2
MP 73.5-76.5
MP 96.0-99.6
MP 102.6-106.2
MP 109.0-115.8
MP 135.0-Second Street

ATC: Geneva-Second Street

Main Tracks:

Double track NJ-Second Street
Two main track CTC Geneva-NQ
Four main tracks NQ-NJ
On double track trains must keep to the left.

Current of traffic on three or more tracks:

NQ-Nelson: Tracks 1, 2, 3 and 4:

Movements in either direction on signal indication.

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

Track 4-Eastward

Extra trains may be operated without Form G or Form H train orders.

DeKalb, Rochelle, Sterling and Nelson are register stations only for trains originating and terminating.

Hot box detectors and indicators

MP 46.3 (Elburn) Tracks 1 and 2

WB indicator at MP 48.5
EB-LX interlocking
MP 61.7 (DeKalb) Track 2
WB-HX interlocking
EB-Cortland

STERLING SUBDIVN-ILLINOIS DIVISION

MP 87.6 (Franklin Grove) Tracks 1 and 2

WB-NA

EB-indicator at MP 85.0

BN operates between Sterling and Agnew.
BN must obtain permission through the Sterling operator before entering C&NW tracks.
Maximum Wt: 315,000-lbs.

ELM SUBDIVN-ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
...	4.7	EAST PEORIA 1.3	...	3132	...
...	3.4	BRIDGE JCT. ....	ⓓⓓ	...	...
...	2.1	ADAMS STREET 1.3	...	3131	...
...	0.3	PEORIA JCT.	ⓓⓓ	3030	...
486.0	0.0	MOLITOR JCT. ⓓ BN Y 2.7	ⓓⓓⓔ	...	...
483.3	2.7	MAXWELL 4.8	...	3191	...
478.5	7.5	HANNA CITY 5.0	...	3192	...
473.5	12.5	TRIVOLI 1.2	...	3194	...
472.3	13.7	ELM 1.8	ⓓⓓⓔⓓⓔ	3200	...
470.5	15.5	CRAMERS 3.1	ⓓ	3195	79
467.4	18.6	FARMINGTON 5.1	...	3196	...
462.3	23.7	MIDDLE GROVE 3.3	...	3197	...
459.0	27.0	RAPATEE 1.0	ⓓ	0401	...
458.0	28.0	FAIRVIEW 4.7	...	0404	...
453.3	32.7	LONDON MILLS 11.2	...	0399	...
442.1	43.9	ABINGDON Y 7.7	...	0398	...
434.4	51.6	BERWICK 5.1	...	0397	...
429.3	56.7	NEMO Y 4.6	...	0396	...
424.7	61.3	BN 0.2	ⓓ	...	...
424.5	61.5	MONMOUTH ⓓ BN 10.1	ⓓⓓⓔ	3198	...
414.4	71.6	LITTLE YORK 7.4	ⓓⓓⓔ	0394	...
407.0	79.0	SEATON 6.8	...	0385	...
400.2	85.8	KEITHSBURG 0.2	...	0392	...

SPEED RESTRICTIONS (In MPH)

Maximum 25
MP 486.1 BN Crossing 10
MP 486.0-483.3 15
MP 452.9-451.8 10
MP 425.3-423.5 10
MP 472.3 Elm mine spur 10

Yard Limits:

MP 486.0-482.1
MP 475.0-465.8
MP 463.5-457.1
MP 443.8-440.7
MP 431.0-428.2
MP 426.5-Keithsburg
Rule 99(a) applies between Monmouth and Keithsburg.

Rule 97 does not apply between Monmouth and Keithsburg, Elm and Cramers, and Maxwell and Molitor Jct.

ABS: Maxwell-Molitor Jct. Between East Peoria and Adams Street C&NW operates over P&PU.

Between Adams Street and Peoria Jct. movements must be made in accordance with Rule 105, not exceeding 10 MPH.

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

Eastward trains must obtain Clearance at Bridge Jct.

For movements from Adams Street Yard, a member of the crew must communicate with train dispatcher for permission to enter the South Pekin Subdivn at Peoria Jct. and must specify route to be used.

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

Before entering BN at Farmington to operate to the Truax Traer mine at Norris, a member of the crew must contact the BN train dispatcher by telephone located at the connection switch for permission, and crew will be governed by the train dispatcher's instructions.

Train location reports (line ups) not issued between Monmouth and Keithsburg.

All trains obtain Clearance at Elm when train order office is open

Spring switch is located at MP 472.3 (Elm, east leg of wye).
Normal position is for main track.

Maximum Wt:

Adams Street-Monmouth 315,000 lbs.
Monmouth-Keithsburg 263,000 lbs.

SOUTH PEKIN SUBDIVN—ILLINOIS DIVISION

SOUTH				Mile Posts	Miles	STATIONS
SECOND CLASS						
383	389	387	381			
Daily	Daily	Daily	Daily			
PM 11:00	PM 7:05	PM 4:30	AM 11:45	0.0	0.0	NELSON Y B C I J K Q R W
.....	.....	.....	.....	4.4	4.4	⊗ BN A
11:10	7:15	4:40	(380) 11:55	6.9	6.9	VAN PETTEN 2.5
11:20	7:25	4:50	12:05	11.7	11.7	HAHNAMAN 4.8
.....	.....	.....	.....	14.7	14.7	⊗ BN A
11:30	7:35	5:00	12:15	16.8	16.8	NORMANDY 3.0
11:40	7:45	5:10	12:25	24.0	24.0	MANLIUS 2.1
11:50	7:55	5:20	12:35	30.2	30.2	LANGLEY 7.2
12:01	8:05	5:30	12:45	34.4	34.4	BUDA 6.2
12:10	8:15	5:40	12:55	40.7	40.7	MORSE 4.2
12:20	8:25	5:50	1:05	44.9	44.9	STORAGE 1.8
12:25	8:30	5:55	1:10	46.7	46.7	BROADMOOR 4.6
12:35	8:40	6:05	1:20	51.3	51.3	CAMP GROVE 6.5
12:45	8:50	6:15	1:30	57.8	57.8	SPEER 5.8
12:55	9:00	6:25	1:40	63.6	63.6	AKRON 8.5
1:10	9:15	6:40	1:55	72.1	72.1	PIONEER 5.0
1:23	9:28	6:53	2:08	77.1	77.1	POTTSTOWN 1.1
1:25	9:30	6:55	2:10	78.2	78.2	LIMESTONE 1.8
1:29	9:34	6:59	2:14	80.0	80.0	MOLITOR JCT. Y
1:30	9:35	A7:00 PM	2:15	0.0	80.3	PEORIA JCT. I J
.....	.....	.....	.....	4.0	84.3	⊙ P&PU 1.7
1:50	9:55	.....	2:35	5.7	86.0	SOMMER ⊗ PTC A B J
.....	.....	.....	.....	8.8	89.1	⊙ ILLINOIS RIVER BR. I Q
A2:05 AM	A10:10 PM	.....	A2:50 PM	13.2	93.5	SOUTH PEKIN Y B C K Q R

SPEED RESTRICTIONS (In MPH)

Maximum	.49
MP 2.9 Spring switch	.25
MP 3.5—4.4 BN Crossing	.40
MP 14.7—BN Crossing	.40
MP 71.6 Over spring switch, North end of double track, Pioneer, Northward	.25
MP 71.6—77.1 Between Pioneer and Pottstown	.30
MP 77.1 Over spring switch, South end of double track, Pottstown, Northward	.25
Southward	.30
MP 80.0 Molitor Jct.	.30
Straight	.30
Diverging	.15
MP 0.0 Peoria Jct.	.30
Straight	.30
Diverging	.10
MP 0.0—3.7	.30

MP 3.7—5.8 (Sommer)	Res. Speed
MP 5.8—8.7	.30
MP 8.7—9.0 Bridge 1731	.25
MP 9.0—12.5	.30

Yard Limits:

MP 0.0—3.0 (Nelson)
MP 71.0—6.2 (Pioneer—Sommer)
MP 10.5—So. Pekin
Normal position of spring switches:
* MP 2.9—Nelson, for Northward track
* MP 21.8—North end Manlius, for main track
* MP 44.4—North end Storage, for main track
MP 71.7—Pioneer, for southward track
MP 77.1—Pottstown, for northward track
* MP 12.5—South Pekin, for yard lead.

* Spring switch indicators are in place one-half to one mile in advance of and govern facing-point movement over spring switch. These are not to be considered as automatic block signals and they do not indicate whether or not the track is occupied between the indicator and the spring switch.

SOUTH PEKIN SUBDIVN—ILLINOIS DIVISION

STATIONS	Station Numbers	Capacity of Sidings	NORTH			
			THIRD CLASS			
			388	390	380	386
			Daily	Daily	Daily	Daily
NELSON Y B C I J K Q R W	0056	...	AM A3:30	AM A4:15	PM A12:05	PM A10:35
4.4						
⊗ BN A					(381)	
2.5						
VAN PETTEN	3103	...	3:20	4:05	11:55	10:25
4.8						
HAHNAMAN	3105	90	3:10	3:55	11:45	10:15
3.0						
⊗ BN A						
2.1						
NORMANDY	3106	...	3:00	3:45	11:35	10:05
7.2						
MANLIUS D Q	3107	215	2:50	3:35	11:25	9:55
6.2						
LANGLEY	3111	...	2:40	3:25	11:15	9:45
4.2						
BUDA	3113	...	2:30	3:15	11:05	9:35
6.3						
MORSE	3116	...	2:20	3:05	10:55	9:25
4.2						
STORAGE	3118	215	2:10	2:55	10:45	9:15
1.8						
BROADMOOR	3119	...	2:05	2:50	10:40	9:10
4.6						
CAMP GROVE D Q	3121	...	1:55	2:40	10:30	9:00
6.5						(389)
SPEER	3123	90	1:45	2:30	10:20	8:50
5.8						
AKRON	3125	...	1:35	2:20	10:10	8:40
8.5						
PIONEER C Q	3127	...	1:20	2:05	9:55	8:25
5.0						
POTTSTOWN . . . . .	...		1:07	1:52	9:42	8:12
1.1						
LIMESTONE	3129	...	1:05	1:50	9:40	8:10
1.8						
MOLITOR JCT. Y	...		1:01	1:46	9:36	8:06
0.3						
PEORIA JCT. I J	3130	...	1:00 AM	1:45	9:35	8:05
4.0						
⊙ P&PU . . . . .	...				
1.7						
SOMMER ⊗ PTC A B J	3126	119	.....	1:25	9:15	7:45
3.1						
⊙ ILLINOIS RIVER BR. I Q	...					
4.4						
SOUTH PEKIN Y B C K Q R	3135	...	1:10 AM	9:00 AM	7:30 PM	

No. 380, No. 381, No. 383 and No. 386 register by register ticket at Nelson.

Hot box detector located at MP 42.2 (Morse). SB indicator at MP 45.0. NB indicator at MP 39.5.

Between Pottstown and Pioneer movements against the current of traffic may be made on verbal authority from the train dispatcher. The dispatcher's instructions must be repeated.

Between Peoria Jct. and Molitor Jct. all movements will be made on signal indications which supersede the superiority of trains.

Double track: Pioneer—Pottstown.

ABS: Pioneer—Peoria Jct. (Southward absolute signal at Peoria Jct. governs only through interlocking limits.)

P&PU and TP&W operate between MP 3.7 and 5.8 and must obtain permission from train dispatcher at South Pekin before entering South Pekin Subdivn. All trains and engines must move at Restricted Speed through these limits.

When a train stops for the absolute signal at PTC crossing at Sommer, comply with instructions posted in box at crossing gate. Maximum Wt: 315,000 lbs.

ST. LOUIS SUBDIVN-ILLINOIS DIVISION

SOUTH						Mile Posts	Miles	STATIONS
THIRD CLASS			SECOND CLASS					
563	567	565	381	389	383			
ICG Daily	ICG Daily	ICG Daily	Daily	Daily	Daily			
.....	PM 3:25	AM 5:30	AM 3:25	13.2	0.0	SOUTH PEKIN Y B C K Q R
.....	3:45	5:50	3:45	26.3	13.1	13.1 ALLEN
.....	3:55	6:00	3:55	33.8	20.6	7.5 LUTHER X ICG A
.....	4:15	6:20	4:15	44.0	30.8	10.2 SWEETWATER
.....	4:20	6:25	4:20	47.1	33.9	3.1 CULVER
.....	4:30	6:35	4:30	51.4	38.2	4.3 BARR X C&IM Y A D Q W
.....	4:50	6:55	4:50	63.3	50.1	11.9 ARCHER
.....	5:05	7:10	5:05	70.7	57.5	7.4 LICK
.....	5:15	7:20	5:15	77.0	63.8	6.3 COMPRO
.....	82.5	69.3	5.5 VIRDEN JCT. J
.....	5:25	7:30	5:25	83.3	70.1	0.8 VIRDEN
.....	5:32	7:40	5:35	87.4	74.2	4.1 GIRARD
.....	90.8	77.6	3.4 NILWOOD
.....	99.8	86.6	9.0 WOMAC
.....	(390) 5:57	8:10	6:05	104.8	91.6	5.0 MONTEREY JCT. Y J
.....	6:15	8:20	6:15	111.7	98.5	6.9 BENLD Y B D K Q R
.....	119.2	106.0	7.5 X N&W A
.....	6:30	8:35	6:30	119.8	106.6	0.6 DECAMP
.....	6:40	8:45	6:40	123.5	110.3	3.7 WORDEN J
.....	6:50	8:55	6:50	128.0	114.8	4.5 LOVE
.....	7:00	9:05	7:00	134.2	121.0	6.2 EDWARDSVILLE
.....	135.2	122.0	1.0 LE CLAIRE X ITC J J Q
PM 5:37	AM 6:32	AM 3:27	7:10	9:15	7:10	139.1	125.9	3.9 GLEN C I J R
5:42	6:54	3:36	7:15	9:20	7:15	144.0	130.8	4.9 STALLINGS
5:46	7:00	3:42	7:25	9:30	7:25	146.5	133.3	2.5 COCHEM
.....	147.8	134.6	1.3 X A&S J
.....	148.6	135.4	0.8 L&M JCT. Y J
A5:50 PM	A7:05 AM	A3:50 AM	A7:30 PM	A9:35 AM	A7:30 AM	.....	135.5	0.7 MADISON B C I K Q R

SPEED RESTRICTIONS (In MPH)

Maximum	49
MP 34.1 ICG Crossing	40
MP 43.8-50.0	25
MP 50.6-52.1	30
MP 61.7-93.7	40
MP 108.0-113.0	30
MP 116.7-119.8	30
MP 119.8-Over switch	10
MP 119.8-132.0	30
MP 133.5-135.5 Str. crossings and ITC	20
MP 136.3-138.8	30
MP 119.8 DeCamp spur	10

Monterey Jct. to Wilson and mine tracks10

Yard Limits:

So. Pekin-MP 17.0
MP 50.0-52.0
MP 104.0-105.0
MP 107.7-113.8
MP 147.7-Madison

ABS: Glen-Madison

Hot box detector located at MP 68.1 (Lick). SB indicator at MP 70.8. NB indicator located at MP 64.0.

ST. LOUIS SUBDIVN-ILLINOIS DIVISION

STATIONS	Station Numbers	Capacity of Sidings	NORTH					
			THIRD CLASS					
			564	566	386	562	390	380
			ICG Daily	ICG Daily	Daily	ICG Daily	Daily	Daily
SOUTH PEKIN Y. B C 13.1 K Q R	3135	...	...	...	PM A3:05	...	PM A8:35	AM A3:05
ALLEN 7.5	3139	140	...	...	2:45	...	8:15	2:45
LUTHER X ICG A 10.2	3141	...	...	...	2:35	...	8:05	2:35
SWEETWATER 3.1	3145	...	...	...	2:15	...	7:45	2:15
CULVER 4.3	3146	...	...	...	2:10	...	7:40	2:10
BARR X C&IM Y A D 11.9 Q W	3147	215	...	...	2:00	...	7:30	2:00
ARCHER 7.4	3151	68	...	...	1:40	...	7:10	1:40
LICK 6.3	3153	...	...	...	1:25	...	6:55	1:25
COMPRO 5.5	3155	...	...	...	1:15	...	6:45	1:15
VIRDEN JCT. ① 0.8	...	...	...	...	...	...	...	...
VIRDEN 4.1	3160	215	...	...	1:05	...	6:35	1:05
GIRARD 3.4	3163	...	...	...	12:55	...	6:25	12:55
NILWOOD 9.0	3165	...	...	...	...	...	...	...
WOMAC 5.0	3167	...	...	...	...	...	...	...
MONTEREY JCT. Y. ① 6.9	...	...	...	...	12:25	...	(381) 5:57	12:25
BENLD Y B D K Q R 7.5	3171	109	...	...	12:15	...	5:45	12:15
X N&W A 0.6	3176	...	...	...	...	...	...	...
DECAMP 3.7	...	...	...	...	12:01	...	5:30	12:01
WORDEN ① 4.5	3178	...	...	...	11:50	...	5:20	11:50
LOVE 6.2	3179	100	...	...	11:40	...	5:10	11:40
EDWARDSVILLE 1.0	3183	...	...	...	11:30	...	5:00	11:30
LE CLAIRE X ITC ① ① 3.9 Q	...	64	...	...	...	...	...	...
GLEN C ① ① R 4.9	3184	...	AM A1:32	AM A6:25	11:20	PM A3:57	4:50	11:20
STALLINGS 2.5	3186	152	1:23	6:11	11:15	3:48	4:45	11:15
COCHEM 1.3	...	...	1:18	5:48	11:05	3:43	4:35	11:05
X A&S ① 0.8	...	...	...	...	...	...	...	...
L&M JCT. Y ① 0.7	...	...	...	...	...	...	...	...
MADISON B C ① K Q R	3188	...	1:15 AM	5:45 AM	11:01 AM	3:40 PM	4:30 PM	11:01 PM

Spring switches:

- * MP 48.3, Barr, N end of siding
- * MP 84.7, Virden, S end of siding

Normal position of spring switches is for main track.

* See note on spring switch indicators for South Pekin Subdivision.

DeCamp spur track extends 2.3 miles from DeCamp. Spur track is used for meeting and passing trains.

ITC trains and engines operate between Le Claire and MP 104.2

ICG trains and engines operate between Glen and Madison.

Auxiliary track at Cochem used exclusively by ICG.

Register by register ticket at Glen and Madison.

Benld is a register station only for trains originating and terminating.

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

Maximum Wt: 315,000 lbs. (except 263,000 lbs on DeCamp spur)

BELVIDERE SUBDIVN-ILLINOIS DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							THIRD CLASS	
97	99						98	96
Daily	Daily						Daily	Daily
PM	AM						AM	PM
10:30	9:30	30.3	0.0	WEST CHICAGO } ^{B C D J K} _{0.3} ^{Q W} _{0.3} ^E _{8.8} } Y	0031	...	A7:05	A6:05
.....	.....	.....	0.3	.....	.....	.....	.....	.....
10:55	9:55	39.2	9.1	SOUTH ELGIN } ^Y _{1.8} ^Q _{1.5} ^E _{7.5} }	0067	...	6:40	5:40
11:00	10:00	41.0	10.9	ELGIN JCT. } ^Y _{1.5} ^Q _{7.5} }	.....	.....	6:35	5:35
.....	.....	42.5	12.4	.....	.....	.....	.....	.....
11:30	10:30	50.0	19.9	GILBERTS	0071	...	6:05	5:05
11:40	10:40	55.5	25.4	HUNTLEY	0072	54	5:55	4:55
.....	.....	62.7	32.6	UNION	0073	.....	.....	.....
12:05	11:05	66.1	36.0	MARENGO ^D	0074	38	5:30	4:30
.....	.....	72.1	42.0	GARDEN PRAIRIE	0075	.....	.....	.....
A12:40	A11:40	80.5	50.4	BELVIDERE Y ^{B D K} _{3.7} ^{Q R W}	0076	...	5:00	4:00
AM	AM	84.2	54.1	CHERRY VALLEY	0077	.....	AM	PM
.....	.....	92.8	62.7	ROCKFORD } ^{Q R B K} _{8.6} ^Y _{7.5} }	0080	.....	.....	.....
.....	.....	100.3	70.2	WINNEBAGO } ^Y _{7.5} }	0081	.....	.....	.....

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 41.7-43.5	10
MP 77.0-82.0	20
MP 82.0-Winnebago	10
MP 92.4 KD line spur	10
MP 91.2 Churchill St. spur	5
MP 93.4 Preston St. spur	5

Yard Limits:

MP 30.3-34.0
MP 38.5-46.0
MP 77.0-83.5
MP 90.2-Winnebago

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

Rule 99(a) applies between Belvidere and Winnebago.

Westward approach signal at MP 39.5 is used in connection with absolute signal of B-35 interlocking located on Dundee Subdivn of Wisconsin Division.

Trains and engines must obtain permission from West Chicago yard before entering yard limits on Belvidere Subdivision main track at West Chicago. This applies to trains and engines arriving, leaving or passing through West Chicago.

Stop and flag over all public grade crossings between Rockford and Winnebago.

Between Rockford and Winnebago train location reports not issued.

Maximum Wt.:

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

SYCAMORE SUBDIVN-ILLINOIS DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
20.7	5.4	SYCAMORE ^D _{4.4} ^E _{1.0} } ^Y _{1.0} ^Q _{1.0} ^E _{1.0} }	0043	...
25.1	1.0	C&NW	...	...
26.1	0.0	DE KALB ^{B D J K} _{5.0} ^{Q R W}	0046	...

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 25.1 CMSTP&P	Stop

Yard Limits:

Entire Subdivn.

Rule 97 does not apply.

DeKalb is register station only for trains originating or terminating.

Trains and engines must communicate with train dispatcher before entering Sterling Subdivn at DeKalb.

Flag over State St. and Pleasant St. in DeKalb and over all street crossings in Sycamore.

Train location reports not issued.

Maximum Wt: 263,000 lbs.

AURORA SUBDIVN-ILLINOIS DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
35.5	0.0	GENEVA ^{D J K}	0032	...
38.0	2.5	BATAVIA ^Y	0036	...
44.0	8.5	AURORA	0038	...

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 41.5 Butterfield Rd.	Stop and flag over crossing.
Yard Limits: Entire subdivision.	

Rule 97 does not apply

Train location reports not issued.

Trains and engines must communicate with train dispatcher before entering Geneva Subdivn at Geneva.

St. Charles spur track extends 2.1 miles from Geneva to St. Charles (Sta. No. 0034). Maximum Speed on Spur track 10 MPH.

Stop and flag over State St. and Highway 31 crossings in Geneva and Highway 31 crossing in St. Charles.

Maximum Wt: 210,000 lbs

TROY GROVE SUBDIVN-ILLINOIS DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
26.7	0.0	DE KALB Y ^{B D J K} _{5.1} ^{Q R W}	0046	...
31.8	5.1	ELVA ^{Q R W}	3011	...
35.2	8.5	McGIRR	3013	...
38.9	12.2	BN ^E	...	...
46.2	19.5	ROLLO ^E	3017	...
52.4	25.7	EARLVILLE BN Y ^E	3020	...
60.1	33.4	TRIUMPH ^E	3022	...
63.8	37.1	TROY GROVE Y ^E	3024	...
66.6	39.9	IC ^A	...	...
71.3	44.6	CHURCHILL ^E	3045	...
71.9	45.2	LA SALLE JCT. ^E	3047	...
76.9	50.2	SPRING VALLEY Y ^E	3028	...

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 26.7-41.0	10
MP 28.9-Highway 23 Stop	10
MP 51.0-76.9	10

Yard Limits:

DeKalb-MP 29.0

MP 51.0-53.0

MP 63.0-65.5

MP 70.3-72.5

MP 75.1-Spring Valley

DeKalb is register station only for trains originating or terminating.

Rule 97 does not apply between LaSalle Jct. and Churchill.

Rule 99(a) applies.

Between LaSalle Jct. and Churchill main track used jointly by C&NW and LS&BC.

Between BN crossing (Earlville) and 0.5 mile north of Earlville main track used jointly by C&NW and BN.

Trains and engines must communicate with train dispatcher before entering Sterling Subdivn at DeKalb.

Stop and flag over Highway 23 crossing at MP 28.9

Maximum Wt: 220,000 lbs.

BYRON SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
17.0	0.0	ELMHURST ⊗ ICG	Ⓐ	0024	...
18.5	1.5	VILLA PARK		7106	...
20.9	3.9	LOMBARD		7107	...
25.6	8.6	CAROL STREAM	Y Ⓓ	7109	...
30.7	13.7	INGALTON		7111	100
32.3	15.3	WEST CHICAGO JCT.	Ⓘ	...	...
35.9	18.9	ST. CHARLES	Ⓓ	7122	...
41.4	24.4	WASCO		7114	...
48.6	31.6	VIRGIL		7116	...
56.5	39.5	SYCAMORE Y	Ⓓ Ⓙ	0043	160
59.3	42.3	FIVE POINTS		7119	...
61.9	44.9	⊗ CMSTP&P	Ⓐ	...	...
64.1	47.1	CLARE Y		7120	...
69.8	52.8	ESMOND Y		7121	124
75.0	58.0	LINDENWOOD	Y	7122	...
78.4	61.4	HOLCOMB ⊗ BN	Ⓐ	7123	...
83.4	66.4	STILLMAN VALLEY		7124	...
87.8	70.8	BYRON ... Y	Ⓓ Ⓙ	7125	...

SPEED RESTRICTIONS
(In MPH)
Maximum25
MP 17.2 ICG Crossing .10
MP 25.5 Depot Road .10
MP 27.1 Pleasant Hill Road10
MP 29.5 Prince Crossing Road10
MP 61.9 CMSTP&P .10
MP 82.9 Bridge C-82.8810

Yard Limits:
Elmhurst—MP 39.0
MP 54.5—58.1
MP 63.0—65.0
MP 68.0—71.0
MP 74.0—80.0
MP 87.0—Byron

ABS: Ingaltion—Sycamore
Trains whose initial subdivn station is West Chicago Jct. must obtain Clearance at West Chicago.

Rule 97 does not apply between Elmhurst and West Chicago Jct.

Rule 99(a) applies between Sycamore and Byron.

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

Stop and flag over Highway 51 crossing at Holcomb.

Stop and flag over Ohio St. crossing on track serving Swift Co. at St. Charles.

Normal position of junction switch at West Chicago Jct. is for connecting track to Belvidere Subdivn.

Maximum Wt: 263,000 lbs.

ROCKWELL SUBDIVN—CHICAGO DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
2.5	2.5	WOOD STREET ⊗ B&O	Ⓘ	0004	...
2.2	2.2	OGDEN AVENUE	Ⓘ	...	...
2.0	2.0	B&O CONN. ⊗ B&O	Y Ⓙ	...	...
1.9	1.9	TAYLOR ST. ⊗ PC	Ⓘ Ⓙ	...	...
0.7	0.7	ROCKWELL JCT.	Ⓘ Ⓙ	...	...
0.0	0.0	KEDZIE	Ⓘ Ⓙ	...	...

will be governed by hand signal or interlocking signal. Movements against the current of traffic must be made at Reduced Speed not exceeding 10 MPH.

Switchtender at B&OCT crossing will use GREEN hand and lantern signals to govern movements using C&NW tracks.

Switchtender at Taylor St. will use WHITE hand and lantern signals to govern movements using C&NW tracks.

Between Ogden Ave. and Kedzie trains and engines must proceed at Reduced Speed not exceeding 15 MPH, and must be prepared to stop short of switch not properly lined.

EAST WYE: Between Rockwell Jct. and Western Ave. Movements from Rockwell Jct. to East Wye will be made on interlocking signal indication.

Movements from East Wye through Western Ave. interlocking will be governed by signal indication displayed by interlocking dwarf signal. This dwarf signal and a derail are located at the east end of East Wye, controlled by control operator at Western Ave.

Movements from Western Ave. to East Wye will be governed by signal indication at Western Ave. interlocking.

Between Rockwell Jct. and Western Ave. trains and engines must proceed at Reduced Speed not exceeding 10 MPH.

Maximum Wt: 263,000 lbs. on track 2; 251,000 lbs. on tracks 1 and 3.

Between Wood St. and Kedzie and between Rockwell Jct. and Western Ave. trains and engines of other railroads operate over C&NW, governed by C&NW rules and instructions.

ABS: Rockwell Jct.—Kedzie.

Rules 83(B) and 97 do not apply on subdivision.

Yard Limits: Entire subdivision.

Double track is in operation between Ogden Ave. and Kedzie. Between Rockwell Jct. and Taylor St. trains must keep to the left unless otherwise instructed.

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

Between B&O Connection and Taylor St., C&O/B&O trains in both directions operate over track No. 4 the eastward main track, and will be governed by hand signals from the switchtenders at B&OCT crossing

and Taylor St.

Between Taylor St. and Rockwell Jct. the westerly track is track No. 3 and is the scale and industry track. The center track is track No. 1 and is the westward main track.

The easterly track is track No. 2 and is the eastward main track.

Westward trains must stop before passing stop sign located at B&OCT crossing, and further movement will be governed by hand signal from the switchtender.

Eastward trains must stop before passing stop sign located at Taylor St., and further movement will be governed by hand signal from switchtender.

Movements against the current of traffic between Taylor St. and Rockwell Jct. and/or Kedzie may be arranged by and between the switchtender at Taylor St. and the control operator at Kedzie. Such movements

CHURCHILL SUBDIVN—ILLINOIS DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
.....	0.0	CHURCHILL	Ⓙ Ⓘ	3045	...
.....	2.7	LADD ⊗ BN	Ⓙ Ⓘ	3041	...
.....	3.2	LADD JCT.	Ⓙ Ⓘ	...	...
.....	4.8	SEATONVILLE JCT.	Ⓙ	...	...

SPEED RESTRICTIONS
(In MPH)
Maximum10

Yard Limits:
Entire subdivn.

Rule 97 does not apply.

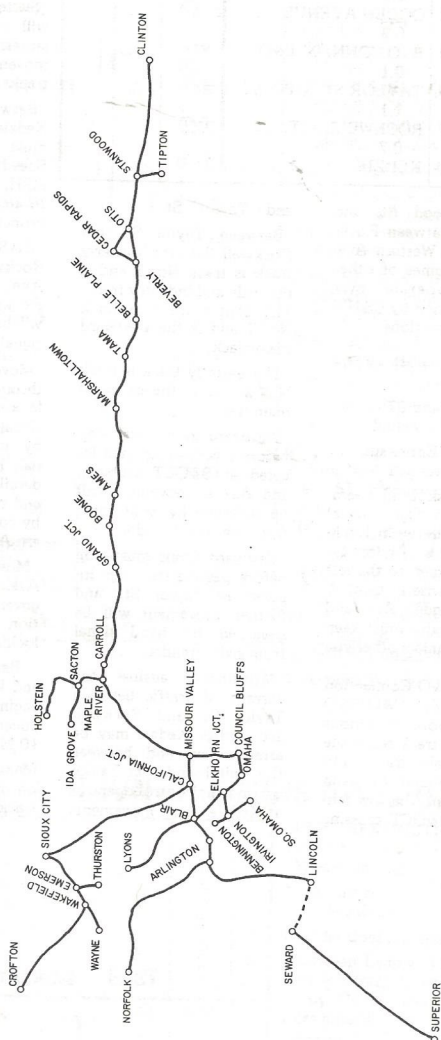
Between Ladd and Seatonville Jct. track is used jointly by C&NW and PC. PC rules govern.

C&NW crews must obtain permission to operate over trackage between Churchill and Seatonville Jct. by calling PC from phone in box at Churchill. Dial 1-447-2292.

Normal position of junction switch at Ladd Jct. (west wye) is for PC.

Maximum Wt: Churchill—Ladd 220,000 lbs.
Ladd—Seatonville Jct. 263,000 lbs.

SAFETY IS IN YOUR HANDS



IOWA DIVISION

CLINTON SUBDIVN-IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
2.1	0.0	CLINTON	⊗ CMSTP&P B C	100	...
9.6	7.5	LOW MOOR	Y W I K Q R V	102	...
19.1	17.0	DE WITT Y		104	...
24.8	22.7	GRAND MOUND Y		105	...
30.5	28.4	CALAMUS Y		106	...
34.7	32.6	WHEATLAND Y		107	...
39.7	37.6	LOWDEN Y	ⓓ	108	W-144
46.7	44.6	CLARENCE Y		110	...
51.6	49.5	STANWOOD Y	ⓓ	111	E-111
57.1	55.0	MECHANICSVILLE Y		114	...
64.1	62.0	LISBON	Y	115	E-116
65.6	63.5	MT. VERNON		116	W-80
77.7	75.6	OTIS	Ⓐ	118	...
82.4	80.3	⊗ CMSTP&P . . . . .	ⓓ ⓓ	...	...
86.3	80.8	BEVERLY	Y K B D Q W	109	...
90.0	84.4	FAIRFAX		122	...
97.4	91.8	NORWAY	Y	123	...
100.8	95.2	WATKINS		124	...
106.2	100.6	BLAIRSTOWN Y		125	E-109
111.3	105.7	LUZERNE Y		126	W-130
116.4	110.8	BELLE PLAINE Y	W D K Q	127	...
122.9	117.3	CHELSEA Y		128	...
133.1	127.5	TAMA ⊗ CMSTP&P Y B C I J K	Q	131	E-149
140.0	134.4	MONTOUR		133	W-155
143.2	137.6	LE GRAND	Y	134	...
145.3	139.7	QUARRY		135	...
151.3	145.7	MARSHALLTOWN	B C I K R Q	136	...
151.8	146.2	⊗ C&NW	Y A	...	...
158.6	153.0	LA MOILLE		137	E-113
165.6	160.0	STATE CENTER Y		138	W-121
173.4	167.8	COLO Y		142	...
180.6	175.0	NEVADA		143	E-110
185.0	179.4	AMES	ⓓ K Q R	145	W-93
189.0	183.4	AMES JCT.	Y I I W	...	...
192.3	186.7	ONTARIO		147	...
197.8	192.2	JORDAN		148	...
202.2	196.6	BOONE	ⓓ C I K Q R	150	...

SPEED RESTRICTIONS
(In MPH)

Maximum	60
MP 0.0-2.5	10
MP 5.0-3.0 EB	40
MP 71.5-77.8	40
MP 78.6-78.9 WB	30
MP 86.0-87.4	30
MP 113.7-116.8	40
MP 150.6-152.2	50
MP 153.9-154.6 EB	50
MP 188.3-189.3	40
Train 254's Extra	50
Loaded unit coal trains	50
Max. speed through all main track crossovers	10
ATC: Clinton-Boone	
ATC main track test sections:	
WB-MP 32.5	
EB-MP 195.4	
EB-MP 91.5	

Engines in switching service not ATC-equipped may operate on main track between East Clinton and Hawkeye Siding MP 6.9 at Clinton; at and between Otis and Beverly; at and between Ames Jct. and Ames; and at Tama, Marshalltown, and Boone.

Yard Limits:

MP 0.0–11.1
MP 17.6–21.1
MP 23.5–26.3
MP 29.1–32.0
MP 33.2–36.2
MP 38.2–41.3
MP 45.3–53.1
MP 55.2–58.7
MP 61.4–67.1
MP 76.4–91.5
MP 96.0–102.1
MP 105.0–108.3
MP 110.0–112.5
MP 114.8–118.2
MP 121.5–124.4
MP 130.5–135.2
MP 138.5–146.8
MP 149.1–160.8
MP 164.0–166.9
MP 172.0–175.0
MP 178.1–202.3

Double track: Clinton-Boone. Trains must keep to left.

Rule 97 does not apply.

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

Tipton spur track extends 8.5 miles from Stanwood to Tipton (Sta. No. 113)

Only Central Div. and Missouri Div. trains register at Marshalltown and Ames.

Hot box detectors and indicators:

	Detector	Indicator
Westward:	MP 45.4	MP 49.2
	MP 92.8	MP 96.8
	MP 127.9	MP 130.9
	MP 173.3	MP 176.7
Eastward:	MP 173.3	MP 170.2
	MP 127.9	MP 124.1
	MP 92.8	MP 90.0
	MP 57.9	MP 54.8

CLINTON SUBDIVN—IOWA DIVISION

Spring Switches:

Westward

Clinton— west end Camanche lead.
Tama— west end westward siding.
La Moille— west end westward siding.
Boone— west end train yard.

Eastward:

Nevada— east end eastward siding.
La Moille— east end eastward siding.
Blairtown— east end eastward siding.

Max. speed through spring switches—10 MPH.

Normal position of spring switches is for main track.

Unless otherwise instructed, ballast in hopper cars will be handled only on trains designated as 254's extra, 253's extra, way-freights or work extras.

Eastward and westward absolute signals at Mississippi River drawbridge at Clinton govern only straight routes. Rule 606 applies.

Yard track extends 8.1 miles between Beverly and Otis. Trains and engines using this track must operate at Reduced Speed not exceeding 25 MPH between Beverly and

Wilson Ave. crossing at MP 84.2 and at Reduced Speed not exceeding 10 MPH between MP 84.2 and Otis.

At Marshalltown authority for movement through crossover between Iowa Div. westward main track and Missouri Div. main track must be obtained from Missouri Div. or Iowa Div. train dispatcher through operator at Marshalltown.

Westward trains or engines receiving an ATC restriction at or between "Approach Clearing" sign located at MP 149.1 and "Approach Re-Clear" sign located at MP 151.4 at Marshalltown must proceed prepared to stop short of westward absolute signal of Marshalltown interlocking. This applies if train or engine is unable to maintain an average speed of 40 MPH from MP 149.1 to MP 151.4.

At Ames Jct. crossing protection at Kellogg Ave. at MP 188.6 must be started manually when trains are operating on lead track to or from westward main track or Missouri Div. main track.

Maximum Wt: 315,000 lbs.

BOONE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	↓ NORTH STATIONS	↑ SOUTH	Station Numbers	Capacity of Sidings
73.6	0.0	ANKENY	①①①	7820	..
67.4	6.2	ALLEMAN		7819	..
62.4	11.2	HUXLEY		7818	20
56.6	17.0	KELLY & C&NW	①①	7816	19
53.4	20.2	NAPIER		7815	..
48.6	25.0	ERICSON		7814	..
42.5	31.1	BOONE	①①①	7813	95
36.3	37.3	GRAVEL PIT	①①①	7812	..
34.3	39.3	FRASER		7811	..
32.2	41.4	NILES	Y	7810	20
31.2	42.4	WOLF		7809	..
26.3	47.3	BOXHOLM		7808	24
22.2	51.4	HOPE	W	7807	..
18.3	55.3	HARCOURT & C&NW	①①	7806	..
14.0	59.6	PALM GROVE		7805	..
11.0	62.6	LUNDGREN		7804	..
7.0	66.6	ROBERTS		7803	21
6.0	67.6	SUMMIT		..	..
4.1	69.5	SHADY OAK		7802	..
2.1	71.5	E. FT. DODGE	①①①①①①	7801	..

SPEED RESTRICTIONS (In MPH)

Maximum10

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

Rule 83(B) does not apply.

Flag over Story Street crossing at Boone.

Spur track extends 8.0 miles from Hope to Gowrie (Sta. No. 0293) via Lanyon (Sta. No. 7830).

Trains or engines must not operate between Alleman and Ankeny, between Lanyon and Gowrie, and between Roberts and Shady Oak without permission from train dispatcher.

Train location reports not issued.

Maximum Wt: 263,000 lbs.

COUNCIL BLUFFS SUBDIVN—IOWA DIVISION

Mile Posts	Miles	↓ WEST STATIONS	↑ EAST	Station Numbers	Capacity of Sidings
202.2	0.0	BOONE Y	①①①①①①	150	..
214.3	9.2	OGDEN Y		152	..
219.8	14.7	BEAVER Y		153	..
224.9	19.8	GRAND JCT. & C&NW Y	①①	154	..
231.5	26.4	JEFFERSON & CMSTP&P Y	①①	155	..
241.0	35.5	SCRANTON Y		157	..
245.8	40.3	RALSTON Y		158	..
250.9	45.4	GLIDDEN Y		160	..
251.5	46.0	CARROLL	①①①①①①	162	E-52 W-100
262.4	56.9	MAPLE RIVER	①	163	..
268.4	62.9	ARCADIA		164	..
271.4	65.9	WEST SIDE	Y	165	..
277.5	72.0	VAIL Y		166	..
286.4	80.9	DENISON	①①	168	E-108 W-132
291.1	85.6	WEST DENISON		..	..
293.4	87.9	ARION & CMSTP&P	①	169	..
295.5	90.0	DOW CITY		171	..
301.8	96.3	EAST DUNLAP		..	..
303.3	97.8	DUNLAP	Y	173	445
306.0	100.5	WEST DUNLAP		..	..
308.0	102.0	WOODBINE		175	..
313.7	108.2	EAST WOODBINE	Y	..	446
317.8	112.3	WEST WOODBINE		..	..
321.2	115.7	LOGAN Y		176	..
327.2	121.7	EAST MISSOURI VALLEY		..	..
329.4	123.9	MISSOURI VALLEY	①①①①①①	178	..
331.8	126.3	WEST MISSOURI VALLEY	①①①①①①	..	..
333.9	128.4	LOVELAND	Y	180	..
347.0	141.5	EAST COUNCIL BLUFFS		..	..
349.9	144.4	COUNCIL BLUFFS	①①①①①①	183	..

SPEED RESTRICTIONS (In MPH)

Between Boone and Missouri Valley:

Maximum60

MP 202.4—202.9

WB until Story St. occupied10

EB30

MP 207.4—207.935

MP 231.4—232.550

MP 257.6—259.040

MP 291.1 Westward40

MP 320.9—321.450

MP 327.2—331.825

254's Extra50

Loaded unit coal trains 50

Between West Missouri Valley and East Council Bluffs:

Maximum50

Loaded Unit Coal trains 40

Between East Council Bluffs and MP 350.425

Max. speed through all

main track crossovers 10

Yard Limits:

MP 202.3—208.0
MP 209.9—215.9
MP 218.3—221.3
MP 222.0—227.5
MP 230.3—233.3
MP 239.5—242.5
MP 244.3—247.3
MP 249.4—252.4
MP 255.1—264.0
MP 266.8—273.0
MP 276.0—279.0
MP 283.5—297.3
MP 301.6—306.2
MP 311.5—318.0
MP 319.5—322.5
MP 327.2—349.9

CTC: West Denison to East Missouri Valley and West Missouri Valley to East Council Bluffs.

ATC: Boone—Council Bluffs.

ATC main trk. test sections

MP 227.9 WB only
MP 342.7

Engines not ATC-equipped may operate on main track between Carroll and Maple River, between Missouri Valley and Council Bluffs, and at Boone at Restricted Speed.

Eastward trains obtain Clearance at Missouri Valley.

Council Bluffs Subdivn. trains en route to or from Council Bluffs will not register at Missouri Valley.

Wall Lake Subdivisions trains obtain Clearance at Carroll.

Carroll is a register station only for trains originating or terminating.

Rule 97 does not apply.

Hot box detectors and indicators:

Detector Indicator

Westward

MP 251.5 MP 255.8

MP 308.0 MP 311.3

Eastward

MP 308.0 MP 305.9

MP 251.5 MP 247.8

The Westward indicator light at MP 311.3 will display a yellow aspect on signal 3113 and a red aspect at absolute signal at East Woodbine (MP 313.7) together with a revolving white beacon on CTC bungalow at MP 313.7 when trains must inspect.

The Eastward indicator light at MP 305.9 will display a yellow aspect on absolute signal, and a red aspect on absolute signal at MP 301.8 together with a revolving white beacon on CTC bungalow at MP 301.8. When these aspects are displayed, crew member must call either operator at Missouri Valley or train dispatcher at Boone for instructions.

COUNCIL BLUFFS SUBDIVN—IOWA DIVISION

Double track:

Boone—West Denison
East Missouri Valley—
West Missouri Valley.
East Council Bluffs—
Council Bluffs

On double track trains must keep to the left.

Authority for movement on CTC territory must be obtained from the control operator at Missouri Valley.

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

Movement against the current of traffic between East Missouri Valley and West Missouri Valley must be authorized by the control operator at Missouri Valley.

Movement against the current of traffic between East Council Bluffs and Council Bluffs may be made on authority of the yardmaster when on duty or yard foreman.

When absolute signal at bridge B-615 west of Boone displays Stop indication, consolidated Code Rule 509 and ATC Rule 530 apply. Only one train may occupy this bridge at any time.

Dragging equipment detector located on eastward main track at MP 213.8. Lunar indicator light located at MP 207.9 When eastward absolute signal at MP 207.9 displays stop indication and lunar light is illuminated train must stop and not be

moved until entire train inspected for dragging equipment. After inspection made, push button at lunar light mast must be operated to extinguish light.

Missouri Division trains must not occupy Iowa Division main track at Carroll without first obtaining permission from Iowa Division train dispatcher.

Wall Lake Subdivision trains must obtain permission from train dispatcher before occupying main track at Carroll or Maple River.

When absolute signal at Arion interlocking displays a stop indication, crew must comply with Rule 613, and if signal does not clear must also comply with Rule 509.

C&NW operates over UP between Council Bluffs and Summit.

Spring switches:

Westward:

Boone: West end train yard.
Carroll: West end of westward siding.
Denison: West end of westward siding.

Eastward:

Council Bluffs: East end of lake lead.
Dunlap: East end of eastward siding.

Maximum speed through spring switches—10 MPH.

Normal position of spring switches is for main track.

Maximum Wt: 315,000 lbs.

WAYNE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
.....	0.0	SIoux CITY.....	B C J K Q R	4738	..
1.2	2.3	FLOYD.....	Q R	..	..
3.9	5.0	SO. SIoux CITY.....	D	2200	83
4.4	5.5	FERRY.....		2201	..
7.1	8.2	DAKOTA CITY.....	D	2202	..
7.3	8.4	X BN.....	Y A	..	..
11.7	12.8	BEERMANN SPUR.....		2204	..
16.5	17.6	HUBBARD.....		2205	..
0.0	30.2	EMERSON.....		2208	..
9.3	39.5	WAKEFIELD.....	D J Q	2403	50
18.5	48.7	WAYNE.....		2406	41

SPEED RESTRICTIONS (In MPH)

Maximum10

Yard Limits:

Entire subdivision.
CTC: Floyd—Ferry. Authority for movement must be obtained from control operator at Sioux City.

Rule 97 does not apply between Sioux City and Floyd, between Ferry and Dakota City, and between Wakefield and Wayne.

Thurston spur track extends 7.2 miles from Emerson to Thurston (Sta. No. 2210).

Normal position of junction switch at Wakefield is for Wayne Subdivn.

Train location reports not issued.

Maximum Wt: 210,000 lbs.

LINCOLN SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	FREMONT.....	B D J K Q R	6023	..
1.0	1.0	X BN.....	I	..	..
5.7	5.7	X UP.....	I	..	..
6.2	6.2	NORTH PIT.....		6652	..
9.7	9.7	CEDAR BLUFFS.....		6655	..
16.6	16.6	COLON.....		6658	..
22.5	22.5	WAHOO.....		6661	..
23.2	23.2	X UP-BN.....	S	..	..
34.2	34.2	CERESCO.....		6667	..
39.7	39.7	DAVEY.....		6670	..
50.2	50.2	X BN.....	A	..	..
51.7	51.7	C&NW-MP JCT.....	Y J	..	..
52.1	52.1	LINCOLN.....	K R Q D	6676	..
38.7	80.6	SEWARD X BN.....	A D	6720	20
46.8	88.7	GOEHNER.....		6724	..
52.4	94.3	BEAVER CROSSING.....		6727	..
58.0	99.9	CORDOVA.....		6730	..
64.5	106.4	X BN.....	I	..	..
65.2	107.1	EXETER.....		6733	..
70.5	112.4	X BN.....	S	..	..
77.0	118.9	GENEVA.....	D	6738	..
77.5	119.4	X BN.....	Y S	..	..
83.2	125.1	MARTLAND.....		6741	..
86.6	128.5	X BN.....	S	..	..
87.1	129.0	SHICKLEY.....		6744	..
95.7	137.6	DAVENPORT X UP.....	A D	6749	..
103.5	145.4	OAK.....		6753	..
110.3	152.2	NORA.....		6757	..
115.1	157.0	CADAMS.....		6759	..
121.7	163.6	C&NW-ATSF JCT.....	I	..	..
122.3	164.2	SUPERIOR.....	D K R	6763	..

SPEED RESTRICTIONS (In MPH)

Between Fremont and Lincoln—Maximum25
Between Seward and Superior—Maximum10

Yard Limits:

MP 0.0—8.0
MP 48.0—52.1
MP 38.7 (Seward)—122.3

Rule 97 does not apply between Superior and Nora and between Fremont and North Pit

Rule 83(B) does not apply at Superior.

Between Lincoln and Seward C&NW operates over BN.

Trains or engines must not operate between Oak and Nora without permission from train dispatcher.

Normal position of junction switch at Fremont is for Fremont Subdivision.

At manual interlockings at MP 1.0, MP 5.7 and MP 64.5 Rule 606(c) applies.

Train location reports not issued between Seward and Superior.

Maximum Wt:

Fremont—Lincoln 220,000 lbs.
Seward—Superior 210,000 lbs.

FREMONT SUBDIVN—IOWA DIVISION

WEST							Mile Posts	Miles	EASTWARD trains are superior to westward trains of the same class, except No. 363 is superior to No. 356.
THIRD CLASS		SECOND CLASS							
363	351	346	361	355	247	344			
Daily ex Sun	Daily	Daily	Daily ex Sun	Daily	Daily	Daily			STATIONS
.....	AM 2:15	PM 11:40	PM 10:30	PM 9:00	PM 1:00	AM 7:15	0.2	0.0	MISSOURI VALLEY (W) 5.7 (R) (Q) (B) (C) (J) (K) (Y)
.....	A11:55 PM	.....	.....	.....	A7:30 AM	5.9	5.7	CALIFORNIA JCT. 7.6 (J) (W)
.....	A2:45 AM	.....	10:55	9:25	1:25	.....	13.2	13.3	BLAIR Y ... (D) (J) (Q) (W) 7.0
.....	11:10	9:40	1:40	.....	20.2	20.3	KENNARD 9.1
.....	11:25	9:55	1:55	.....	29.3	29.4	ARLINGTON 7.6
PM 12:01	A11:40 PM	10:10	A2:10 PM	.....	0.0	37.0	FREMONT Y (B) (D) (J) (K) 6.8 (Q) (R)
.....	6.8	43.8	(X) BN (A) 2.4
12:25	10:35	.....	.....	9.2	46.2	NICKERSON 7.6
12:45	10:55	.....	.....	16.8	53.8	HOOPER 7.4
1:05	11:15	.....	.....	24.2	61.2	SCRIBNER 10.0
A1:30 PM	11:40	.....	.....	36.9	71.2	WEST POINT Y (D) 11.1
.....	12:10	.....	.....	45.3	82.3	BEEMER 6.8
.....	12:30	.....	.....	52.1	89.1	WISNER 7.6
.....	12:50	.....	.....	59.7	96.7	PILGER 9.7
.....	1:15	.....	.....	69.4	106.4	STANTON 11.5
.....	A1:45 AM	.....	.....	.....	80.9	117.9	NORFOLK Y (B) (D) (J) (K) (Q) (R) (W)

SPEED RESTRICTIONS (In MPH)

Between Missouri Valley and Blair:	Maximum	40
Between Blair and Fremont:	Maximum	35
Between Fremont and Norfolk:	Maximum	25

Yard Limits:

MP 0.0—8.0
MP 11.8—14.6
MP 32.0—3.7
MP 32.0—40.0
MP 80.0—80.9

CTC: Missouri Valley—Blair. Authority for movement must be obtained from control

FREMONT SUBDIVN—IOWA DIVISION

EAST									
STATIONS	Station Numbers	Capacity of Sidings	SECOND CLASS				THIRD CLASS		
			252	343	356	345	352	358	
			Daily	Daily	Daily ex Sun	Daily	Daily	Daily	
MISSOURI VALLEY 5.7 (R) (Q) (B) (C) (J) (K) (Y)	0178	...	AM A6:45	AM A11:20	PM A8:15	PM A8:30	AM A12:45	AM A7:45	
CALIFORNIA JCT. 7.6 (J) (W)	4703	104	.....	11:05 AM	.....	8:15 PM	.....	.....
BLAIR Y (D) (J) (Q) (W) 7.0	6007	22	6:15	.....	7:45	.....	12:15 AM	7:15
KENNARD 9.1	6012	...	6:00	.....	7:30	.....	.....	7:00
ARLINGTON 7.6	6017	127	5:45	.....	7:15	.....	.....	6:45
FREMONT Y (B) (D) (J) (K) (Q) (R) 6.8	6023	...	5:30 AM	.....	7:00	.....	.....	6:10
BN 2.4 (A)	.....	.....	.....	.....	.....	.....	.....	.....
NICKERSON 7.6	6031	44	.....	.....	5:05	.....	.....	5:55
HOOPER 7.4	6034	87	.....	.....	4:45	.....	.....	5:35
SCRIBNER 10.0	6037	69	.....	.....	4:25	.....	.....	5:15
WEST POINT Y (D) 11.1	6044	46	.....	.....	4:00 PM	.....	.....	4:50
BEEMER 6.8	6048	88	.....	.....	.....	.....	.....	4:30
WISNER 7.6	6051	...	.....	.....	.....	.....	.....	4:10
PILGER 9.7	6054	73	.....	.....	.....	.....	.....	3:50
STANTON 11.5	6058	...	.....	.....	.....	.....	.....	3:25
NORFOLK Y (D) (J) (K) (B) (Q) (R) (W)	7001	...	.....	.....	.....	.....	.....	3:00 AM

operator at Missouri Valley.

All trains obtain Clearance at Fremont. No. 356 obtain Clearance at West Point. No. 358 obtain Clearance at Norfolk.

Eastward trains on the Fremont Subdivision which are to operate westward on the Council Bluffs Subdivision must obtain Clearance at Missouri Valley.

Normal position of junction switches at Blair and Fremont is for Fremont Subdivn.

Spring switch at east end of long track at Fremont. Normal position is for main track.

At West Point the track to be used for meeting and passing trains is located between MP 36 and MP 37 and is known as the Long Pass.

All trains operating through West Point must inspect entire train at that point.

Maximum Wt: 263,000 lbs.

LYONS SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
58.8	0.0	LYONS 6.7	.....	2216	33
65.5	6.7	OAKLAND 0.3	.....	2218	..
65.8	7.0	(X) BN 6.9	.....	.....	..
72.7	13.9	CRAIG 8.7	.....	2220	..
81.4	22.6	TEKAMAH 5.7	.....	2222	24
87.1	28.3	RANCH SPUR 1.3	.....	2223	..
88.4	29.6	HERMAN 10.1	.....	2224	36
98.5	39.7	BLAIR (D) (J) (Q) (W)	.....	6007	15

SPEED RESTRICTIONS (In MPH)

Maximum	10
---------	----

Yard Limits: Entire Subdivision.

Rule 83(B) and Rule 97 do not apply.

Normal position of junction switch at Blair is for Fremont Subdivision.

Train location reports not issued.

Maximum Wt: 210,000 lbs.

WALL LAKE SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	MAPLE RIVER 7.2	..... (D)	0163	..
7.2	7.2	BREDA 5.7	.....	0301	..
12.9	12.9	CARNARVON 2.6	.....	0299	..
15.5	15.5	SACTON 1.1	..... (W) (J)	0300	..
16.6	16.6	WALL LAKE 9.1	..... (Q) (D)	0302	..
25.7	25.7	ODEBOLT 5.7	.....	0305	..
31.4	31.4	ARTHUR 6.7	.....	0306	..
38.1	38.1	IDA GROVE	.....	0307	..

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 0.0 Jct.	Stop

Yard Limits: Entire subdivision.

Rule 97 does not apply.

Normal position of junction switches: Maple River—for Iowa Division.

Train location reports not issued.

Maximum Wt: 210,000 lbs.

SIoux CITY SUBDIVN—IOWA DIVISION

WEST								EASTWARD trains are superior to westward trains of the same class, except: No. 345 is superior to No. 346. No. 351 is superior to No. 338 and No. 18.	
THIRD CLASS		SECOND CLASS				Mile Posts	Miles	STATIONS	
339	351	345	17	341	343				
Daily ex-Sun	Daily	Daily	Daily	Daily ex-Sun	Daily				
		PM 5:45	PM 12:20	AM 7:00	AM 8:20	76.3	0.0	SIOUX CITY (B C) 1.6 (K Q) X BN X CMSTP&P X IC 0.8 STOCK YARDS 5.6 SERGEANT BLUFF 7.6 SALIX 6.0 SLOAN 8.3 WHITING 7.8 ONAWA 6.5 BLENCOE 4.2 LEWIS-CLARK SPUR 4.9 RIVER SIOUX 6.5 MONDAMIN 6.3 MODALE 4.4 CALIFORNIA JCT. 7.6 BLAIR Y 8.8 FORT CALHOUN 7.1 SOUTH CUT 3.8 FLORENCE 4.1 OMAHA	(J) (R) (S) (S) (S) (D) (Y) (D K W) (D) (Y J W) (D J O W) (Y) (B J K Q) (R)
		6:00	12:30	7:15	8:35	73.9	2.4		
		6:10	12:40	A7:50 AM	8:45	68.4	7.9		
		6:25	12:55		9:00 (344)	60.8	15.5		
		6:35	1:10		9:10	54.8	21.5		
		6:50	1:20		9:35	46.5	29.8		
		7:05	1:35		9:50 (18)	38.7	37.6		
		7:15	1:45		10:45	32.2	44.1		
		7:25	1:55		10:55	28.0	48.3		
		7:35	2:05		11:05	23.1	53.2		
		7:50	2:20		11:25	16.6	59.7		
		8:05	2:35		11:40	10.3	66.0		
AM (18) 9:30	AM 2:45	A8:15 PM	2:45		11:50 AM	5.9	70.4		
			3:00			98.6	78.0		
9:55	3:10		3:25			107.4	86.8		
10:15	3:30		3:45			114.5	93.9		
10:25	3:40		3:55			118.3	97.7		
A10:35 AM	A3:50 AM		A4:05 PM			122.4	101.8		

SPEED RESTRICTIONS (In MPH)

Between Stock Yards and California Jct.:
Maximum40

Eastward trains from west siding switch at Stock Yards to signal 158 (Floyd River bridge, Sioux City) Restricted Speed

Between Blair and Omaha:
Maximum25

Yard Limits:

MP 76.3–65.2
MP 47.0–31.0
MP 7.7–5.9
MP 98.6–100.0
MP 116.0–122.4

ABS: Stock Yards—California Jct.
Rule 97 does not apply between Sioux City
and Stock Yards.

SIoux CITY SUBDIVN-IOWA DIVISION

EASTWARD trains are superior to the westward trains of the same class, except: No. 345 is superior to No. 346. No. 351 is superior to No. 358 and No. 18.				Station Numbers	Capacity of Seatings	EAST					
STATIONS	SECOND CLASS					THIRD CLASS					
	346	344	18			352	338	342			
	Daily	Daily	Daily			Daily	Daily ex Sun	Daily ex Sun			
SIoux CITY (B)(C)	4738	...	...	AM	AM	PM				PM
1.6 (K)(U)(R)(J)				A2:25	A10:00	A12:15	.....	.....	.....	A4:00
BN (S)				.....	.....	.....	.....	.....	.....	.....
CMSTP&P (S)				.....	.....	.....	.....	.....	.....	.....
IC (S) Y				.....	.....	.....	.....	.....	.....	.....
0.8											
STOCK YARDS (D)	60	2:10	9:45	12:01						3:45	
5.6											
SERGEANT BLUFF (D)	4735	118	2:00	9:35	11:50					3:00 PM	
7.6											
SALIX (Y)(D)(K)(U)	4730	66	1:45	9:20	11:35						
6.0				(343)							
SLOAN	4727	89	1:35	9:10	11:25						
8.3											
WHITING	4723	83	1:20	8:55	11:10						
7.8											
ONAWA (Y)(D)(K)(U)	0320	52	1:05	8:40	10:55						
6.5											
BLENCOE	4719	122	12:55	8:30	10:45						
4.2											
LEWIS-CLARK SPUR	4720	...	12:45	8:20	10:35						
4.9											
RIVER SIOUX	4715	...	12:35	8:10	10:25						
6.5											
MONDAMIN (D)	0395	127	12:20	7:55	10:10						
6.3											
MODALE	4707	...	12:05	7:40	9:55						
4.4 (J)(W)											
CALIFORNIA CTY.	4703	70	11:55	7:30	9:45						
7.6				PM	AM						
BLAIR (Y)(D)(J)(U)(W)	6007	23	.....	.....	9:30	AM	AM	AM	AM	
8.8						A12:15	A5:05				
FORT CALHOUN	2232	47	.....	.....	9:05	11:50	4:40			
7.1											
SOUTH CUT	23	23	.....	.....	8:45	11:30	4:20			
3.8											
FLORENCE (Y)	2236	63	.....	.....	8:25	11:10	4:10			
4.1 (B)											
OMAHA (Y)(J)(K)	6600	...	.....	.....	8:15	11:00	4:00			
(U)(R)					AM	PM	AM				

No. 18 obtain Clearance at Omaha.
At Sioux City do not exceed 10 MPH over
street crossings.

At Onawa do not exceed 25 MPH over Main St. crossing.

At California Jct. do not exceed 10 MPH on both legs of wye.

Between California Jct. and Blair, Sioux

City Subdivn trains and engines operate over Fremont Subdivn.

Hot box detector located at MP 35.5. EB indicator at MP 37.9 and WB indicator at MP 32.6.

Engines may operate over live rails of track scale at Sioux City.

Maximum Wt: 283,000 lbs.



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HOLSTEIN SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
1.0	0.0	SACTON	①	0300	..
4.3	3.3	LAKE VIEW		0303	..
13.4	12.4	SAC CITY		0304	..
21.8	20.8	EARLY		0325	..
29.7	28.7	SCHALLER		0328	..
36.3	35.3	GALVA		0331	..
45.2	44.2	HOLSTEIN		0334	..

SPEED RESTRICTIONS
(In MPH)
Maximum25
MP 15.8 Wye10

Yard Limits:
Entire subdivision.
Rule 97 does not apply.
Train location reports not issued.

Maximum Wt: 210,000 lbs.

CROFTON SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
.....	0.0	WAKEFIELD	① ② ③ ④	2403	..
10.0	10.1	CONCORD		2502	..
16.0	16.1	LAUREL ⑤ BN	⑥	2503	..
24.0	24.1	COLERIDGE		2506	..
33.5	33.6	HARTINGTON		2509	..
41.3	41.4	FORDYCE		2513	..
48.7	48.8	CROFTON	⑦	2516	..

SPEED RESTRICTIONS
(In MPH)
Maximum10

Yard Limits:
Entire subdivision.
Rule 83(B) and Rule 97 do not apply.

Normal position of junction switch at Wakefield is for Wayne Subdivn.

Train location reports not issued.

Maximum Wt: 178,000 lbs.

OMAHA SUBDIVN—IOWA DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	SUMMIT	① ②	.....	..
0.8	1.1	SOUTH OMAHA		6603	..
3.6	3.9	③ MP	④	.....	..
5.8	6.1	DODGE STREET		6623	..
7.5	10.5	IRVINGTON	⑤	6608	19
0.0	18.6	OMAHA	⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳	6600	..

SPEED RESTRICTIONS
(In MPH)
Maximum10

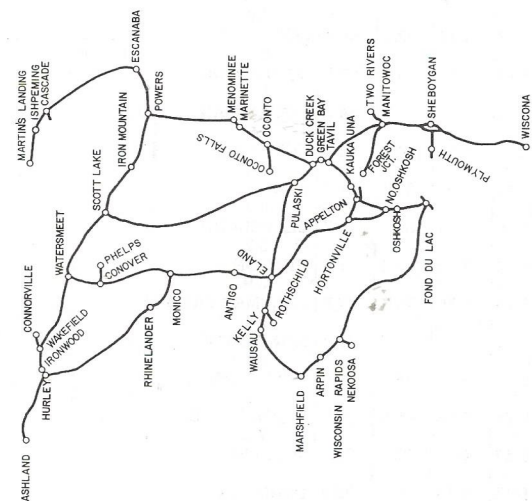
Yard Limits:
Entire Subdivision
Rule 83(B) and Rule 97 do not apply.

Bennington spur track extends 6.4 miles from Irvington to Bennington (Sta. No. 6611).

Normal position of junction switch at Omaha is for Sioux City Subdivision.

Train location reports not issued.

Maximum Wt: 220,000 lbs.
(except 263,000 lbs. between Irvington and Dodge St.)



LAKE SHORE DIVISION

SHORELINE SUBDIVN—LAKE SHORE DIVISION

WEST			Mile Posts	Miles	EASTWARD trains are superior to westward trains of the same class.	
THIRD CLASS	SECOND CLASS					STATIONS
943	183	181				
Daily except Sun & Mon	Daily except Sat	Daily				
AM 8:00	PM 3:00	AM 1:15		0.0	BUTLER } B C K Q R	
AM 8:20	PM 3:15	AM 1:35	4.8	6.8	WISCONA } Y A J	
8:35	3:26	1:46	13.6	15.6	MEQUON A J	
8:50	3:41	2:01	25.2	27.2	PORT WASHINGTON Y D Q	
9:05	3:52	2:12	33.9	35.9	BELGIUM D Q	
9:15	4:00	2:20	38.4	40.4	CEDAR GROVE D Q	
9:20	4:02	2:22	39.5	41.5	HILTON D Q	
9:30	4:07	2:27	42.4	44.4	OOSTBURG D Q	
9:45	4:25	2:45	50.5	52.5	SOUTH YARD } B Q R	
			52.2	54.2	SHEBOYGAN } Y D K Q W	
10:10	4:35	2:55	54.1	56.1	CUT OFF J	
10:20 (942)	4:45	3:05	59.3	61.3	HAVEN J	
10:30	4:54	3:14	64.2	66.2	CLEVELAND J	
10:40	5:02	3:22	69.4	71.4	NEWTON J	
11:00	5:15	3:35	75.3	77.3	CALUMET YARD } B K Q R W	
			76.7	78.7	MANITOWOC } Y D K Q	
11:05	5:20	3:50	79.0	79.8	ROSEMERE J	
11:15	5:28	3:58	85.5	86.3	FRANCIS CREEK J	
11:25	5:37	4:07	93.0	93.8	MARIBEL J	
11:35	5:43	4:13	98.0	98.8	DENMARK J	
11:45	5:53	4:23	105.6	106.4	BELLEVUE J	
A12:01 PM	A6:06 PM	A4:40 AM	113.6	114.4	TAVIL X CMSTP&P } B C I J K Q V	
A12:15 PM	A6:20 PM	A4:50 AM	1.4	116.9	NORTH GREEN BAY } Y B K Q	

SPEED RESTRICTIONS (In MPH)

Maximum	50
MP 4.8-5.4	25
MP 25.2 Grand Ave., Pt. Wash.	25
MP 35.3-42.6	35
MP 46.7-50.5	35
MP 50.5-54.1	25
MP 54.1-Junction switch	20
MP 54.1-66.4	35
MP 110.0-112.1	35
MP 112.1-113.6	25
Sheboygan Cutoff	25

Yard Limits:

Butler-MP 7.0
MP 24.1-26.0
MP 48.1-57.0
MP 74.0-80.1
MP 109.2-N. Green Bay

ABS: Wiscona-Tavil

Rule 97 does not apply between Calumet Yard and Rosemere and between Cutoff and South Yard.

Track designated as the Sheboygan Cutoff extends 3.4 miles between South Yard and Cutoff. All trains operate via Sheboygan Cutoff.

Normal position of spring switch at Cutoff is for the cutoff.

Westward Shoreline Subdivn trains obtain Clearance at Butler.

South Yard and Calumet Yard are register stations only for trains originating or terminating.

SHORELINE SUBDIVN—LAKE SHORE DIVISION

EAST			Station Numbers	Capacity of Sidings	STATIONS
SECOND CLASS		THIRD CLASS			
180	182	942			
Daily except Sun	Daily	Daily except Sat & Sun			
PM 8:45	AM 12:45	PM 1:15	5716	...	BUTLER } B C K Q R
PM 8:20	AM 12:20	PM 12:50	5709	...	WISCONA } Y A J
			3209	95	MEQUON A J
	9:06	12:06	3220	83	PORT WASHINGTON Y D Q
	8:51	11:51	3231	95	BELGIUM D Q
	8:40	11:40	3238		CEDAR GROVE D Q
	8:32	11:32	3239	97	HILTON D Q
	8:25	11:25	3242	...	OOSTBURG D Q
	8:11	11:11	3252	...	SOUTH YARD } B Q R
			3260	...	SHEBOYGAN } Y D K Q W
			3264	35	CUT OFF J
	8:01	11:01	3269	...	HAVEN J
	7:52	10:52	3277	...	CLEVELAND J
	7:43	10:43	3277	...	NEWTON J
	7:35	10:35	3277	...	CALUMET YARD } B K Q R W
	7:25	10:25	3277	...	MANITOWOC } Y D K Q
			5504	71	ROSEMERE J
	7:04	10:04	5507	71	FRANCIS CREEK J
	6:55	9:55	5510	71	MARIBEL J
	6:46	9:46	5511	71	DENMARK J
	6:40	9:40	5514	71	BELLEVUE J
	6:30	9:30	5514	71	TAVIL X CMSTP&P } B C I J K Q V
	6:15 PM	9:15 PM	0686	...	NORTH GREEN BAY } Y B K Q
	6:05 PM	9:05 PM			

Hot box detectors:

MP 31.4 (Belgium)
WB indicator at MP 33.8
EB indicator at MP 28.4
MP 89.7 (Maribel)
WB indicator at MP 92.3
EB indicator at MP 87.3

When signal 765 east of drawbridge U-104 (Tavil) displays other than Proceed indication, member of crew must communicate by phone with control operator at Tavil.

Engine whistle must not be sounded within city limits of Green Bay except to prevent injury to persons or property; also at Fox Point (MP 7.9), except as follows:

Eastward trains sound whistle for Dean Road, MP 9.6.

Sound whistle between 7:00 am and 8:00 pm for Calumet Road, MP 8.5

Westward trains sound whistle between 7:00 am and 8:00 pm. for Green Tree Road, MP 7.7.

Two Rivers spur track extends 9.0 miles from Calumet Yard to Two Rivers (Sta. No. 3279). Max. speed 10 mph. Stop and flag over 26th St., South 21st St., South 14th-Franklin St., South Water St., Revere Drive, and Mirro Drive in Manitowoc. Stop and flag over Roosevelt Ave. in Two Rivers.

Maximum Wt: Shoreline

Subdivn, incl. Sheboygan Cutoff	263,000 lbs.
Two Rivers spur	210,000 lbs.

VALLEY SUBDIVN-LAKE SHORE DIVISION

WEST				Mile Posts	Miles	EASTWARD trains are superior to westward trains of the same class EXCEPT: No. 295 is superior to No. 296 No. 297 is superior to No. 290
SECOND CLASS						
297	299	281	295			
Daily	Daily except Sat-Sun	Daily except Sun	Daily except Sun			STATIONS
.....	.....	.....	.....	176.8	....	NW⊗ CMSTP&P ①①
.....	.....	.....	.....	177.2	....	0.4 FOND DU LAC ①③③
.....	.....	.....	.....	178.5	....	1.3 MARSHLINE } Y... ①
PM 11:30	PM 3:00	AM 9:00	AM 7:00	180.5	0.0	2.0 NORTH FOND DU LAC ... D③③
11:35 (282)	3:05	9:05	7:05	182.3	1.8	1.8 DEXTER B③
12:00	3:15	9:15	7:15	188.5	8.0	6.2 BLACK WOLF ①①③
12:15	3:25	9:25	7:25	194.1	13.6	5.6 SOUTH OSHKOSH B③①
.....	.....	.....	.....	194.7	14.2	0.6 OSHKOSH } Y... D③③
12:29	3:39	9:30	7:34	196.3	15.8	1.6 NORTH OSHKOSH ①
12:40	3:50 (296)	9:41	7:45	203.4	22.9	7.1 SNELLS ①
1:00	4:00	9:50	7:55	207.6	27.1	4.2 NEENAH-MENASHA } Y... D③③
.....	.....	.....	.....	208.0	27.5	0.4 ⊗ SOO LINE A
1:30	4:25	A10:00 AM	8:25	213.0	32.5	5.0 APPLETON Y ... W③D③R③O③K③J③B
1:50	4:41	.....	8:45	219.4	38.9	6.4 LITTLE CHUTE ①①③
2:10	5:05	.....	9:00	221.4	40.9	2.0 KAUKAUNA Y D③③③
2:20	5:15	.....	9:10	227.4	46.9	6.0 WRIGHTSTOWN ①①③
2:30	5:25	.....	9:20	231.7	51.2	4.3 LITTLE RAPIDS ①①③
2:40	5:35	.....	9:30	236.9	56.4	5.2 DE PERE ①①③
A3:00 AM	A5:45 PM	.....	A10:00 AM	241.9	61.4	5.0 TAVIL ⊗ CMSTP&P ③③①
A3:15 AM	A6:00 PM	.....	A10:15 AM	1.4	63.9	2.5 NORTH GREEN BAY } Y... ①③③

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 176.7-178.5	22
MP 187.1-193.5	35
MP 193.5-194.1	25
MP 194.1 Drawbridge	20
MP 194.1-197.0	35
MP 205.2-208.7	25
MP 213.0-216.3	30
MP 220.0-228.0	35
MP 236.2-237.8	35

Yard Limits:

NW-MP 182.4
MP 192.7-198.9
MP 202.7-209.5
MP 210.5-216.7
MP 220.0-222.9
MP 235.0-North Green Bay

ABS: NW-Tavil

Appleton is a register station only for trains originating or terminating.

OCONTO FALLS SUBDIVN-LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
54.4	0.0	OCONTO 8.3	①①	0708	..
46.1	8.3	STILES JCT. ⊗ CMSTP&P 4.7	Y ①	3485	16
41.4	13.0	OCONTO FALLS	①①	3480	9

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 54.3	5

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

Rule 83(B) does not apply.

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

Train location reports (line-ups) not issued.

Maximum Wt: 220,000 lbs.

VALLEY SUBDIVN-LAKE SHORE DIVISION

EASTWARD trains are superior to westward trains of the same class EXCEPT: No. 295 is superior to No. 296 No. 297 is superior to No. 290	STATIONS	Station Numbers	Capacity of Sidings	EAST			
				SECOND CLASS			THIRD CLASS
				290	296	282	298
				Daily	Daily except Sun	Daily except Sun	Daily except Sat-Sun
NW⊗ CMSTP&P J①	.....	.....	.....	.....	.....	.....
0.4 FOND DU LAC ①ⓀⓀ	0668	.....	.....	.....	.....	.....
1.3 MARSHLINE Y..... J	.....	.....	.....	.....	.....	.....
2.0 NORTH FOND DU LAC ①ⓀⓀ	0668	.....	.....	AM A6:50	PM A5:10	AM A12:15
1.8 DEXTER ①ⓀⓀ	.....	.....	.....	.....	.....	PM A9:05
6.2 BLACK WOLF ①ⓀⓀ	0670	94	6:35	4:55	(297) 12:00	8:50	
5.6 SOUTH OSHKOSH ①ⓀⓀⓀ	37	6:25	4:45	11:50	8:40	.....
0.6 OSHKOSH YⓀⓀⓀ	0673	.....	.....	.....	.....	.....
1.6 NORTH OSHKOSH J	124	6:10	4:30	11:30	8:20	.....
7.1 SNELLS ①ⓀⓀ	0675	85	5:55	4:15	11:15	8:05	
4.2 NEENAH-MENASHA } YⓀⓀⓀ	0676	38	5:35	4:00	11:05	7:50	
0.4 ⊗ SOO LINE A	.....	.....	.....	.....	.....	.....
5.0 APPLETON YⓀⓀⓀⓀⓀⓀⓀⓀⓀ	0678	96	5:10	3:35	10:45 PM	7:40	
6.4 LITTLE CHUTE ①ⓀⓀ	0680	96	4:45	3:10	7:20	.....
2.0 KAUKAUNA Y..... ①ⓀⓀⓀ	3313	34	4:40	3:00	7:10	.....
6.0 WRIGHTSTOWN ①ⓀⓀ	0682	76	4:10	2:00	7:00	.....
4.3 LITTLE RAPIDS ①ⓀⓀ	0683	66	4:00	1:50	6:50	.....
5.2 DE PERE ①ⓀⓀ	0684	65	3:50	1:40	6:40	.....
5.0 TAVIL ⊗ CMSTP&P ①ⓀⓀⓀ	.....	.....	3:40	1:30	6:30	.....
2.5 NORTH GREEN BAY ①ⓀⓀⓀ	0686	.....	3:25 AM	1:15 PM	6:20 PM	.....

Rule 83(B) does not apply at South Oshkosh, Oshkosh or North Oshkosh to yard engine movements between these stations; or at Snells and Neenah-Menasha to yard engine movements between these stations.

Rule 97 does not apply between NW and North Fond du Lac, between South Oshkosh and North Oshkosh, between Snells and Neenah-Menasha, and between DePere and Tavil.

Trains and engines may move between NW and North Fond du Lac without a Clearance on verbal authority of the control operator at Fond du Lac.

When train order office at North Fond du Lac is closed, westward trains originating at North Fond du Lac must obtain Clearance at Fond du Lac.

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

When signal 443-A (west end of sugar factory siding) displays other than a Proceed indication, train must stop and crew member must communicate with train dispatcher.

Maximum Wt: 263,000 lbs.

ACCIDENTS DON'T ALWAYS HAPPEN
TO JUST THE OTHER GUY.

GREEN BAY SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
241.9	0.0	TAVIL X CMSTP&P ①	① ② ③ ④	...	...
242.3	0.4	① GB&W	① ②	...	...
0.0	1.1	GREEN BAY	① ② ③	0686	...
0.7	1.8	BROADWAY TOWER	① ② ③	...	...
1.4	2.5	NORTH GREEN BAY	① ② ③	0686	...
4.2	5.3	DUCK CREEK	①	0700	...

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 0.0 Eastward track	10
MP 0.7-4.2	20

Yard Limits:

Entire subdivision.

CTC: MP 3.2—Duck Creek

Double track in operation between Tavil and Broadway Tower: (Trains keep to the left)

- Track 1—westward (westerly track)
- Track 2—eastward (easterly track)

Westward trains are not required to obtain Clearance at Tavil when train order signal indicates Proceed.

Westward trains originating at North Green Bay must obtain Clearance at Broadway Tower.

Rule 97 does not apply between Tavil and Duck Creek. All trains originating or terminating at North Green Bay register by telephone with control operator at Broadway Tower.

Normal position of spring switches at Broadway Tower: End of double track—for eastward main track.

Eastward main track to westward yard lead—for yard lead.

Eastward main track to eastward yard lead—for main track.

Eastward trains originating at North Green Bay or Broadway Tower may proceed to Tavil without a Clearance on verbal authority of the control operator at Broadway Tower.

Trains and engines must approach North Broadway street crossing at Broadway Tower

prepared to stop and must not foul crossing until crossing protection signals are operating. Signals are manually controlled by operator.

Eastward trains and engines approaching Dousman St. on westward main track must stop at Stop sign located just west of Dousman St. After stopping, train or engine may proceed at slow speed allowing time for crossing protection to operate.

Westward trains and engines approaching Dousman St. on eastward or westward main track that exceed one minute thirty seconds from Walnut St. crossing to a point 40 feet east of Dousman St. will cancel crossing protection at Dousman St. Train or engine must then proceed at slow speed permitting crossing protection to operate and protect movement.

Eastward trains and engines approaching Walnut St. on westward main track must stop before fouling Walnut St. and allow sufficient time for crossing protection to operate.

Eastward trains and engines approaching Walnut St. on eastward main track that exceed one minute ten seconds from Dousman St. to a point 275 feet west of Walnut St. will cancel crossing protection. Train or engine must then proceed at slow speed permitting crossing protection to operate.

Train location reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

SHAWANO SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
1.4	0.0	NORTH GREEN BAY	① ② ③	0686	...
4.2	2.8	DUCK CREEK	①	0700	...
11.0	9.6	ANSTON	...	5603	...
16.6	15.2	PULASKI Y	① ②	5606	42
24.1	22.7	ZACHOW	...	5625	...
29.4	28.0	BONDUEL	...	5629	42
37.0	35.6	X SOO	①	...	...
37.7	36.3	SHAWANO Y	①	3456	42
42.7	41.3	THORNTON	...	5635	150
57.8	56.4	BOWLER	...	5644	...
69.7	68.3	ELAND Y	① ② ③ ④ ⑤ ⑥	3387	...

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 17.0 Jct.	22
MP 37.0 Soo Line	22

Yard Limits:

Duck Creek—MP 5.3
MP 14.6—18.8
MP 36.3—38.6
MP 68.0—Eland

At North Green Bay all trains will register by telephone with operator at Broadway Tower.

Westward trains originating at North Green Bay obtain Clearance at Broadway Tower.

All trains obtain Clearance at Eland.

Laona Subdivision main track at Pulaski may be used as a siding.

Maximum Wt: 263,000 lbs.

NEW LONDON SUBDIVN—LAKE SHORE DIVISION

WEST	SECOND CLASS	281	Daily except Sun	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	SECOND CLASS	282	Daily except Sun
AM	10:00	121.5	0.0	APPLETON Y	① ② ③ ④ ⑤ ⑥	0678	96	PM	A10:25			
10:16	128.1	6.6	GREENVILLE	...	3328	...	10:05					
10:30	133.8	12.3	HORTONVILLE Y	①	3334	...	9:50					
10:45	140.1	18.6	NEW LONDON	① ② ③ ④	3340	28	9:34					
10:50	140.9	19.4	NEW LONDON JCT. X	① ② ③ ④ ⑤ ⑥	3340	...	9:25					
11:05	146.8	25.3	SUGAR BUSH	...	3347	...	9:10					
11:13	150.1	28.6	BEAR CREEK	...	3350	...	9:02					
11:29	156.4	34.9	CLINTONVILLE Y	①	3356	29	8:46					
11:47	163.8	42.3	MARION	...	3364	...	8:28					
12:14	175.0	53.5	TIGERTON	...	3375	24	8:01					
12:35	183.4	61.9	WITTENBERG	...	3383	...	7:40					
A12:45 PM	187.6	66.1	ELAND Y	① ② ③ ④ ⑤ ⑥	3387	...	7:30 PM					

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 121.6 Wye	10
MP 140.9 GB&W Crossing	Stop
MP 186.7 Jct.	Stop

Yard Limits:

Appleton—MP 125.5
MP 133.0—134.9
MP 138.6—142.3
MP 155.0—156.9
MP 185.6—Eland

No. 281 is not required to register or obtain Clearance at Appleton.

At New London Jct., C&NW trains and engines stop at Stop board and will then proceed on signal indication. Signal on wye is actuated by opening main track switch.

Maximum Wt:

Appleton—Hortonville—263,000 lbs.
Hortonville—Eland—232,000 lbs.

BRILLION SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
79.0	0.0	ROSEMERE	①	...	...
84.4	5.4	BRANCH	...	3284	...
87.3	8.3	WHITE LAW	...	3286	...
89.3	10.3	CATO	①	3289	...
93.6	14.6	REEDSVILLE	...	3293	...
99.6	20.6	BRILLION	①	3299	20
104.0	25.0	FOREST JCT. X CMSTP&P	①	3304	28

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 79.0—Jct.	Stop
MP 104.0 CMSTP&P Stop	Stop

Yard Limits:

Entire subdivision.

At Brillion stop and flag over Main St. crossing.

At C&NW-CMSTP&P interlocking at Forest Jct. C&NW trains and engines stop at stop board and will then proceed on signal indication. Signal on siding is actuated by opening main track switch.

Rule 97 does not apply.

Rule 83(b) does not apply.

Trains and engines contact operator at Manitowoc, or train dispatcher, for permission to enter Shoreline Subdivision at Rosemere.

Train location reports (line-ups) not issued.

Maximum Wt: 251,000 lbs.

ESCANABA SUBDIVN—LAKE SHORE DIVISION

WEST			Mile Posts	Miles	EASTWARD trains are superior to westward trains of the same class EXCEPT No. 937 is superior to No. 936.	STATIONS
THIRD CLASS	SECOND CLASS					
931	937	939				
Daily except Sat-Sun	Daily except Sun	Daily except Mon				
	PM 10:15	PM 12:01	1.4	0.0		NORTH GREEN BAY (B)KQ
	PM 10:25	PM 12:10	4.2	2.8		2.8 DUCK CREEK } Y (J)
	10:35	12:20	8.9	7.5		4.7 BIG SUAMICO
	10:45	12:30	14.8	13.4		5.9 LITTLE SUAMICO
AM 8:00	11:10	12:55	28.9	27.5		14.1 OCONTO Y (J)RW
8:15 (936)	11:25	1:10 (938)	36.7	35.3		7.8 WILCOX
10:30	11:35	1:30	42.4	41.0		5.7 PESHTIGO Y (D)
			48.8	47.4		6.4 (X) CMSTP&P (A)
A10:50 AM	11:55	2:15	49.0	47.6		0.2 MARINETTE (R)KQD
	12:01	2:20	50.8	49.4		1.8 MENOMINEE } Y (W)
	12:08	2:30	54.5	53.1		3.7 KEW
	12:37	3:01	72.4	71.0		17.9 STEPHENSON (D)
	12:54	3:20	82.1	80.7		9.7 BAGLEY
	12:59	3:25	84.6	83.2		2.5 CARNEY
	A1:15 AM	4:10	92.0	90.6		7.4 POWERS Y (J)R(K)QD(W)
		4:20	96.5	95.1		4.5 WILSON
		4:35	103.1	101.7		6.6 BARK RIVER
		4:45	106.3	104.9		3.2 NARENTA
		A5:01 PM	114.5	113.1		8.2 ESCANABA (B)K(R)W
			115.9	114.5		1.4 ORE DOCK } Y (D)KQ(W)
			118.3	116.9		2.4 LARCH
			127.3	125.9		9.0 BRAMPTON
			131.5	130.1		4.2 BEAVER
			134.2	132.8		2.7 CAMPBELL
			138.2	136.8		4.0 ROCK
			139.0	137.6		0.8 MAPLE RIDGE
			146.5	145.1		7.5 McFARLAND
			155.4	154.0		8.9 LITTLE LAKE Y (D)
			157.5	156.1		2.1 SWANZY
			159.0	157.6		1.5 PLAINS
			163.8	162.4		4.8 SANDS
			169.1	167.7		5.3 CASCADE
			173.6	172.2		4.5 PARTRIDGE } Y
			174.8	173.4		1.2 PALMER JCT. (J)
			182.6	181.2		7.8 ISHPEMING Y (R)KQD(W)

ESCANABA SUBDIVN—LAKE SHORE DIVISION

EAST			Station Numbers	Capacity of Sidings	STATIONS
SECOND CLASS		THIRD CLASS			
936	938	930			
Daily except Sun	Daily except Sun	Daily except Sat-Sun			
AM A11:50	PM A3:05		0686	...	NORTH GREEN BAY... (B)KQ
					2.8
	AM A11:40	PM A2:55	0700	...	DUCK CREEK... } Y (J)
	11:30	2:45	0702	20	BIG SUAMICO... 4.7
	11:20	2:30	0704	111	LITTLE SUAMICO... 5.9
	10:55	1:55	0708	81	OCONTO Y... 14.1 (J)R(W)
10:40 (931)	1:40 (939)	5:40	0710	50	WILCOX... 7.8
10:30	1:30	5:20	0711	52	PESHTIGO Y... 5.7 (D)
					6.4
					CMSTP&P... 0.2 (A)
	9:40	12:30	0712	104	MARINETTE... 1.8 (R)KQ(D)
	8:40	11:50	0713	24	MENOMINEE... 3.7 } Y (W)
	8:30	11:40	0714	79	KEW... 17.9
	8:01	11:10	0719	60	STEPHENSON... 9.7 (D)
	7:40	10:50	0722	94	BAGLEY... 2.5
	7:35	10:45	0723	17	CARNEY... 7.4
	7:20 AM	10:30	0726	35	POWERS Y... 4.5 (J)R(K)Q(D)W
	9:55		0728	55	WILSON... 6.6
	9:40		0730	...	BARK RIVER... 3.2
	9:30		0731	65	NARENTA... 8.2
	9:15 AM		0734	...	ESCANABA... 1.4 (B)K(R)W
			0735	...	ORE DOCK... 2.4 } Y (D)KQ(W)
			0760	...	LARCH... 9.0
			0739	73	BRAMPTON... 4.2
			0741	...	BEAVER... 2.7
			0742	30	CAMPBELL... 4.0
			0743	10	ROCK... 0.8
			0745	41	MAPLE RIDGE... 7.5
			0821	18	McFARLAND... 8.9
			0746	63	LITTLE LAKE Y... 2.1 (D)
			0747	13	SWANZY... 1.5
			0748	...	PLAINS... 4.8
			0749	34	SANDS... 5.3
			0751	...	CASCADE... 4.5
			0753	70	PARTRIDGE... 1.2 } Y (J)
			0823	...	PALMER JCT... 7.8 (D)
			0757	...	ISHPEMING Y... (R)KQ(D)W

ESCANABA SUBDIVN—LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 4.2 Jct.	22
MP 4.2-27.8	35
MP 27.8-29.2	22
MP 45.5-47.7	35
MP 47.7-51.6	25
MP 51.6-61.4	35
MP 71.9-90.3	35
MP 90.3-92.2	25
MP 92.2-Jct.	Stop
MP 92.2-93.3	25
MP 117.5-128.5	35
MP 157.0-159.4	25
MP 170.0-174.8	25

Yard Limits:

North Green Bay—MP 6.0
MP 27.8-30.2
MP 41.5-43.0
MP 46.8-55.0
MP 90.7-93.0
MP 113.2-120.0
MP 154.6-156.5
MP 173.0—Ishpeming

CTC: Palmer Jct.—Ishpeming

Between Palmer Jct. and Ishpeming C&NW operates over joint tracks of C&NW, LS&I and Soo Line. Soo Line timetable and rules govern.

Martin's Landing spur track extends 13.9 miles from Ishpeming to Martin's Landing

(Sta. No. 0881). Between Ishpeming and Duncan on spur track C&NW operates over LS&I.

Other spur tracks:

Swanzy—New Swanzy (Sta. No. 0754)—3.9 miles
Cascade—Palmer (Sta. No. 0751)—5.4 miles

CTC: North Green Bay—Duck Creek.

Westward trains originating at North Green Bay obtain Clearance at Broadway Tower.

No. 930 obtain Clearance at Marinette.
No. 936 obtain Clearance at Powers.
No. 938 obtain Clearance at Ore Dock.

Rule 97 does not apply between Escanaba and Larch, between Marinette and Kew and between Partridge and Palmer Jct.

Trains not stopping at Powers may register by register ticket when office is open.

Oconto is register station only for trains originating or terminating there.

Trains originating or terminating at North Green Bay will register by telephone with operator at Broadway Tower.

Ordinance prohibits sounding engine whistle for Stephenson Ave., Escanaba.

CMSTP&P operates over C&NW between Marinette and Menominee.

Maximum Wt: 263,000 lbs. (except 210,000 lbs. on Martin's Landing spur).

LAONA SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
16.6	0.0	PULASKI Y	W①	5606	42
22.8	6.2	KRAKOW		5608	..
25.5	8.9	GREEN VALLEY		5610	..
32.8	16.2	GILLETT		3472	18
41.4	24.8	SURING		3809	7
47.5	30.9	BREED		3814	..
55.7	39.1	MOUNTAIN		3820	..
65.1	48.5	LAKEWOOD		3824	31
69.2	52.6	TOWNSEND		3825	..
79.0	62.4	WABENO		3828	19
88.7	72.1	LAONA	W①②	3831	24
95.3	78.7	② SOO	G①	..	..
101.5	84.9	NEWALD	Y	3836	26
109.2	92.6	LONG LAKE		3840	29
115.3	98.7	TIPLER		3846	8
123.4	106.8	SCOTT LAKE	①	0785	..

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 17.0 Jct.	Stop
MP 33.0 Crossover	10
MP 47.5-95.3	12
MP 95.3 Soo Line	Stop
MP 95.3-123.4	12
MP 123.4-Jct.	Stop

Yard Limits:

Pulaski—MP 18.8
MP 88.0—Scott Lake

Rule 99(a) applies.

Rule 97 does not apply between Laona and Scott Lake.

Maximum Wt: 210,000 lbs.

MARSHFIELD SUBDIVN—LAKE SHORE DIVISION

WEST THIRD CLASS	Mile Posts	Miles	No. 974 is superior to No. 973.	STATIONS	Station Numbers	Capacity of Sidings	EAST THIRD CLASS
973							974
Daily except Sun							Daily except Sun
PM							PM
6:15	0.0	0.0		ELAND Y	3387	..	A4:01
6:30	6.4	6.4		HATLEY	3506	..	3:40
6:40	10.9	10.9		RINGLE	3511	..	3:30
6:50	15.0	15.0		CALLON	3515	..	3:16
7:00	18.0	18.0		KELLY	3518	32	3:10
20.8	20.8	20.8		② CMSTP&P	..	..	..
A7:15	21.2	21.2		WAUSAU ② CMSTP&P	3522	..	3:00
PM	23.8	23.8		SIDING D-24	..	..	PM
33.8	33.8	33.8		MARATHON CITY	3534	16	..
40.1	40.1	40.1		EDGAR	3540	18	..
45.1	45.1	45.1		FENWOOD	3545	..	..
50.9	50.9	50.9		STRATFORD	3551	19	..
58.2	58.2	58.2		OPAL	3560	54	..
63.0	63.0	63.0		② SOO	..	..	..
63.6	63.6	63.6		MARSHFIELD	3564	..	..

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 20.8 CMSTP&P Crossing	Stop
MP 21.2 CMSTP&P Crossing	Stop
MP 39.0-63.3	25
MP 63.0 Soo Line Int.	12

Yard Limits:

Eland—MP 1.6
MP 17.3-27.5
MP 60.9—Marshfield

Rothschild spur track extends 4.2 miles from Kelly to Rothschild (Sta. No. 3520).
Max. speed 10 mph. Schofield (Sta. No. 3521) located at MP 2.0.

Wausau is a register station only for originating or terminating trains.

No. 974 obtain Clearance at Wausau.

Rule 97 does not apply between Kelly and Siding D-24.

When absolute signal of C&NW—Soo Line crossing at Marshfield is at Stop, crew member must communicate with Soo Line operator for instructions.

Soo Line operates on C&NW main track at Marshfield.

Maximum Wt: 263,000 lbs.

KIMBERLY SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
112.7	0.0	KAUKAUNA SOUTH	②	3313	..
114.3	1.6	COMBINED LOCKS		3314	..
115.0	2.3	L. C. SIDING		3315	..
116.6	3.9	KIMBERLY		3317	..
120.1	7.4	APPLETON FLATS	②	0678	..
121.5	8.8	APPLETON	W①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	0678	..

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 119.5—Draw bridge	Stop

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Maximum Wt: 251,000 lbs.

RHINELANDER SUBDIVN— LAKE SHORE DIVISION

WEST SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST THIRD CLASS
281	Daily except Sun					282
PM						PM
1:00	187.6	0.0	ELAND Y W B J R Q K D	3387	...	7:00
			4.2			
1:10	191.8	4.2	BIRNAMWOOD	3391	...	6:50
			5.8			
1:20	197.6	10.0	ANIWA	3397	...	6:35
			1.0			
1:22	198.6	11.0	SIDING GX	3398	52	6:33
			8.8			
A 1:40	207.4	19.8	ANTIGO Y B R K Q D	3407	...	6:15
PM			6.2			PM
...	213.6	26.0	DEER BROOK	3613	...	
			4.2			
...	217.8	30.2	KEMPSTER	3618	...	
			6.6			
...	224.4	36.8	SUMMIT LAKE	3624	23	
			4.3			
...	228.7	41.1	ELCHO	3629	24	
			5.6			
...	234.3	46.7	PELICAN LAKE	3634	...	
			5.6			
...	239.9	52.3	MONICO Y W J R D	3640	...	
			7.1			
...	247.0	59.4	MALVERN	3643	28	
			7.2			
...	254.2	66.6	RHINELANDER Y B R K Q D	3650	...	
			0.5			
...	254.7	67.1	SOO A	...	...
			9.8			
...	264.5	76.9	McNAUGHTON	3655	...	
			6.8			
...	271.3	83.7	LAKE TOMAHAWK	3657	33	
			7.8			
...	279.1	91.5	WOODRUFF Y O D	3660	22	
			10.5			
...	289.6	102.0	LAC DU FLAMBEAU W	3665	...	
			8.4			
...	298.0	110.4	POWELL	3668	24	
			4.1			
...	302.1	114.5	MANITOWISH	3670	...	
			3.1			
...	305.2	117.6	MERCER Y W	3673	26	
			17.5			
...	322.7	135.1	VAN BUSKIRK	3680	...	
			5.5			
...	328.2	140.6	HURLEY Y J	3684	...	
			12.8			
...	341.0	153.4	SAXON	3689	40	
			1.8			
...	342.8	155.2	SOO A	...	...
			2.4			
...	345.2	157.6	CEDAR	3691	84	
			12.7			
...	357.9	170.3	ODANAH	3695	40	
			8.1			
...	366.0	178.4	ASHLAND Y O D B R K W	3699	...	
			SOO - BN S			

RHINELANDER SUBDIVN— LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)	
Maximum	25
MP 239.9-240.3	10
MP 254.2-254.7	10
MP 327.5-328.5	10
MP 331.0-332.6	10
MP 342.8-Soo Line Interlocking	12
MP 367.7-Soo Line-BN	Stop

Only originating or terminating trains register at Antigo, Rhinelander and Ashland.

Monico is a register station for Eagle River Subdivn. trains only.

All trains obtain Clearance at Eland.

No. 282 is not required to obtain Clearance at Antigo.

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

At Hurley westward movements stop for U.S. highway 51 crossing and allow sufficient time for crossing protection to operate before proceeding.

Maximum Wt: 263,000 lbs.

Yard Limits:

Eland-MP 189.0
MP 206.0-210.1
MP 238.6-241.3
MP 252.5-256.5
MP 277.5-280.5
MP 304.4-306.7
MP 326.4-331.1
MP 364.0-Ashland

HORTONVILLE SUBDIVN— LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
23.0	23.0	NORTH OSHKOSH Y J	0673	..
		0.8		
22.2	22.2	SOO G I	...	..
		8.2		
14.0	14.0	ALLENVILLE	3435	..
		4.0		
10.0	10.0	LARSEN	3431	13
		3.0		
7.0	7.0	MEDINA JCT. SOO A	...	..
		2.7		
4.3	4.3	MEDINA	3425	..
		4.3		
0.0	0.0	HORTONVILLE Y J	3334	..

SPEED RESTRICTIONS (In MPH)	
Maximum	10
MP 0.0 Jct.	Stop
MP 7.0 Soo Line Int.	10
MP 22.2 Soo Line	
Crossing	Stop
MP 23.0 Jct.	Stop

Yard Limits:

Hortonville-MP 1.2
MP 20.0-N. Oshkosh

Rule 99(a) applies.

Train location reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

EAGLE RIVER SUBDIVN—LAKE SHORE DIVISION

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

SPEED RESTRICTIONS (In MPH)	
Maximum	25
MP 240.0 Jct.	Stop
MP 247.0 Soo Line	Stop
MP 268.5-271.7	10

Yard Limits:

Monico-MP 240.9
MP 291.0-Watersmeet
Phelps spur track extends 9.3 miles from Conover to Phelps (Sta. No. 3961). Max. speed 10 MPH.

Rule 99(a) applies.

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

Maximum Wt:
Monico-Watersmeet 220,000 lbs.
Phelps spur 210,000 lbs.

IRON RIVER SUBDIVN—LAKE SHORE DIVISION

WEST						EAST
SECOND CLASS						SECOND CLASS
937			No. 937 is superior to No. 936			936
Daily except Mon	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	Daily except Sun
AM 1:25	0.0	0.0	POWERS Y (J R K Q D W)	0726	...	AM 7:00
1:35	4.0	4.0	HERMANSVILLE Y	0770	33	6:50
...	4.1	4.1	0.1 X SOO (S)	...	...	...
1:50	12.1	12.1	8.0 WAUCEDAH	0772	89	6:30
2:05	19.6	19.6	7.5 CURRY . . . . .	...	20	6:15
...	20.9	20.9	1.3 NORWAY	0775	...	...
...	23.1	23.1	2.2 FUMEE	0824	...	...
...	24.6	24.6	1.5 QUINNESEC	0776	94	...
...	28.9	28.9	4.3 IRON MOUNTAIN	0777	...	...
A2:40 AM	30.1	30.1	1.2 ANTOINE (B R K Q D W)	0778	...	5:30 AM
...	39.9	39.9	9.8 HEMATITE	0780	60	...
...	41.7	41.7	1.8 FLORENCE	0784	...	...
...	42.7	42.7	1.0 RIDGETOP	0825	63	...
...	48.9	48.9	6.2 STAGER	0763	...	...
...	51.3	51.3	2.4 NAULTS	0766	61	...
...	56.1	56.1	4.8 PENTOGA	0768	5	...
...	61.2	61.2	5.1 SCOTT LAKE	0785	...	...
...	64.5	64.5	3.3 PALATKA	0786	63	...
...	65.6	65.6	1.1 CASPIAN	0781	17	...
...	66.5	66.5	0.9 STAMBAUGH (B R K Q D)	0767	...	...
...	67.7	67.7	1.2 IRON RIVER	0788	...	...
...	75.1	75.1	7.4 HAZEL	0853	...	...
...	75.9	75.9	0.8 BEECHWOOD	0852	28	...
...	81.2	81.2	5.3 BASSWOOD	0854	26	...
...	86.7	86.7	5.5 ELMWOOD	0856	30	...
...	102.9	102.9	16.2 WATERSMEET Y . . . (J B R K Q D W)	0860	...	...

IRON RIVER SUBDIVN—LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 0.0-0.4	10
MP 4.1-Soo Line crossing	Stop
MP 18.1-28.2	25
MP 28.2-30.5	10
MP 30.5-66.3	25
MP 66.3-68.6	10
MP 68.6-102.9	25

Yard Limits:
Powers-MP 1.1
MP 3.5-5.0
MP 18.1-30.6
MP 47.9-49.4
MP 63.9-69.2
MP 101.5-Watersmeet

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

Train order signal at Powers applies only to Escanaba Subdivn.

Trains not stopping at Powers and Antoine may register by register ticket.

All trains obtain Clearance at Antoine when train order office is open.

No. 936 must obtain Clearance at Antoine. Rule 97 does not apply between Curry and Antoine and between Palatka and Iron River.

Rule 99(a) applies between Iron River and Watersmeet.

At Norway, flag all movements over 11th Ave., 11th St., and Stephenson St.

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

Niagara spur track extends 4.0 miles from Quinnesec to Niagara (Sta. No. 0769). Max. speed 10 MPH.

Maximum Wt:
Powers-Iron River-263,000 lbs.
Iron River-Watersmeet-220,000 lbs.
Niagara spur 263,000 lbs.

IRONWOOD SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
292.2	0.0	WATERSMEET Y . . . (W D J R)	(Q R)	0860	..
303.1	10.9	10.9 STICKLEY		3729	..
308.0	15.8	4.9 EVEREST		3726	..
309.8	17.6	1.8 GOGBIC		3731	13
322.2	30.0	12.4 MARENISCO (D)		3737	32
338.0	45.8	15.8 WAKEFIELD (W)		3743	40
343.7	51.5	5.7 BESSEMER		3747	19
346.2	54.0	2.5 SIEMENS	Y	3749	..
350.0	57.8	3.8 IRONWOOD (D K Q R)		3751	..
350.7	58.5	0.7 HURLEY (I)		3683	..

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 339.5-342.2	10

Yard Limits:
Watersmeet-MP 293.7
MP 337.0-Hurley
Connorville spur track extends 5.7 miles from Wake-

field to Connorville (Sta. No. 3798). Max. speed 10 MPH.

Rule 99(a) applies.

At Watersmeet all movements stop for three U.S. highway 45 crossings and allow sufficient time for crossing protection to oper-

ate before proceeding. When necessary a member of crew will flag crossings.

At Wakefield stop and flag over U.S. highway 2 crossing on Connerville spur.

At Wakefield, stop and flag over Sunday Lake street crossing.

At Bessemer stop and flag over Sophia, Clayberg and Moore street crossings.

At Ironwood, all movements stop for Suffolk and Lowell street crossings and allow sufficient time for crossing protection to operate before proceeding. Push buttons located at both ends of Ironwood station and just east of Suffolk St. to control automatic protection.

At Hurley, westward movements stop for U.S. highway 51 crossing and allow sufficient time for crossing protection to operate before proceeding.

Maximum Wt:
Watersmeet-Wakefield-220,000 lbs.
Wakefield-Hurley 263,000 lbs.
Connorville spur 251,000 lbs.

WISCONSIN RAPIDS SUBDIVN— LAKE SHORE DIVISION

WEST SECOND CLASS		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST SECOND CLASS	
963	Soo 27						Soo 26	962
Daily except Sun	Daily except Sun						Daily except Sun	Daily except Sun
.....	180.5	0.0	NORTH FOND DU LAC (B)(R)(K)(Q)(D)	0668	..	.....	.....
.....	0.7	2.0	MARSHLINE (J) } Y	.....	..	.....	.....
.....	1.0	2.3	⊗ SOO (G)	.....	..	.....	.....
.....	9.3	10.6	ELDORADO 2.6	0582	..	.....	.....
.....	11.9	13.2	ROSENDALE 8.2	0583	..	.....	.....
.....	20.1	21.4	⊗ CMSTP&P (S)	.....	..	.....	.....
.....	20.5	21.8	RIPON Y (D)	0586	30	.....	.....
.....	26.6	27.9	GREEN LAKE 9.0	0587	..	.....	.....
.....	35.6	36.9	PRINCETON 9.7	0590	7	.....	.....
.....	90.3	46.6	NESHKORO 2.5	5003	32	.....	.....
.....	92.8	49.1	BANNERMAN (W)	5007	..	.....	.....
.....	99.2	55.5	WAUTOMA 4.0	5010	30	.....	.....
.....	103.2	59.5	KIRK SIDING 3.4	5012	..	.....	.....
.....	106.6	62.9	WILD ROSE 10.6	5014	28	.....	.....
.....	117.2	73.5	ALMOND (D)	5018	35	.....	.....
.....	120.0	76.3	WEST ALMOND 2.8 } Y	5019	..	.....	.....
.....	122.9	79.2	BANCROFT 2.9	5020	17	.....	.....
.....	134.3	90.6	KELLNER 11.4	5023	30	.....	.....
.....	140.4	96.7	N.E. JUNCTION (W)(S)(J) } Y	.....	..	.....	.....
.....	141.0	97.3	0.6 ⊗ CMSTP&P (R)	5025	..	.....	.....
.....	141.2	97.5	⊗ SOO—CMSTP&P (K)(Q)(D)	.....	..	.....	.....
.....	141.5	97.8	⊗ GB&W (S)	.....	..	.....	.....
.....	142.2	98.5	WESTRAP (J)	.....	..	.....	.....
.....	150.3	106.6	VESPER 5.2	5027	..	.....	.....
.....	151.8	111.8	ARPIN 9.9	5029	..	.....	.....
.....	161.7	121.7	EASTMAR (J)	.....	..	.....	.....
.....	166.6	123.0	MARSHFIELD. 1.3 } Y	3564	..	.....	.....
.....			(W)(B)(R)(K)(Q)(D)	.....	..	.....	.....

WISCONSIN RAPIDS SUBDIVN— LAKE SHORE DIVISION

SPEED RESTRICTIONS (In MPH)

Maximum	.....25
MP 0.7 Jct.	.....Stop
MP 1.0 Soo Line Crossing	.....Stop
MP 20.1 CMSTP&P Crossing	.....Stop
MP 92.7—93.0	.....12
MP 140.6 CMSTP&P Crossing	.....Stop
MP 141.2 Soo—CMSTP&P Crossings	.....Stop
MP 141.5 GB&W Crossing	.....Stop
MP 1.1 Jct. Soo Line	.....Stop
MP 166.0 Curve	.....12

Yard Limits:

No. Fond Du Lac—MP 2.3	.....
MP 18.8—21.0	.....
MP 116.6—124.5	.....
MP 139.5—143.4	.....
MP 166.0—Marshfield	.....

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

No. 26 obtain Clearance at Soo Line station Marshfield.

No. 27 obtain Clearance at Wisconsin Rapids.

Rule 97 does not apply between N.E. Junction and Westrap and between Almond and Bancroft.

Rule 99(a) applies between Marshline and N.E. Junction.

Trains and engines contact operator at Fond du Lac for permission to enter Valley Subdivision.

Soo Line operates over C&NW between Westrap and 2.0 miles east of Arpin. C&NW operates over Soo Line between Eastmar and 2.0 miles east of Arpin. Soo Line operates on C&NW main track at Marshfield. C&NW rules govern.

All movements stop and flag over Fourth Ave. and Grand Ave., Wisconsin Rapids.

Normal position of junction switch Eastmar is for Soo Line.

Normal position of junction switch Westrap is for C&NW.

Maximum Wt: N. Fond du Lac—Wisconsin Rapids—220,000 lbs.

Wisconsin Rapids—Marshfield—251,000 lbs.

PLYMOUTH SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
50.5	..	SOUTH YARD (B) (R) (Q)	.....	.....	.....
1.1	0.0	KOHLER JCT. 0.9	..... (J)	.....	.....
3.5	2.4	KOHLER 2.4	..... Y	0566	23
5.2	4.1	SHEBOYGAN FALLS 1.7	.....	0570	11
14.3	13.2	PLYMOUTH ⊗ CMSTP&P 9.1	..... (J) (G)	0572	11

SPEED RESTRICTIONS (In MPH)

Maximum	.....10
MP 1.1 Jct.	.....Stop
MP 14.3 CMSTP&P Stop	.....

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

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

Train location reports (line-ups) not issued.

Maximum Wt:

South Yard—Kohler	.....251,000 lbs.
Kohler—Plymouth	.....210,000 lbs.

NEKOOSA SUBDIVN—LAKE SHORE DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	N.E. JCT. 4.1	..... (W)(J)	.....	.....
4.1	4.1	PORT EDWARDS 2.7 ⊗ SOO-NEP CO.	..... Y (S)	5304	..
6.8	6.8	NEKOOSA ⊗ NEP CO. ....	..... (S)	5307	..

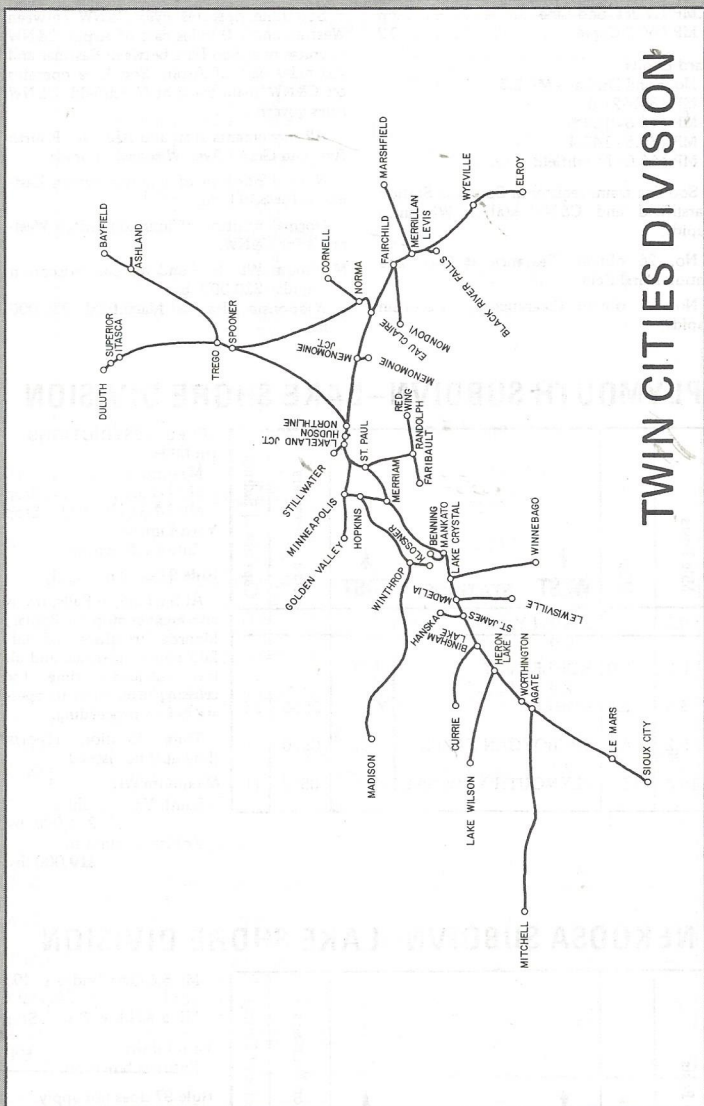
SPEED RESTRICTIONS (In MPH)

Maximum	.....10
MP 0.0 Jct.	.....Stop

MP 4.0 Soo Line—N.E.P. Co.	.....Stop
MP 5.6 Gauntlet track	.....Stop

Maximum Wt:

N.E. Jct.—Port Edwards	.....235,000 lbs.
Port Edwards—Nekoosa	.....220,000 lbs.



TWIN CITIES DIVISION

MERRILLAN SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
37.9	0.0	MARSHFIELD Y	3564	79
37.4	0.5	SOO		
28.4	9.5	CHILI	1595	
22.4	15.5	GRANTON	1593	
20.4	17.5	KURTH	1592	54
15.1	22.8	NEILLSVILLE Y	1590	
0.0	37.9	MERRILLAN Y	1518	230

Yard Limits:

MP 0.0—1.2
MP 13.3—17.3
MP 35.7—37.9

Rule 99(a) applies.

Marshfield:

Soo Line operates on C&NW.

All trains obtain Clearance at Marshfield.

Flag over Lincoln Ave. when there are cars on siding west of Marshfield.

Neillsville:

When switching Farmers Union track engine must be coupled to at least 5 cars account curve.

Eastward trains handling pulpwood must stop and inspect train before entering on Br. B-112 at MP 33.7.

Normal position of junction switch at Merrillan is for Elroy Subdivn.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS (In MPH)

Maximum25
MP 0.0—Jct.Stop

MP 15.3—15.4

crossings15
MP 33.7
Bridge B-11220
MP 37.4 Soo Line ..Stop

MONDOVI SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
0.0	0.0	FAIRCHILD Y	1522	..
13.9	13.9	OSSEO	2704	..
22.3	22.3	STRUM	2707	..
26.7	26.7	ELEVA	2708	..
36.4	36.4	MONDOVI	2711	..

SPEED RESTRICTIONS (In MPH)

Maximum15
MP 0.0 Jct.Stop

Yard Limits:

MP 0.0—1.2

Rule 99(a) applies.

Train location reports not required.

Normal position of junction switch at Fairchild is for Elroy Subdivn.

Maximum Wt: 210,000 lbs.

STILLWATER SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
0.0	0.0	LAKELAND JCT.	1550	..
2.5	3.0	BAYPORT	1553	..
4.6	4.5	JUNCTION SWITCH	1551	..
5.7	5.7	STILLWATER	1552	..

SPEED RESTRICTIONS (In MPH)

Maximum10
MP 0.0 Jct.Stop
MP 3.0 5th Ave. North 5

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

Train location reports not required.

Normal position of junction switch at Lakeland Jct. is for Altoona Subdivn.

CMSTP&P and BN operate over C&NW between Junction Switch and Stillwater.

Maximum Wt: 263,000 lbs.

ELROY SUBDIVN—TWIN CITIES DIVISION

WEST				Mile Posts	Miles	STATIONS
SECOND CLASS						
477	471	483	417			
Daily	Daily	Daily	Daily			
.....	.....	.....	.....	196.2	0.0	ELROY Y..... (D)(K) 10.3
.....	.....	.....	.....	185.7	10.3	HUSTLER 2.9
.....	.....	.....	.....	182.8	13.2	CAMP DOUGLAS (X) CMSTP&P (A) 9.3
PM	PM	AM	AM	173.5	22.5	WYEVILLE(X)C&NW } C O R I J W 1.2
11:10	5:20	9:10	5:00	172.3	23.7	VALLEY SIDING } Y 8.2
11:13	5:23	9:13	5:03	164.1	31.9	WARREN 8.3
11:23	5:33 (406)	9:23	5:13	155.7	40.2	MILLSTON 12.1
11:33	5:43	9:33	5:23	142.1	52.3	LEVIS Y 10.5
12:00	6:15	10:00	5:50	131.5	62.8	MERRILLAN (X)GB&W Y C K O W I J 5.8
12:07	6:22	10:07	5:57	125.7	68.6	HUMBIRD 6.8
12:15	6:30	10:15	6:05	118.8	75.4	FAIRCHILD Y (J) W 3.6
12:20	6:35	10:20	6:15	115.2	79.0	TIMBERS 5.7
12:27 (488)	6:42	10:27	6:22	109.5	84.7	AUGUSTA (D) 5.6
12:37	6:49	10:34	6:29	103.9	90.3	RODELL 4.3
12:50	6:55	10:40	6:35	99.5	94.6	FALL CREEK 6.2
12:58	7:03	10:48	6:43	93.3	100.8	ALTOONA JCT. (J) 2.6
A1:05 AM	A7:10 PM	A10:55 AM	A6:50 AM	90.7	103.4	ALTOONA } Y (B) C K O R W

SPEED RESTRICTIONS (In MPH)

Maximum:

Between Altoona and Wyeville	.60
Between Wyeville and Elroy	.40
MP 93.0 Through turnout	.30
MP 131.6 GB&W crossing	.40
MP 173.5	
Straight	.30
Diverging and curve	.25
MP 187.6-189.3	.30
MP 189.3-189.6 Tunnel and curves	.20
MP 196.0 Curve, Elroy	.15

Yard Limits:

MP 90.7-93.3
MP 117.8-119.4
MP 129.2-133.0

MP 141.5-147.4

MP 171.2-174.9

MP 194.8-196.2

ABS: Altoona-Elroy

Double track between Eau Claire Jct. and Altoona Jct. Trains keep to right.

Register by register ticket at Wyeville.

Hot box detectors:

MP 123.3 (Humbird)
WB indicator at MP 121.3
EB indicator at MP 126.2
MP 168.1 (Warren)
WB indicator at MP 165.4
EB indicator at MP 171.5

Between Eau Claire Jct. and Altoona Jct.

ELROY SUBDIVN—TWIN CITIES DIVISION

On single track EASTWARD trains are superior to westward trains of the same class.		STATIONS	Station Numbers	Capacity of Sidings	EAST			
					SECOND CLASS			
					488	472	490	406
					Daily	Daily	Daily	Daily
ELROY . Y (D) (K)	934	...	...	...	...	...	...
10.3								
HUSTLER	1503	...	...	...	...	...	...
2.9								
CAMP DOUGLAS (X) CMSTP&P (A)	1504	36	...	...	...	...	...
9.3								
WYEVILLE (X) C&NW } . . . (C) (O) (R) (I) (J) (W)	5855	...	AM	PM	PM	PM		
1.2			A2:25	A1:55	A3:00	A6:15		
VALLEY SIDING (Y)	1508	204	2:18	1:47	2:53	6:08		
8.2								
WARREN	1510	...	2:06	1:35	2:41	5:56		
8.3						(471)		
MILLSTON	1512	200	1:53	1:22	2:28	5:43		
12.1								
LEVIS Y	1517	230	1:35	1:04	2:10	5:20		
10.5								
MERRILLAN (X) GB&W Y (C) (K) (O) (W) (I) (J)	1518	230	1:20	12:49	1:55	5:05		
5.8								
HUMBIRD	1521	...	1:10	12:39	1:45	4:55		
6.8								
FAIRCHILD Y (J) (W)	1522	...	1:00	12:29	1:35	4:45		
3.6								
TIMBERS	200	12:54	12:23	1:29	4:39			
5.7								
AUGUSTA (D)	1524	56	12:46	12:15	1:21	4:31		
5.6			(477)					
RODELL	200	12:37	12:06	1:12	4:22			
4.3								
FALL CREEK	1526	...	12:30	11:59	1:05	4:15		
6.2								
ALTOONA JCT.) (J)	...	...	12:20	11:48	12:55	4:05	
2.6								
ALTOONA (Y) (B) (C) (K) (O) (R) (W)	1528	E95	12:15	11:30	12:50	4:00		
			AM	AM	PM	PM		

movements against the current of traffic may be made on verbal authority of yardmaster when on duty; otherwise on authority of yard foreman through train dispatcher.

Rule 509 applies at automatic interlocking at Camp Douglas.

Spring Switches:

Altoona Jct: End of double track; normal position for WB main.**†

Rodell: Both ends of siding; normal position for main track.*†

Timbers: Both ends of siding; normal position for main track.*†

Merrillan: Both ends of siding; normal position for main track.*†

Levis: Both ends of siding; normal position for main track.*†

Millston: Both ends of siding; normal position for main track.*†

Valley Siding: W. end of siding; normal position for main track.*†

* Indicates equipped with facing point lock.

† Indicates maximum speed of 30 MPH through spring switch.

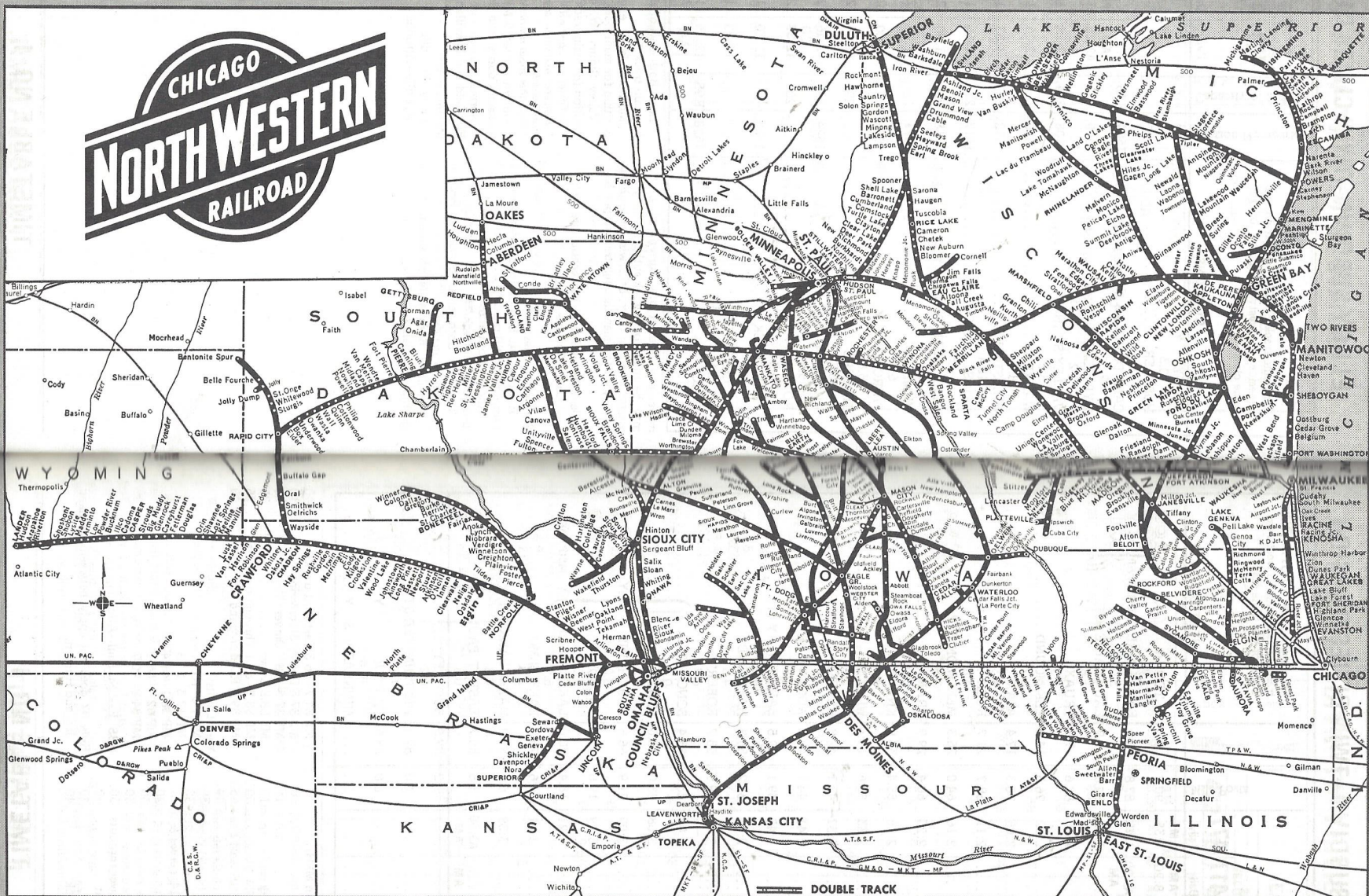
**See other speed restrictions above.

Do not exceed 5 MPH over track scale at Jackson County Iron Co., Levis.

Normal position of junction switches at Fairchild and Merrillan is for Elroy Subdivn.

Maximum Wt:

Elroy-Wyeville	263,000 lbs.
Wyeville-Altoona	315,000 lbs.



ALTOONA SUBDIVN—TWIN CITIES DIVISION

WEST					Mile Posts	Miles	On single track EASTWARD trains are superior to westward trains of the same class.
SECOND CLASS							
471	483	461	417	477			
Daily	Daily	Daily	Daily	Daily			STATIONS
PM 10:50	AM 11:20	AM	AM 8:20	AM 1:35	90.7	0.0	ALTOONA 2.9
11:00 (488)	11:30	.....	A8:30 AM	1:45	87.8	2.9	EAU CLAIRE ⊗ CMSTP&P 3.0
11:09	11:37	.....		1:52	84.8	5.9	EAU CLAIRE JCT. 1.8
11:12	11:40			1:55	82.6	7.7	TRUAX 6.5
11:19	11:47			2:02	76.5	14.2	ELK MOUND 3.2
11:23	11:51			2:06	73.3	17.4	AJAX 4.3
11:28	11:56			2:11	68.7	21.7	RUSK 4.6
11:33	12:01			2:16	64.0	26.3	MENOMONIE Y ⊗ D
11:37	12:05			2:20	60.4	29.9	TRAMWAY 5.0
11:43	12:11			2:26	55.4	34.9	KNAPP 4.7
11:50	12:18			2:33	50.6	39.6	WILSON 3.2
11:54	12:22			2:37	47.1	42.8	HERSEY 3.0
11:59	12:26			2:41	44.1	45.8	WOODVILLE 3.7
12:03	12:30			2:45	39.1	49.5	BALDWIN Y ⊗ Q
12:09	12:36			2:51	34.2	54.3	HAMMOND 4.4
12:15	12:42			2:57	29.9	58.7	ROBERTS 6.7
12:24	12:51			3:06	23.6	65.4	SONO JCT. 0.6
12:26	12:53			3:08	23.0	66.0	SONO 0.5
12:27	12:54 (462)	11:10		3:09	21.9	66.5	NORTHLINE Y ... ⊗ I J
12:37	1:10	11:20		3:19	19.0	69.5	HUDSON ⊗ Q I V W
12:39	1:12	11:22		3:21	18.4	70.0	LAKELAND JCT. ⊗ CMSTP&P ⊗ I
12:49	1:22	11:32		3:31	11.6	76.9	LAKE ELMO 5.0
12:57	1:30	11:42		3:39	6.6	81.9	HAZEL PARK JCT. 4.8
A1:10 AM	A1:45 PM	A1:55 AM	AM	A3:50 AM	1.8	86.7	EAST ST. PAUL 0.6
					1.2	87.3	BUCKLEY ⊗
					1.0	87.5	WESTMINSTER ST. ⊗
					0.0	88.8	ST. PAUL Y 10.6
							MINNEAPOLIS . Y

SPEED RESTRICTIONS (In MPH)

Maximum	.60
MP 1.0 BN connection	.15
MP 1.2 Int. limits Buckley	.10
MP 2.2-2.8 Curves	.30
MP 3.5-4.2 Curves	.45
MP 5.0-5.7	.49
MP 6.6 Through turnout	.30
MP 15.4-18.4 Curves	.30
MP 18.5-19.0 Bridge 414, curves & turnout	.20
MP 19.1-19.6 Curve	.30
MP 20.1-22.0 Curve	.30
MP 21.6-Through crossover turnouts	.30
MP 23.6 Through turnout	.40
MP 44.0-56.5	.40
MP 84.0-84.7 Single track	.40

MP 84.7-86.3 Eastward track	.40
MP 87.3 Dewey St. crossing	.10
MP 87.5-88.7 Curves	.25
MP 88.8 Curve	.25
MP 88.9-89.1 Through turnouts	.25
MP 89.6 Road crossing	.40

Yard Limits:

MP 1.0-6.6
MP 17.3-24.3
MP 38.1-41.4
MP 62.9-65.1
MP 84.8-90.7

ABS. East St. Paul-Altoona

Rule 97 does not apply between Lakeland Jct. and Hudson.

ALTOONA SUBDIVN—TWIN CITIES DIVISION

On single track EASTWARD trains are superior to west- ward trains of the same class.	STATIONS	Station Numbers	Capacity of Sidings	EAST				
				SECOND CLASS				
				472	490	406	462	488
Daily	Daily	Daily	Daily	Daily				
ALTOONA 2.9 EAU CLAIRE 3.0 X CMSTP&P EAU CLAIRE JCT.) 1.8 TRUAX 6.5 ELK MOUND 3.2 AJAX 4.3 RUSK 4.6 MENOMONIE Y..... W D 3.6 TRAMWAY 5.0 KNAPP 4.7 WILSON 3.2 HERSEY 3.0 WOODVILLE 3.7 BALDWIN Y..... D Q 4.8 HAMMOND 4.4 ROBERTS 6.7 SONO JCT. 0.6 SONO 0.5 NORTHLINE .. W I J 3.0 HUDSON C Q I 0.5 V W LAKELAND JCT X CMSTP&P 6.9 B J LAKE ELMO 5.0 HAZEL PARK JCT 4.8 EAST ST. PAUL ... B C K 0.6 Q R I	1528 E-95 1530 ... 1532 1533 200 1534 1535 200 1539 1540 1541 1542 1543 63 1544 225 1545 ... W-115 ... 1548 ... 1550 ... 1554 ... 1557 ... 1559 ...	... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ...					

Register by register ticket at East St. Paul, and westward trains to Spooner Subdivn at Eau Claire.

Double track (trains keep to right):
Altoona Jct.—Eau Claire Jct.
Sono Jct.—Hudson
Hazel Park Jct.—Westminster St.

Between Altoona Jct. and Eau Claire Jct. and between Hazel Park Jct. and Westminster St. movements against the current of traffic may be made on verbal authority of yardmaster when on duty; otherwise on authority of yard foreman through train dispatcher. Between Sono Jct. and Hudson movements against the current of traffic

may be made on verbal authority of train dispatcher.

Do not exceed 5 MPH on wye track at Hudson, or 10 MPH on wye track between Sono and New Richmond Subdivn.

Hot box detectors:

MP 68.9 (Rusk)
WB indicator at MP 66.3
EB indicator at MP 71.3
MP 21.3 (Northline)
EB indicator at MP 23.2
WB indicator at MP 2.0 (New Richmond Subdivn)

Spring switches:

Hazel Park Jct: End of double track; normal position for WB main. **†

ALTOONA SUBDIVN—TWIN CITIES DIVISION

Hudson: End of double track; normal position for EB main.**†

Sono Jct: End of double track; normal position for WB main.**†

Hammond: Both ends of siding; normal position for main track.*†

Hersey: Both ends of siding; normal position for main track.*†

Ajax: Both ends of siding; normal position for main track.*†

Eau Claire Jct: End of double track; normal position for EB main.**†

† Indicates equipped with facing point lock.

* Indicates maximum speed of 30 MPH through spring switch.

**See other speed restrictions above.

Trains setting out at East St. Paul must not block Atlantic St. and Duluth Ave. crossings. One crossing must be kept clear at all times.

Between St. Paul and Minneapolis C&NW operates over BN.

Within St. Paul Union Depot trains and engines are governed by rules of St. Paul Union Depot Co.

All trains approach crossovers immediately east and west of Payne Ave. bridge, East St. Paul, prepared to stop expecting to find switches not properly lined.

Signals 870 and 876 will display approach indication when the eastward absolute signal at Eau Claire displays a Stop indication. Both signals will display Clear indication when the eastward absolute signal is cleared.

When signal 870 displays other than Proceed a member of the crew must communicate with control operator at Eau Claire.

When westward automatic block signal 197 at MP 19.7 displays Stop indication westward trains must communicate with operator at Hudson from this signal and be governed by his instructions.

Minneapolis ordinance prohibits any switch engine to be operated into or across a public street within Minneapolis unless there be, in addition to the engineer, a second employe located so as to be able to pass signals to the engineer. This employe may be either on the ground in the crossing or on the leading end of the engine. Employes are required to observe the requirements of this ordinance and before any switch engine enters any public crossing in Minneapolis the crossing must be protected as herein prescribed.

All train and engine movements over C&NW-BN crossing at First Street, Minneapolis must be protected by a member of the crew at the crossing to prevent conflicting movements.

Normal position of junction switches at Lakeland Jct., Northline and Eau Claire is when lined for Altoona Subdivn.

Maximum Wt:

Altoona—East St. Paul 315,000 lbs.

East St. Paul—East Minneapolis

. 263,000 lbs.

CORNELL SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
3.4	0.0	NORMA Y ① ②		1664	..
11.9	8.4	JIM FALLS ③		2912	..
22.8	19.3	CORNELL ④		2924	..

SPEED RESTRICTIONS (In MPH)

Maximum20
MP 3.4 Jct.Stop

Yard Limits:

MP 3.4—4.3

Rule 99(a) applies.

Train location reports not required.

Normal position of junction switch at Norma is for Spooner Subdivn.

Maximum Wt: 220,000 lbs.

SPOONER SUBDIVN—TWIN CITIES DIVISION

NORTH	SECOND CLASS	417	Daily	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SOUTH
						No. 406 is superior to No. 417			
AM									AM
8:30				0.0	0.0	EAU CLAIRE } . . . B C Q R W I ①	1530	...	11:15
						1.7			
8:36				1.4	1.7	DELLS SIDING } Y . . . . .	...	17	11:07
						6.3			
...				7.7	8.0	② SOO ③	...	...	...
						1.0			
8:56				8.5	9.0	KOLL	1660	69	10:50
						1.3			
9:00				10.0	10.3	CHIPPEWA FALLS } ④ SOO ⑤	1662	...	10:47
						2.3			
9:08				12.2	12.6	NORMA Y ⑥ ⑦	1664	73	10:39
						5.6			
9:25				17.9	18.2	EAGLE POINT	1663	...	10:22
						6.8			
9:37				24.8	25.0	BLOOMER Y ⑧	1665	76	10:10
(406)						8.5			(417)
9:55				33.2	33.5	NEW AUBURN	1669	102	9:55
						8.7			
10:10				42.0	42.2	CHETEK	1672	...	9:39
						8.0			
10:25				49.9	50.2	CAMERON } ⑨ SOO ⑩	1674	75	9:25
						3.4			
...				53.3	53.6	⑪ SOO ⑫	...	...	...
						3.3			
10:40				56.6	56.9	RICE LAKE Y ⑬	1677	74	9:00
						7.3			
10:55				63.8	64.2	HAUGEN	1679	18	8:30
						7.3			
11:10				71.2	71.5	SARONA	1681	77	8:10
						9.7			
All:35				80.8	81.2	SPOONER Y B D K Q R W I	1625	...	7:30
AM									AM

SPEED RESTRICTIONS (In MPH)

Maximum35
MP 0.0—1.415
MP 7.7—Soo Line20
MP 10.0—10.4 curves20
MP 10.4—10.9 curve20
MP 10.7 Br. 61415
MP 55.8—56.8 crossings25
MP 80.0 Jct.15

Yard Limits:

MP 0.0—4.0
MP 9.2—18.9
MP 23.8—26.1
MP 53.5—57.7
MP 79.7—80.8

All trains obtain Clearance at Spooner.

Eau Claire:

Southward trains stop at crossover from Spooner Subdivn. to Altoona Subdivn. main

track west of Dewey St. and communicate with Eau Claire operator for permission to use track 5 or cross over to westward track. Indicator at crossover switch is at Stop, before opening switch a member of crew must communicate with operator and be governed by his instructions.

Spooner:

Normal position of main track crossover switches in front of station is when lined for Spooner and Itasca Subdivns. Do not exceed 5 MPH on wye track.

Southward trains handling pulpwood stop and inspect train before moving on to bridge 614 at MP 10.7.

Maximum Wt: 263,000 lbs. except loaded ore cars exceeding 169,000 lbs. gross weight must not be handled over Br. 614.

SAFETY IS EVERYBODY'S BUSINESS

ITASCA SUBDIVN—TWIN CITIES DIVISION

NORTH		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SOUTH	
SECOND CLASS							THIRD CLASS	
462	417						406	461
Daily	Daily						Daily	Daily
PM	PM						AM	AM
5:05	12:25	77.2	0.0	SPOONER . . Y. B D K Q R	1625	...	A7:00	A7:30
5:20	12:40	83.6 0.0	6.4	TREGO . . . Y. I W	1627	...	6:35	7:15
5:40	1:00	6.2	12.7	LAMPSON . . . . .	...	...	6:20	7:00
5:55	1:15	10.6	17.2	LAKE SIDE	1683	79	6:05	6:45
6:05	1:25	14.5	21.0	MINONG D	1684	...	5:55	6:35
6:20	1:40	19.9	26.3	WASCOTT	1685	83	5:40	6:20
6:35	1:55	24.9	31.4	GORDON	1686	...	5:25	6:05
6:55	2:15	33.0	39.4	SOLO SPRINGS	1687	...	5:05	5:45
7:00	2:20	34.5	40.9	SAUNTRY	1688	93	5:00	5:40
7:20	2:40	43.8	50.3	HAWTHORNE	1691	...	4:40	5:20
7:35	2:55	50.7	56.9	ROCKMONT	1692	74	4:25	5:05
A8:00	A3:20	59.9	66.5	ITASCA X BN B D K Q R A	1695	...	4:01	4:40
PM	PM						AM	AM
.....	.....	66.1	72.6	SUPERIOR X BN S Y	1697	...	.....	.....
.....	.....	70.1	76.9	4.3 X SOO A S LST&T	1699	...	.....	.....
				DULUTH X BN S V I A				
				X SOO S				

SPEED RESTRICTIONS (In MPH)

Maximum	...	30
MP 0.3 curve	...	25
MP 62.7 BN	...	Stop
MP 65.1 Soo Line	...	20
MP 65.4 LST&T	...	20
MP 66.2 Tower Ave.	...	5
MP 66.3 LST&T	...	Stop
MP 66.3-70.5 curve	...	20
MP 68.0 Int. limits	...	20
MP 69.0 Soo Line	...	Stop
MP 69.5 BN	...	Stop
MP 69.5 Soo Line	...	Stop
MP 69.9 BN	...	Stop

Yard Limits:

MP 77.2-80.2
MP 82.5-0.6 (Trego)
MP 56.8-End of Subdivn.

ABS: MP 63.5-64.6 between Itasca and Superior.

All trains obtain Clearance at Spooner and Itasca.

Trego is register station for northward trains only.

Hot box detector located at MP 21.5 (Wascott). SB indicator at MP 19.7. NB indicator at MP 24.2

At Spooner normal position of main track crossover switches in front of station is when lined for Spooner and Itasca Subdivns.

At and between Superior and Duluth, C&NW operates over BN and Soo Line. BN and Soo Line operate over C&NW between Itasca and Superior. Rules and instructions of owning railroad govern.

Flag over Birch Ave. at MP 68.7

Maximum Wt: 263,000 lbs.

HANSKA SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
125.6	0.0	ST. JAMES B D K J I D B		1737	..
118.8	6.8	LA SALLE Y		7925	..
112.2	13.4	HANSKA		7924	..

SPEED RESTRICTIONS (In MPH)

Maximum	...	15
MP 125.0-126.1	...	5
MP 126.8 Jct.	...	Stop

Yard Limits:

Entire Subdivision
Rule 97 does not apply between St. James and Hanska.

Train location reports not required.

At St. James flag over Armstrong Ave. crossing.

Maximum Wt: 210,000 lbs.

NEW RICHMOND SUBDIVN—TWIN CITIES DIVISION

NORTH		Mile Posts	Miles	No. 461 is superior to No. 462	STATIONS	Station Numbers	Capacity of Sidings	SOUTH	
SECOND CLASS	SECOND CLASS								
462	461								
Daily	Daily								
PM								AM	
1:20	0.0	0.0	NORTHLINE	Ⓜ Ⓜ Ⓜ	1547	...	...	11:10	
1:27	2.8	2.8	BURKHARDT	} Y	1600	...	...	11:02	
1:54	13.0	13.0	NEW RICHMOND Y ⓧ SOO.		Ⓜ Ⓜ	1604	91	10:36	
2:18	22.1	22.1	DEER PARK		1606	...	...	10:10	
2:39	30.2	30.2	CLEAR LAKE Y		1610	...	...	9:46	
2:57	37.6	37.6	CLAYTON		1614	...	...	9:28	
3:09	42.3	42.3	TURTLE LAKE ⓧ SOO	Ⓜ	1615	83	...	9:16	
3:26	49.2	49.2	COMSTOCK		1617	...	...	8:59	
3:40	54.8	54.8	CUMBERLAND Y		1620	54	...	8:45	
3:58	62.2	62.2	BARRONETT		1622	...	...	8:27	
4:19	70.8	70.8	SHELL LAKE		1623	...	...	8:06	
A4:35	77.1	76.9	SPOONER Y	Ⓜ Ⓜ Ⓜ Ⓜ Ⓜ Ⓜ Ⓜ	1625	...	...	7:50	AM
PM								AM	

SPEED RESTRICTIONS (In MPH)

Maximum	...	25
MP 13.1 Soo Line	...	Stop

Yard Limits:

MP 0.0-4.0	MP 53.8-55.8
MP 11.7-15.1	MP 75.9-77.1
MP 29.2-31.2	

All trains obtain Clearance at Spooner.

Normal position of junction switches:
Northline—for Altoona Subdivn.
Spooners—for New Richmond Subdivn.

Do not exceed 10 MPH on wye at Northline.

Maximum Wt: 263,000 lbs.

ASHLAND SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
83.5	0.0	TREGO Y R I W		1627	..
87.2	3.0	EARL		1628	..
91.4	7.3	SPRING BROOK		1629	..
103.4	19.3	HAYWARD D		1634	36
112.8	28.8	SEELEY		1636	..
119.8	35.8	CABLE D		1637	27
129.7	45.7	DRUMMOND		1639	..
137.9	53.9	GRANDVIEW		1640	..
144.5	60.5	MASON		1643	..
149.2	65.2	BENOIT		1644	..
157.1	73.1	ASHLAND Y X BN B D K S W		1647	..
161.1	77.1	BARKSDALE		1649	..
165.6	81.6	WASHBURN D		1650	..
178.1	94.1	BAYFIELD		1653	..

SPEED RESTRICTIONS (In MPH)

Maximum	...	25
MP 83.5 Jct.	...	Stop
MP 157.1 BN	...	Stop
MP 165.6-178.1	...	10

Yard Limits:

MP 83.5-84.1
MP 156.1-157.9

Rule 99(a) applies.

Flag over 7th Ave. West, 9th Ave. West, and Beaver Ave., Ashland.

Ordinance prohibits sounding engine whistle within city limits of Ashland.

Maximum Wt:
Trego-Ashland
..... 210,000 lbs.
Ashland-Washburn
..... 263,000 lbs.
Washburn-Bayfield
..... 220,000 lbs.

MERRIAM SUBDIVN—TWIN CITIES DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							THIRD CLASS	
825	823						824	826
Daily ex Sun	Daily						Daily	Daily ex Mon
.....	.....	0.0	0.0	ST. PAUL 0.8	1560	..	.....	.....
.....	.....	0.8	0.8	CHESTNUT ST. 0.5	.....	..	.....	.....
.....	.....	1.3	1.3	DT SWITCH Y. ....	.....	..	.....	.....
PM	PM			0.5			PM	AM
10:00	3:00	1.8	1.8	WESTERN AVE B D K 2.4 Q R V I	1702	..	A11:10	A4:10
10:10	3:10	4.2	4.2	CLIFF J 14.4	1705	..	10:55	3:55
10:50	3:50	18.6	18.6	SAVAGE } B D Q 9.6	1708	..	10:15	3:15
11:20	4:20	28.2	28.2	SHAKOPEE } X CMSTP&P R 5.8	1710	..	9:45	2:45
A11:35 PM	A4:35 PM	34.0	34.0	MERRIAM Y X C&NW C Q R I J W	1711	E96 W34	9:30 PM	2:30 AM

SPEED RESTRICTIONS (In MPH)

Maximum:

MP 0.0—4.2	.....20
MP 4.2—Merriam	.....30
MP 1.3 spring switch	.....15
MP 2.1—2.9 bridges	.....15
MP 6.1 curves	.....20
MP 27.3—28.3	.....15
MP 34.0 C&NW crossing	.....20

Yard Limits:

MP 0.0—4.9
MP 12.0—29.7
MP 32.0—34.0

Double track in operation between DT Switch and Chestnut Street. Trains must keep to right.

Joint C&NW-CMSTP&P operation between St. Paul and Cliff:

- Between Cliff and Chestnut St. C&NW rules govern.
- Between Chestnut St. and St. Paul CMSTP&P rules govern.
- Within St. Paul Union Depot, St. Paul Union Depot Co. rules govern.
- Train orders governing track or other conditions for CMSTP&P trains between Cliff and Chestnut St. will be issued by authority of CMSTP&P superintendent.
- Between Chestnut St. and James St.,

Western Avenue, all trains and engines must move at Reduced Speed and be prepared to stop short of switch not properly lined.

- Between Cliff and Chestnut St. there is no superiority of trains. All trains and engines must move at Reduced Speed.
- Rule 83(B) does not apply at Western Avenue for CMSTP&P trains.
- All C&NW trains obtain Clearance at Western Avenue.
- Normal position of junction switch at Cliff is when lined for CMSTP&P. All trains must approach this switch prepared to stop.
- Spring switch at DT Switch.

- Rule 97 does not apply between Chestnut St. and Cliff and between Savage and Shakopee.

The station limits of Savage include the territory between MP 12.0 and MP 23.5. Trains directed to meet at Savage must communicate with each other to ascertain where required train will clear. Time at Savage applies at the station.

Train location reports not required between Cliff and Western Ave.

Maximum Wt: 263,000 lbs.

ST. JAMES SUBDIVN—TWIN CITIES DIVISION

WEST		Mile Posts	Miles	EASTWARD trains are superior to westward trains of the same class, except No. 823 is superior to No. 824.	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							SECOND CLASS	
17	823						824	18
Daily	Daily						Daily	Daily
PM	PM						PM	AM
10:55	5:00	34.0	0.0	MERRIAM Y ⊗ C&NW	1711	E-96 W-34	A9:30	A1:30
11:05	5:15	39.0	4.9	JORDAN	1712	...	9:10	1:18
11:10	5:20	41.5	7.5	LAWRENCE	1713	96	9:05	1:13
11:19	5:30	46.5	12.5	BELLE PLAINE Y	1714	98	8:57	1:05
11:27	5:40	50.9	16.8	BLAKELEY	1716	...	8:50	12:58
11:40	5:52	57.7	23.6	HENDERSON	1718	99	8:40	12:46
11:48	6:02	62.4	28.2	LE SUEUR Y	1720	82	8:15	12:38
11:59	6:12	68.5	34.4	OTTAWA	1722	95	7:59	12:28
12:07	6:20	72.8	38.7	ST. PETER Y	1038	...	7:50	12:18
(18)							(17)	
12:13	6:30	77.5	41.7	KASOTA	1037	155	7:45	12:13
.....	.....	79.9	44.1	⊗ CMSTP&P . . . . .	.....	.....	.....	.....
2:30	A6:55 PM	85.8	50.0	MANKATO Y	1036	106	7:30 PM	11:45
2:52	.....	98.4	62.3	LAKE CRYSTAL Y	1731	.....	.....	9:53
3:11	.....	109.3	78.0	MADELIA Y	1733	100	.....	9:35
A3:30 AM	.....	120.9	89.7	ST. JAMES Y	1737	...	.....	9:15 PM

SPEED RESTRICTIONS (In MPH)

Maximum:

MP 34.0—104.0	.....40
MP 104.0—121.0	.....35
MP 56.0—61.6	.....30
MP 61.6—67.1 Curves	.....35
MP 69.8 Bridge 351	.....25
MP 79.9 CMSTP&P	.....20
MP 84.1—85.7 Curves	.....20
MP 85.7 Int. Limits	.....20
MP 85.8 Main Street	.....10
MP 85.8—87.8 St. crossings	.....20
MP 88.5 Curve	.....20
MP 111.8 Bridge 522	.....25

Yard Limits:

MP 34.0—36.0
MP 45.5—47.5
MP 60.6—63.7
MP 67.6—79.5
MP 82.0—91.4
MP 97.5—99.4
MP 108.0—110.4
MP 119.2—120.9

ABS: Merriam—Mankato

All trains obtain Clearance at Mankato and St. James.

Register by register ticket at Mankato when station is open.

Lewisville spur track extends 9.7 miles from Madelia to Lewisville (Sta. No. 1820).

Max. speed 10 MPH.

Hot box detector located at MP 54 (3 miles W. of Blakeley).

At Mankato:

- Ordinance prohibits sounding engine whistle within city limits.
- Engine bell must be rung between Blue Earth River bridge and Quarry track.

- The normal position of the switches of the crossover between the Twin Cities Division and the Central Division located 1728 feet west of MP 88 is for eastward movement from the Twin Cities Division main track to the Central Division main track and westward movement from the Central Division main track to the Twin Cities Division main track. The Central Division side is equipped with a spring switch; normal position is for eastward movements.

Trains and engines of either division will use the Central Division main track from this crossover to the crossover located just west of Owatonna Street, and may use the track of either division between Owatonna Street and the crossover at First Avenue, 1.7 miles east of the station.

Eastward trains will stop before fouling the west crossover or using the Central Division main track east of this crossover and obtain permission to proceed unless otherwise instructed.

Central Division and Twin Cities Division trains and engines may use the Twin Cities Division main track between the crossover at First Avenue and the New Yard.

Trains and engines in either direction when using track south of station, must move at a slow speed to make the movement entirely safe and must send a flagman ahead over Main Street crossing to warn pedestrians and vehicles.

Rule 509 applies at automatic interlocking at MP 79.8.

At St. James flag over Armstrong Ave.

Maximum Wt: 263,000 lbs.

GOLDEN VALLEY SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
..	0.0	MINNEAPOLIS 4.9	..... 1.1	1564	..
3.0	4.9	GLENWOOD JCT. 2.4	..... 1.1	7964	..
5.6	7.3	GOLDEN VALLEY 1.1	..... 1.1	7965	..

SPEED RESTRICTIONS (In MPH)

Maximum10

Yard Limits:

Entire subdivision.

Train location reports not required.

Rule 97 does not apply.

Between Third Ave. North and Glenwood Jct., C&NW operates over BN and MN&S.

Maximum Wt: 220,000 lbs.

LE MARS SUBDIVN—TWIN CITIES DIVISION

WEST		Mile Posts	Miles	EASTWARD trains are superior to westward trains of the same class.	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							SECOND CLASS	
885	17						18	884
Daily ex Sat	Daily						Daily	Daily ex Sun
PM 10:00	AM 3:40	120.9	0.0	ST. JAMES Y B D K 8.0 Q R	1737	...	PM A9:05	PM A8:06
10:14	3:55	128.9	8.0	BUTTERFIELD Y X C&NW 7.3 D Q W A	4020	58	8:50	7:52
10:26	4:10	136.3	15.3	MOUNTAIN LAKE	1741	42	8:39	7:24
10:36	4:22	142.5	21.6	BINGHAM LAKE Y J W 4.5	1743	45	8:29	7:13
10:42	4:30	147.1	26.1	WINDOM Y D 5.6	1745	48	8:22	7:06
10:50	4:40	152.7	31.7	WILDER 6.7	1747	...	8:13	6:57
11:00	4:52	159.3	38.4	HERON LAKE Y W J 3.3	1749	71	8:03	6:47
11:05	4:58	162.6	41.7	MILOMA X CMSTP&P A 6.7	1750	32	7:58	6:41
11:14	5:10	169.3	48.4	BREWSTER 8.2	1751	42	7:48	6:31
11:45	5:30	177.7	56.6	WORTHINGTON Y B D K D 3.5 Q R	1753	79	7:35	6:19
All:55 PM	5:38	181.1	60.1	AGATE Y J 6.1	...	...	7:20	6:05 PM
...	5:50	187.2	66.2	BIGELOW 8.2	1757	56	7:10	...
...	6:05	195.3	74.4	SIBLEY Y X CRI&P E 6.4	1760	30	6:56	...
...	6:17	201.7	80.8	ASHTON 4.9	1762	...	6:45	...
...	6:24	206.6	85.7	RITTER 4.9	1763	66	6:34	...
...	6:33	211.5	90.6	SHELDON Y X CMSTP&P D 7.9 X ICG Q A	1764	42	6:25	...
...	6:45	219.4	98.5	HOSPERS 8.2	1765	...	6:10	...
...	6:58	227.6	106.7	ALTON Y X C&NW D W A 4.9	248	57	5:57	...
...	7:06	232.6	111.6	CARNES 6.5	1769	106	5:49	...
...	7:18	239.0	118.1	SENEY 4.7	1770	...	5:38	...
...	A7:35 AM	243.7	122.8	LE MARS Y X ICG C Q R 23.0 J I	1772	31	5:30 PM	...
...	...	145.8	...	SIoux CITY Y B D K Q R	4738	...	...	...

SPEED RESTRICTIONS (In MPH)

Maximum	40
(except bet. MP 127.0 and 137.4)	35
MP 121.0—122.5	25
MP 128.9 C&NW crossing	25
MP 129.0—129.4	25
MP 136.1—136.6 Mountain Lake	30
MP 146.6—147.4 crossings	30
MP 162.6 CMSTP&P	30
MP 177.2—177.6 crossings	30
MP 195.5 CRI&P	20
MP 211.5 IC-CMSTP&P	20
MP 226.6—227.6	35
MP 162.6 C&NW crossing	20
MP 227.6—243.8	35
MP 243.8 Jct.	10
MP 243.8 Int. limits	20

Yard Limits:

MP 120.9—123.0	MP 180.4—182.5
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MP 128.4—130.0	MP 194.4—196.2
MP 141.6—143.5	MP 210.0—212.6
MP 145.5—148.1	MP 225.7—228.9
MP 158.7—160.3	MP 242.2—243.7
MP 173.0—179.2	

No. 884 obtain Clearance at Worthington.
All trains obtain Clearance at St. James.
Register by register ticket at LeMars and at Worthington when station is open.
Hot box detector located at MP 156.3 (Heron Lake).

C&NW operates over ICG between LeMars and 28th Street, Sioux City.

At St. James flag over Armstrong Ave.

Normal position of junction switches at Bingham Lake, Heron Lake and Agate is for LeMars Subdivn.

Maximum Wt: 263,000 lbs.

SIoux FALLS SUBDIVN—TWIN CITIES DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							THIRD CLASS	
885	889						884	888
Daily ex Sat	Sun Tue Thur						Daily ex Sun	Mon Wed Fri
PM 11:56	.....	0.0	0.0	AGATE Y ① 8.3	1756	..	PM A6:04	.....
12:14	.....	8.3	8.3	RUSHMORE 6.8	2002	..	5:46	.....
12:31	.....	15.1	15.1	ADRIAN 7.5	2004	27	5:29	.....
12:55	.....	22.6	22.6	MAGNOLIA 6.6	2006	..	5:09	.....
1:45	.....	29.2	29.2	LUVERNE Y ④ 8.4	2010	..	4:59	.....
2:10	.....	37.6	37.5	BEAVER CREEK 3.9	2012	..	4:24	.....
		41.4	41.4	⊗ BN ①				
2:25	.....	43.2	43.2	VALLEY SPRINGS 6.6	2014	..	4:15	.....
2:40	.....	49.8	49.8	BRANDON 4.7	2016	..	4:04	.....
		54.5	54.5	⊗ BN ①				
		58.1	58.1	⊗ ICG ⑤				
A3:00 AM	PM 4:30	58.4	58.4	SIoux FALLS } Y. ①④⑤ 0.2 Q④R⑤	2018	..	3:45 PM	PM A10:45
		58.6	58.6	⊗ CMSTP&P ⑤				
		58.8	58.8	⊗ CRI&P ⑤ 13.9				
	5:25	72.7	72.7	HARTFORD 6.8	2021	24	9:45	.....
	5:50	79.4	79.5	HUMBOLDT 7.0	2022	22	9:20	.....
	6:20	86.5	86.5	MONTROSE 11.5	2024	..	8:50	.....
	8:00	98.0	98.0	SALEM } ⊗ C&NW ①④⑤⑥ 10.1 Y	1465	12	8:00	.....
	9:00	108.1	108.1	SPENCER } 4.8	2030	..	6:40	.....
	9:25	112.9	112.9	FARMER 6.7	2032	..	6:15	.....
	9:55	119.6	119.6	FULTON 6.2	2034	..	5:45	.....
	10:20	125.8	125.8	RIVERSIDE 4.6	2037	..	5:20	.....
A10:45 PM		130.4	130.4	MITCHELL Y ①④⑤⑥	2038	..	5:00 PM	.....

SPEED RESTRICTIONS (In MPH)

Between Agate and Sioux Falls:

Maximum	35
MP 0.0 Jct.	Stop
MP 41.3 BN crossing	20
MP 50.6 Bridge P-106	15
MP 53.2 Bridge P-112	30
MP 54.5 BN crossing	20
MP 57.9 Webber Ave.	15
MP 58.1 ICG and BN crossings	Stop
MP 58.2 Sixth Street	5
MP 58.4 Eighth St.	5

Between Sioux Falls and Mitchell:

Maximum	20
MP 58.6 CMSTP&P crossing	Stop
MP 58.6—61.5 Over all street crossings except Grange Ave.	15
MP 58.8 CRI&P	Stop
MP 60.2 Grange Ave.	5
MP 97.7—97.8 Main and Nebraska St.	5
MP 98.0 C&NW crossing	Stop
MP 109.0 Lead to Quarry	10

MP 130.4 Main St. (flag over) Stop

Yard Limits:

MP 0.0—0.6
MP 27.6—31.3
MP 53.3—65.4
MP 97.3—108.9
MP 129.2—End of subdivision.

All trains obtain Clearance at Sioux Falls and Mitchell.

Rule 97 does not apply between Salem and Spencer.

Rule 99(a) applies.

Normal position of junction switch at Agate is for LeMars Subdivn.

Maximum Wt:

Agate—Luverne:	263,000 lbs.
Luverne—Salem:	210,000 lbs.
Salem—Mitchell:	263,000 lbs.

CEDAR LAKE SUBDIVN—TWIN CITIES DIVISION

NORTH			Mile Posts	Miles	SOUTHWARD trains are superior to northward trains of the same class.
SECOND CLASS					
702	704	18			
Daily	Daily	Daily			STATIONS
PM 10:45	AM 5:35	AM 2:05	38.7	0.0	MERRIAM⊗ C&NW Y C Q R I J W 2.7
10:50	5:40 (701)	2:10	36.0	2.7	CARVER 2.0
10:59	5:55	2:15	34.0	4.7	CHASKA⊗ CMSTP&P Y D E 7.6
11:15	6:10	2:32	26.4	12.3	EDEN PRAIRIE 3.2
.....	.....	.....	23.2	15.5	⊗ CMSTP&P A 3.6
11:30	6:25	2:48	19.6	19.1	HOPKINS D R J 2.2
.....	.....	.....	17.4	21.3	ST. LOUIS PK. 2.8
.....	.....	.....	14.6	24.1	KENWOOD Y 0.2
A11:50	A6:45	A3:05	14.4	24.3	CEDAR LAKE C B K Q R
PM	AM	AM	12.4	26.3	..... 2.0 HOLDEN ST. 0.6
.....	.....	.....	.....	26.9	THIRD AVE. NORTH 0.6

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 38.6 Int. limits (WB)	20
MP 36.2 Minn. River Br.	10
MP 34.3—33.9 CMSTP&P and street crossings	20
MP 23.2 CMSTP&P	20
MP 19.5—19.4	10
MP 17.4—17.3 Street crossings	25
MP 16.0—15.6	10
Northward track	10
Southward track	20

MP 15.6—12.4 15

MP 13.7—14.5 Southward track 10

Yard Limits:

MP 38.7—36.8
MP 35.4—31.3
MP 21.6—Third Ave. N.

Double track:

Third Ave. North—Holden St.
Holden St.—HopkinsBetween Third Ave. North and Holden St.
tracks 4 and 5 are used jointly by C&NW

CEDAR LAKE SUBDIVN—TWIN CITIES DIVISION

SOUTHWARD trains are superior to northward trains of the same class.	Station Numbers	Capacity of Sidings	SOUTH		
			SECOND CLASS		
			701	703	17
			Daily	Daily	Daily
STATIONS			AM	PM	PM
MERRIAM ⊗ C&NW Y C Q R I J W 2.7	1711	131	A6:10	A7:55	A10:30
CARVER 2.0	7906	...	6:01 (704)	7:50	10:20
CHASKA ⊗ CMSTP&P Y D R 7.6	7905	84	5:55	7:45	10:15
EDEN PRAIRIE 3.2	7900	...	5:43	7:33	10:03
⊗ CMSTP&P A 3.6					
HOPKINS D R J 2.2	7904	...	5:30	7:20	9:50
ST. LOUIS PARK 2.8	7903	...			
KENWOOD 0.2					
CEDAR LAKE C B K Q R 2.0	1563	...	5:10	7:00	9:30
HOLDEN ST. 0.6			AM	PM	PM
THIRD AVE. NORTH					

and BN as follows:

Track 4 Southward
Track 5 NorthwardMovements may be made on either track
in either direction on authority of switch
tender at First St. North.Between Third Ave. North and Hopkins
train and engine movements are under super-
vision of yardmaster at Cedar lake.Movements against the current of traffic
between Hopkins and Holden St. may bemade on verbal authority of yardmaster at
Cedar Lake.At Hopkins southward train order signal is
a three-color-light signal displaying following
aspects and indications:Red—stop to clear Monk Ave.
Yellow—proceed to train order office and
obtain Clearance.
Green—proceed.

Register by register ticket at Merriam.

Maximum Wt: 315,000 lbs.

KLOSSNER SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
80.5	0.0	WINTHROP ① ② ③	.....	7946	..
87.3	6.8	LA FAYETTE Y	.....	7921	..
93.3	12.8	KLOSSNER ① ② ③	.....	7922	..

SPEED RESTRICTIONS (In MPH)

Maximum 10
MP 80.8 Jct. Stop

Yard Limits:

Entire subdivision.
Rule 97 does not apply.
Train location reports not
required.

Maximum Wt: 220,000 lbs.

SLAYTON SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	HERON LAKE Y ... ① ②	.....	1743	..
8.2	8.2	DUNDEE 5.5	.....	1900	..
13.7	13.7	LIME CREEK 6.1	.....	1901	..
19.8	19.8	AVOCA 6.3	.....	1902	..
26.1	26.1	SLAYTON 5.1	.....	1905	..
31.2	31.2	HADLEY 5.0	.....	1907	..
36.2	36.2	LAKE WILSON 5.0	.....	1908	..

SPEED RESTRICTIONS (In MPH)

Maximum 15
MP 0.0 Jct. StopYard Limits:
MP 0.0—1.0

Rule 99(a) applies.

Train location reports not
required.

Maximum Wt: 220,000 lbs.

WINNEBAGO SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
0.0	0.0	LAKE CRYSTAL Y ①	.....	1731	..
4.7	5.2	GARDEN CITY 5.9	.....	1800	..
10.8	11.1	VERNON CENTER 5.2	.....	1802	..
16.0	16.3	AMBOY 8.3	.....	1804	..
24.2	24.6	WINNEBAGO X CMSTP&P ⑤	.....	1806	..

SPEED RESTRICTIONS (In MPH)

Maximum 20
MP 0.0 Jct. Stop
MP 16.0 Amboy, Main St:
Eastward Stop
Westward 5
MP 24.5 CMSTP&P StopYard Limits:
MP 0.0—0.7

Rule 99(a) applies.

Train location reports not
required.Normal position of junc-
tion switch at Lake Crystal
is for St. James Subdivn.

Maximum Wt: 251,000 lbs.

MORTON SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
14.4	2.6	CEDAR LAKE .. (B)(K)(Q)(R)	1563	..
14.6	2.8	KENWOOD Y	..	..
19.7	7.8	HOPKINS (X) BN .. (D)(J)(R)	7904	..
27.0	15.1	DEEPHAVEN ..	7934	..
29.8	17.9	EXCELSIOR ..	7936	61
31.1	19.2	MANITOU ..	7937	..
35.7	23.8	VICTORIA ..	7938	72
42.5	30.6	WACONIA ..	7939	..
50.2	38.3	YOUNG AMERICA ..	7940	52
51.4	39.5	NORWOOD (X) CMSTP&P (A)	7941	..
54.8	42.9	HAMBURG ..	7942	..
59.4	47.5	GREEN ISLE ..	7943	..
65.6	53.7	ARLINGTON (D)	7944	51
73.4	61.5	GAYLORD ..	7945	..
80.5	68.6	WINTHROP Y ... (B)(D)(Q)(I)	7946	37
88.6	76.7	GIBBON ..	7947	..
98.2	86.3	FAIRFAX (D)	7948	..
106.2	94.3	FRANKLIN ..	7949	49
111.6	99.7	MORTON Y (W)	7950	56
117.7	105.8	REDWOOD ..	7951	..
124.1	112.2	DELHI ..	7952	..
129.9	118.0	BELVIEW ..	7953	..
134.3	122.4	ECHO ..	7954	..
140.9	129.0	WOOD LAKE ..	7955	..
145.7	133.8	HANLEY FALLS (X) BN .. (A)	7956	..
151.8	139.9	HAZEL RUN ..	7957	..
157.1	145.2	CLARKFIELD ..	7958	..
163.5	151.6	BOYD ..	7959	..
172.8	160.9	DAWSON (B)(D)	7960	38
181.7	169.8	MADISON Y	7961	..

SPEED RESTRICTIONS (In MPH)
 Maximum25
 MP 20.0 BN 20
 MP 20.3 St. crossings 15
 MP 25.1 Bridge A-2705 10
 MP 29.1 Solberg's draw-bridge20
 MP 51.1 CMSTP&P 20
 MP 98.2 St. crossings 15
 MP 107.0-109.0 ... 15
 MP 145.8 BN20
 MP 181.6-181.5 St. crossings20

Yard Limits:
 MP 19.7-21.8
 MP 79.3-81.7
 MP 110.2-112.8
 MP 171.6-181.7

Rule 97 does not apply between Dawson and Madison.

At Hopkins eastward train order signal is a three-color-light signal displaying following aspects and indications:

Red-Stop to clear Monk Ave.
 Yellow-proceed to train order office and obtain Clearance.
 Green-proceed.

Rule 99(a) applies between Hopkins and Winthrop and between Morton and Dawson.

Maximum Wt: 232,000 lbs.

ROSEPORT SUBDIVN—TWIN CITIES DIVISION

SOUTH		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	NORTH	
SECOND CLASS							THIRD CLASS	
163	161						164	162
Daily	Daily						Daily	Daily
				MINNEAPOLIS 10.6	1564	...	...	...
		529.7	0.0	ST. PAUL ⑧ C&NW		1560
PM 1:00	AM 1:00	524.9	4.8	SOUTH ST. PAUL 2.9	1700	...	PM A2:50	AM A12:50
1:10	1:10	522.0	7.7	INVER GROVE 5.8		7435	61	2:40
1:24	1:24	516.2	13.5	ROSEPORT Y ... 5.0	7434	200	2:30	12:30
1:34 (164)	1:34	511.2	18.5	ROSEMOUNT 8.1	7433	...	2:10 (163)	12:20
1:50	1:50	503.1	26.6	HAMPTON 5.9	7430	91	1:50	12:01
A2:30 PM	A2:30 AM	497.2	32.5	RANDOLPH Y	7429	220	1:30 PM	11:50 PM

SPEED RESTRICTIONS (In MPH)

Maximum40
 MP 529.5 Miss. River Bridge 5
 MP 529.7-528.510
 MP 524.5-529.510
 MP 524.1 Armour Ave.20
 MP 528.5-517.025
 Roseport lead over Highway 52-56 ... 5
 MP 513.6-512.630

Yard Limits:

MP 496.1-500.1
 MP 513.0-517.0
 MP 523.2-529.7

ABS: Randolph-St. Paul

Double track between St. Paul (Fillmore Ave.) and South St. Paul (Armour Ave.). Trains keep to the right. Switch at end of double track at Fillmore Ave. is interlocked and operated by control operator at South St. Paul. Southward trains and engines before

entering main track at St. Paul Union Depot must communicate with switchtender at Sibley St. who will communicate with control operator at South St. Paul. Northward trains and engines before entering main track at Fillmore Ave. must communicate with control operator at South St. Paul.

All trains obtain Clearance at Randolph.

Between Fillmore Ave. and Armour Ave. all train and engine movements are under supervision of yardmaster and operator at South St. Paul.

Soo Line operates over C&NW between St. Paul and 3,000 feet south of Roseport.

C&NW operates over BN between St. Paul and Minneapolis.

Maximum Wt: 263,000 lbs.

CURRIE SUBDIVN—TWIN CITIES DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
0.0	0.0	BINGHAM LAKE Y (I)(W)	1743	..
6.2	6.4	DELFT 6.4	1926	..
13.9	14.0	JEFFERS 7.6	1934	..
20.4	20.5	STORDEN 6.5	1941	..
26.1	26.2	WESTBROOK 5.7	1946	..
31.9	32.1	DOVRAY 5.9	1952	..
38.1	38.3	CURRIE 6.2	1958	..

SPEED RESTRICTIONS (In MPH)

Maximum15
 MP 0.0 Jct.Stop

Yard Limits:

MP 0.0-1.0

Rule 99(a) applies.

Train location reports not required.

Maximum Wt: 220,000 lbs.

RED WING SUBDIVN—TWIN CITIES DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							SECOND CLASS	
MNS 203	MNS 201						MNS 202	MNS 204
Daily	Daily						Daily	Daily
.....	.....	94.7	0.0	RED WING Y..... ^W ^D	7603	...	.....	.....
.....	.....	83.5	11.2	11.2 WELCH.....	7601	...	.....	.....
.....	.....	73.8	20.9	9.7 CANNON FALLS Y... ^D	7600	...	.....	.....
PM 2:00	AM 1:30	67.4	27.3	6.4 RANDOLPH } ^B ^D ^Q 8.7 ^X C&NW } Y ^W ^R ^I	7429	220	AM 1:00	PM 1:00
A2:30 PM	A2:00 AM	58.7	36.0	NORTHFIELD } ^R ^S 3.0 ^X MN&S-CMSTP&P	7500	31	12:30 AM	12:30 PM
.....	.....	55.7	39.0	DUNDAS.....	7501	...	.....	.....
.....	.....	51.2	43.5	4.5 BRIDGEWATER.....	7502	...	.....	.....
.....	.....	48.1	46.6	3.1 ^X CRI&P..... ^A	.....	.....	.....	.....
.....	.....	44.5	50.2	3.6 FARIBAULT Y ^X CMSTP&P ^W ^D ^S	7503	.....	.....	.....

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 28.8—34.9	20
MP 34.9—58.7	10
MP 58.5—CMSTP&P	Stop
MP 58.9—CMSTP&P	Stop
MP 67.4—73.3	10
MP 73.3—CMSTP&P	Stop
MP 73.3—93.2	10
MP 93.2 Highway (flag)	Stop
MP 93.2—94.2	10
MP 94.2—94.3 Streets (flag)	Stop

Yard Limits:

MP 46.6—End of subdivn (Faribault)
MP 68.4—57.2
MP 74.6—72.6
MP 92.4—End of subdivn (Red Wing)

CMSTP&P operates over C&NW between Red Wing and Cannon Falls.

Between Randolph and Northfield:

1. Rule 93 (Revised) applies.
2. Rule 97 does not apply.
3. There is no superiority of trains.
4. All trains obtain Clearance before leaving Randolph.
5. Maximum speed between MP 59 and 61 is 20 MPH.

6. MN&S operates over C&NW.

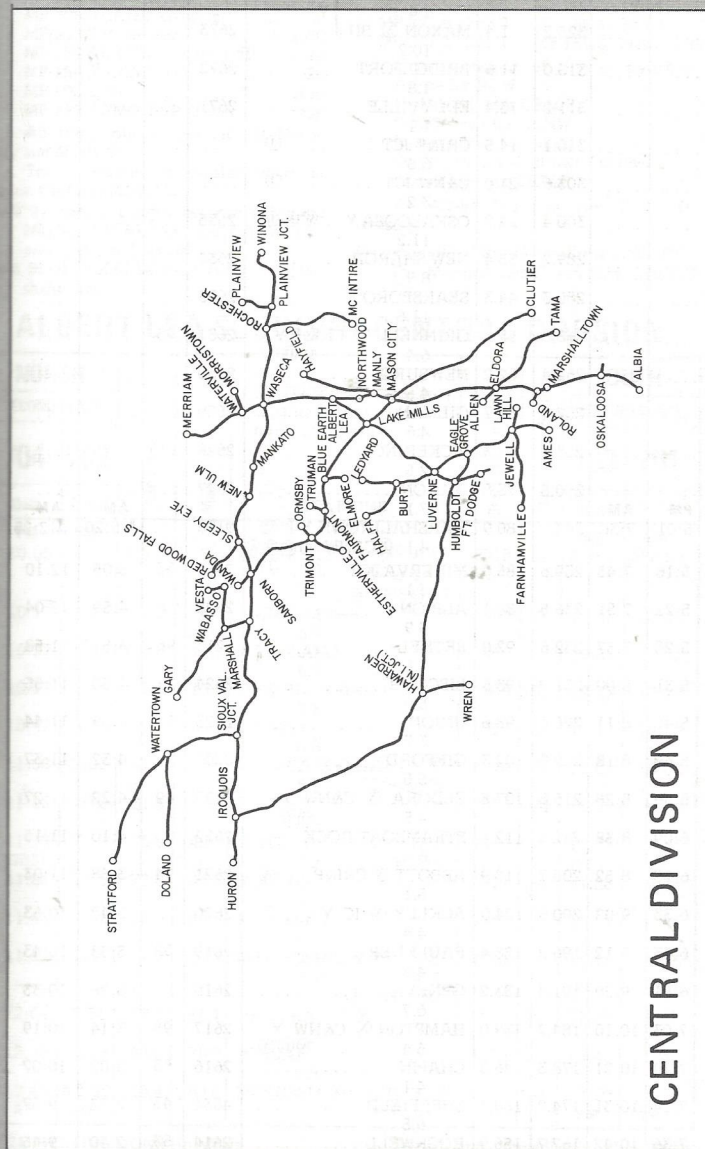
7. Upon arrival of westward trains at Northfield conductor or engineer must communicate with operator at Randolph and advise him of their arrival at Northfield, which information must then be relayed to train dispatcher at St. Paul. Westward trains must not be given Clearance at Randolph until the preceding westward train has arrived at Northfield and until opposing eastward trains have arrived at Randolph.

8. Eastward trains must communicate with operator at Randolph for permission to leave Northfield. Authority to leave Northfield will be granted by train dispatcher at St. Paul through operator at Randolph. Verbal communications must be repeated to insure correct understanding. Eastward trains must not leave Northfield until preceding train has arrived at Randolph and opposing westward trains have arrived at Northfield.

9. All trains register at Randolph and Northfield.

Normal position of junction switches at Randolph is for Roseport Subdivn.

Maximum Wt: 263,000 lbs.



WHATEVER YOU DO
—DO IT SAFELY

MARSHALLTOWN SUBDIVN-CENTRAL DIVISION

NORTH		Mile Posts	Miles	SOUTHWARD trains are superior to northward trains of the same class.	STATIONS	Station Numbers	Capacity of Sidings	SOUTH	
SECOND CLASS								SECOND CLASS	
704	702							703	701
Daily	Daily							Daily	Daily
....	....	324.6	0.0	ALBIA	..... ①	2674	...	....	....
....	....	323.2	1.4	1.4 MAXON ⊗ BN	..... ①	2673	...	....	....
....	....	313.0	11.6	10.2 BRIDGEPORT	.....	2672	...	....	....
....	....	311.2	13.4	1.8 EDDYVILLE	.....	2671	...	....	....
....	....	310.1	14.5	1.1 CRI&P JCT	..... ①	...	...	....	....
....	....	303.6	21.0	6.5 C&NW JCT	..... ①	...	...	....	....
....	....	300.4	24.2	3.2 OSKALOOSA Y	... ⊗ ⊗ ⊗ ⊗	2635	...	....	....
....	....	289.2	35.4	11.2 NEW SHARON	.....	2634	...	....	....
....	....	280.3	44.3	8.9 SEARSBORO	.....	2633	...	....	....
....	....	268.8	55.8	11.5 GRINNELL ⊗ CRI&P Y	..... ①	2631	95	....	....
....	....	262.4	62.2	6.4 NEWBURG	..... ⊗ ⊗ ⊗ ⊗	2630	...	....	....
....	....	257.9	66.7	4.5 GILMAN	.....	2629	...	....	....
....	....	253.3	71.3	4.6 PICKERING	.....	2628	130	....	....
....	....	250.8	73.8	2.5 DILLON	.....	2627	...	....	....
PM 5:01	AM 7:30	243.7	80.9	7.1 MARSHALLTOWN Y ⊗ ⊗	..... ①	0136	...	AM A 5:20	AM A12:25
5:16	7:45	239.6	85.0	4.1 ⊗ C&NW ⊗ ⊗ ⊗ ⊗	..... ①	2657	53	5:05	12:10
5:22	7:51	236.5	88.1	3.1 MINERVA JCT	..... ①	2625	...	4:59	12:04
5:28	7:57	232.6	92.0	3.9 ALBION	.....	0213	96	4:53	11:58
5:31	8:00	231.0	93.6	1.6 BETHEL	.....	2624	...	4:50	11:55
5:42	8:11	226.0	98.6	5.0 LISCOMB	.....	2623	98	4:39	11:44
5:49	8:18	222.3	102.3	3.7 UNION	.....	0206	...	4:32	11:37
5:59	8:28	216.8	107.8	5.5 GIFFORD	.....	0197	49	4:22	11:27
6:09	8:38	212.5	112.1	4.5 ELDORA ⊗ C&NW Y	..... ⊗ ⊗ ⊗ ⊗	2622	...	4:10	11:15
6:23	8:52	205.7	118.9	6.8 STEAMBOAT ROCK	.....	2621	94	3:58	11:03
6:33	9:02	200.6	124.0	5.1 ABBOTT ⊗ CRI&P	... ①	2620	...	3:48	10:53
6:43	9:12	196.2	128.4	4.4 ACKLEY ⊗ IC Y	... ①	2619	52	3:38	10:43
6:51	9:20	191.4	133.2	4.8 FAULKNER	.....	2618	...	3:28	10:33
7:03	10:10	184.7	139.0	6.7 GENEVA	.....	2617	95	3:14	10:19
7:14	10:21	178.3	146.3	6.4 HAMPTON ⊗ C&NW Y	..... ⊗ ⊗ ⊗ ⊗	2616	53	3:02	10:07
7:24	10:31	174.2	150.4	4.1 CHAPIN	.....	4534	43	2:52	9:57
7:36	10:42	167.7	156.9	6.5 SHEFFIELD	.....	2614	53	2:40	9:45
7:48	10:52	161.0	163.6	6.7 ROCKWELL	.....	2613	49	2:30	9:35
7:58	11:02	158.5	166.1	2.5 CAMERON	.....	...	...	2:20	9:25
A8:15	A11:15	57.6	168.9	2.8 SWIFTS	..... ①	4535	...	2:10	9:15
PM 9:20	AM 11:50	48.4	178.1	9.2 MASON CITY ⊗ IT	..... ⊗ ⊗ ⊗ ⊗	2612	...	AM 1:50	PM 8:40
A10:00	A12:30	119.0	205.9	27.8 MANLY JCT	... ⊗ ⊗ ⊗ ⊗	7918	...	1:10	8:00
PM	PM			ALBERT LEA ⊗ CRI&P(2) ⊗ CMSTP&P	..... ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗ ⊗			AM	PM

MARSHALLTOWN SUBDIVN-CENTRAL DIVISION

SPEED RESTRICTIONS (In MPH)

Between Albia and Marshalltown	
Maximum	35
MP 323.0 BN crossing	20
MP 311.5 River bridge	10
MP 269.2-268.0 CRI&P crossing	20

Between Marshalltown and Mason City

Maximum	35
MP 243.3 C&NW crossing	20
MP 216.5 C&NW crossing	20
MP 212.3 River bridge	25
MP 205.0 CRI&P crossing	20
MP 200.7 IC crossing	20
MP 184.3 C&NW crossing (WB)	20
MP 158.5-108.3	20
MP 106.5 Jct.	Stop
MP 119.2 CMSTP&P crossing	Stop

All trains obtain Clearance at Mason City and Manly Jct.

Trains register by register ticket at Mason City and Manly Jct.

Rule 97 does not apply between Albia and Maxon, CRI&P Jct. and C&NW Jct., and Swifts and Mason City.

Rule 99(a) applies between Albia and Marshalltown.

Between CRI&P Jct. and C&NW Jct. track is jointly used by C&NW and CRI&P. C&NW special instructions govern.

Between Mason City and Manly Jct. trains operate over Mason City Subdivn.

Between Manly and Albert Lea C&NW operates over CRI&P. At Albia C&NW operates over N&W.

Yard Limits:

MP 322.0-Albia	MP 220.3-216.0
MP 303.0-298.8	MP 202.3-199.4
MP 271.0-267.2	MP 186.4-183.0
MP 247.3-241.1	MP 159.3-Mason City

Normal position of junction switches:

Albia-for N&W
CRI&P Jct.-for CRI&P
C&NW Jct.-for C&NW
Minerva Jct.-for siding
Swifts-for Marshalltown Subdivn.
Albert Lea-for CRI&P

At Albert Lea flag over Front St. crossing.

Maximum Wt: Albia-Marshalltown 263,000 lbs. Marshalltown-Mason City 315,000 lbs.

ALBERT LEA SUBDIVN-CENTRAL DIVISION

NORTH		Mile Posts	Miles	SOUTHWARD trains are superior to northward trains of the same class.	Station Numbers	Capacity of Sidings	SOUTH	
SECOND CLASS							SECOND CLASS	
704	702						703	701
Daily	Daily			STATIONS			Daily	Daily
PM 10:05	PM 6:01	119.0	0.0	ALBERT LEA Y ^W ^S ^R ^C ^B _{6.8} _(K) _(C) _(B) _(P)	7918	...	AM A1:00	AM A11:00
10:17	6:13	112.2	6.8	MANCHESTER 5.9	7917	70	12:42	10:42
10:27	6:23	106.3	12.7	HARTLAND 6.2	7916	...	12:32	10:32
10:37	6:33	100.1	18.9	NEW RICHLAND 5.8	7915	86	12:22	10:22
10:47	6:43	94.3	24.7	OTISCO 6.8	7914	84	12:12	10:12
11:00	7:00	87.5	31.5	WASECA ^W ^C ^N ^W ^Y ^O ^R _{5.9} _(C) _(B) _(A)	1028	58	12:02	10:02
11:10	7:10	81.6	37.4	PALMER 4.7	7913	74	11:52	9:52
11:19 (703)	7:19	76.9	42.1	WATERVILLE ^W ^C ^N ^W _{3.2} _Y _(A)	7912	...	11:43 (704)	9:43
11:36	7:25	73.8	45.3	ROGERS 3.7	7911	85	11:36	9:36
11:43	7:32	70.0	49.0	KILKENNY 8.7	7910	...	11:29	9:29
11:57	7:46	61.3	57.7	MONTGOMERY ^W _{7.4} _(D) _(B) _(A)	7908	97	11:15	9:15
12:09	7:58	53.9	65.1	^W ^C ^N ^W ^Y _{9.9} _(C) _(M) _(S) _(T) _(P) _(A) _(M) _(S) _(T) _{(P)</}				

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 87.6 C&NW crossing	20
MP 77.1 C&NW crossing	20
MP 61.7 CMSTP&P crossing	20
MP 38.6 Int. limits	20

Yard Limits:

MP 117.1-119.2	MP 62.7-59.1
MP 89.4-85.6	MP 55.9-52.8
MP 76.4-78.0	MP 41.5-36.8

All trains obtain Clearance at Albert Lea and Merriam.

At Merriam trains register by register ticket.

During and immediately after heavy rains, trains must approach bulkhead near MP 42, located 2 miles west of Jordan, expecting to find track covered with dirt and sand.

Albert Lea-Flag over Front Street crossing.

Normal position of junction switch at Albert Lea is for CRI&P.

Morristown spur track extends 6.1 miles from Waterville to Morristown (Sta. No. 7505). Max. speed 10 MPH. Max. Wt. 263,000 lbs.

Maximum Wt: 315,000 lbs.

MASON CITY SUBDIVN-CENTRAL DIVISION

NORTH					Mile Posts	Miles	SOUTHWARD trains are superior to northward trains of the same class.
SECOND CLASS							
CRIP 682	704	702	784	782			
Daily	Daily	Daily	Daily except Sunday	Daily ex Sat & Sun			STATIONS
PM 11:49	59.1	59.1	CLEAR LAKE JCT. IT-CRI&P
11:58	PM 8:15	AM 11:30	AM 9:00 (781)	AM 4:00	57.6	57.6	1.5 MASON CITY Y IT-CRI&P
A12:15 AM	A8:35 PM	A11:50 AM	9:20	4:20	48.4	48.4	9.2 MASON CITY CMSTP&P
....	9:40	4:40	40.9	40.9	MANLY JCT. CRI&P Y
....	10:20	5:20	28.2	28.2	7.5 BOLAN R K J I C B
....	10:20	5:20	28.2	28.2	12.7 LYLE ICG S
....	A10:50	A5:50	17.5	17.5	10.7 AUSTIN CMSTP&P Y
....	AM	AM	12.7	12.7	4.8 CMSTP&P R O D A
....	5.0	5.0	7.7 WALTHAM A
....	5.0	5.0	WALTHAM
....	0.0	0.0	HAYFIELD Y W J

SPEED RESTRICTIONS (In MPH)

Between Clear Lake Jct. and Manly Jct.

Maximum	35
MP 59.1-54.7	20
MP 57.0 C&NW crossing	20
MP 48.4 Jct.	20

Between Manly Jct. and Hayfield

Maximum	25
MP 28.2 ICG crossing	Stop
MP 28.0-21.3	20
MP 16.2 Austin (Oak St.):	
Main track	10
Ind. tracks (flag)	5
MP 17.7-16.2	10
MP 15.9 CMSTP&P crossing	20
MP 12.7 CMSTP&P crossing	20
MP 448.9-449.0	20

ABS: MP 56.0-56.9
MP 57.7-59.0

Yard Limits:

MP 0.0-2.6
MP 14.8-20.8
MP 47.0-51.0
MP 54.7-60.1

All trains obtain Clearance at Mason City. Southward trains obtain Clearance at Manly.

Between Manly Jct. and Clear Lake Jct. CRI&P operates over C&NW.

SOUTHWARD trains are superior to northward trains of the same class.

MASON CITY SUBDIVN-CENTRAL DIVISION

SOUTH					Station Numbers	Capacity of Sidings	STATIONS
SECOND CLASS			THIRD CLASS				
703	CRIP 651	701	781	783			
Daily	Daily	Daily	Daily ex Sat & Sun	Daily except Sunday			
	AM A6:01				7461	...	CLEAR LAKE JCT. } IT-CRI&P 1.5 } Y I I
	AM A2:10	5:52	PM A9:00	AM A9:40 (784)	4535	...	MASON CITY } CMSTP&P 9.2 } W R Q K J C B A
	1:50	5:30	8:40	9:20	2612	200	MANLY JCT. X CRI&P Y 7.5 R K J I C B
	AM	AM	PM		7458	...	BOLAN 12.7
				8:50	7456	56	LYLE X ICG S 10.7
					7453	...	AUSTIN X CMSTP&P Y 4.8 R Q D A
				7:30 AM		...	X CMSTP&P A 7.7
					7451	...	WALTHAM 5.0
					7422	...	HAYFIELD Y W J

Rule S-83 does not apply to northward trains at Clear Lake Jct. Northward trains receiving a signal to proceed may proceed from Clear Lake Jct. to Mason City ahead of or against due or overdue trains. When superior trains are due or overdue, operator at Mason City before clearing signal for northward trains at Clear Lake Jct. must obtain permission from train dispatcher.

At Mason City and Manly Jct. trains register by register ticket. Only originating or terminating trains register at Manly Jct.

Rule 97 does not apply between Clear Lake Jct. and Mason City.

Normal position of junction switches: Clear Lake Jct.-for C&NW
Mason City-both for Mason City Subdivn.
Manly Jct.-for C&NW
Hayfield-for Missouri Div.

At Mason City, south of middle yard, automatic interlocking protects crossing of C&NW industry track and two main tracks of CMSTP&P.

Maximum Wt: 263,000 lbs.

BLUE EARTH SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
33.8	0.0	BLUE EARTH	....	4557	..
43.1	9.3	ELMORE	....	0285	..

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 33.4-34.0	5
MP 33.6 Jct.	Stop

Yard Limits:
Entire Subdivision.

Rule 97 does not apply between Blue Earth and Elmore
Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

ALDEN SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
0.1	0.0	TAMA CMSTP&P Y	R O K	0131	..
2.7	2.6	TOLEDO	I C B	0200	..
11.4	11.3	GARWIN	....	0201	..
18.7	18.6	GLADBROOK	C&NW A	0202	23
25.0	24.9	BEAMAN	....	0203	..
27.7	27.6	CONRAD	....	0204	..
35.1	35.0	WHITTEN	....	0205	..
5.1	44.1	ELDORA	C&NW Y O C D	0197	..
13.0	52.0	OWASA	....	0195	..
20.8	59.8	IOWA FALLS	D	0192	..
26.1	65.1	ALDEN	....	0190	..

SPEED RESTRICTIONS (In MPH)

Maximum	25
MP 0.3-1.0 Eastward	20
MP 19.0-C&NW crossing	20
MP 27.9-Highway crossing	10
MP 5.1-6.0 St. crossings	10
MP 6.2-C&NW crossing	Stop
MP 11.4-26.0	10

Yard Limits:

Tama-MP 1.8
MP 4.0-7.2

Rule 99(a) applies

Maximum Wt: Tama-Whitten 251,000 lbs.
Whitten-Iowa Falls 220,000 lbs.
Iowa Falls-Alden 178,000 lbs.

ROLAND SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
239.6	0.0	MINERVA JCT. ①	2626	..
247.1	7.5	MINERVA 7.5	2657	..
250.8	11.2	CLEMONS GROVE ①	2659	..
252.9	13.3	ST. ANTHONY 5.7	2660	..
258.6	19.0	ZEARING 4.8	2661	..
263.4	23.8	McCALLSBURG ⑤ CRI&P 5.7	2662	..
269.1	29.5	ROLAND ①	2663	..

SPEED RESTRICTIONS (In MPH)
 Maximum 1
 MP 239.6 Jct. ... Stop
 MP 264.3 CRI&P crossing Stop

Yard Limits:
 Entire subdivision.

Rule 97 does not apply between Minerva Jct. and Roland.
 Train location report (line-ups) not issued.
 Normal position of junction switch at Minerva Jct. is for siding.
 C&NW-CRI&P crossing at McCallsburg protected by switch thrown derail.

Maximum Wt: 220,000 lbs.

FOREST CITY SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS SOUTH	Station Numbers	Capacity of Sidings
222.1	0.0	FT. DODGE Y ⑤ ④ ③ ② ①	2713	..
212.4	9.7	BADGER 9.7	2712	..
206.1	16.0	ROGERTON 6.3	0266	..
203.1	19.0	HUMBOLDT 3.0	2710	..
197.0	25.1	ARNOLD 6.1	2709	..
192.7	29.4	LIVERMORE ⑤ CRI&P ... ⑤	0271	..
187.0	35.1	LUVERNE ⑤ C&NW Y ⑤ ④ ③	0270	..
182.6	39.5	HANNA 4.4	0269	..
178.2	43.9	CORWITH 10.7	2706	..
167.5	54.6	BRITT ⑤ CMSTP&P ... ⑤ ④	2705	..
159.5	62.6	⑤ CRI&P ④	..	..
152.9	69.2	FOREST CITY ④	0273	..
147.1	75.0	LELAND 5.8	2703	..
138.4	83.7	LAKE MILLS ⑤ C&NW Y ⑤ ④	4543	..
132.2	89.9	EMMONS 6.2	2702	..
126.2	95.9	TWIN LAKES 6.0	7932	..
119.0	103.1	ALBERT LEA ⑤ CMSTP&P Y ⑤ ④ ③ ② ①	7918	..

SPEED RESTRICTIONS (In MPH)
 Maximum 20
 MP 222.1-220.6 20
 MP 193.2 CRI&P crossing Stop
 MP 186.5 C&NW crossing Stop
 MP 166.2 CMSTP&P crossing 20
 MP 159.5 CRI&P crossing 20
 MP 138.9 C&NW crossing 20
 MP 122.0-119.0 20
 MP 119.2 Crossing and Jct. Stop

Yard Limits:
 MP 217.0-Ft. Dodge
 MP 188.1-186.0
 MP 140.0-138.0
 MP 121.0-Albert Lea
 All trains obtain Clearance at Albert Lea and Ft. Dodge.

Rule 99(a) applies.
 At Albert Lea flag over Front St. crossing.
 Normal position of junction switch at Albert Lea is for CRI&P.

Maximum Wt: 210,000 lbs.

FAIRMONT SUBDIVN-CENTRAL DIVISION

NORTH		Mile Posts	Miles	No. 726 is superior to No. 725	STATIONS	Station Numbers	Capacity of Sidings	SOUTH	
SECOND CLASS	SECOND CLASS								
725	726								
Daily except Saturday	Daily except Sunday								
PM								PM	
7:00	107.2	0.0	MASON CITY Y ...	⑤ ④ ③ ② ①	4535	...		11:30	
			12.6						
7:25	119.8	12.6	HANLONTOWN		4539	...		11:02	
			7.0						
7:40	126.8	19.6	JOICE		4541	...		10:49	
			6.0						
7:54	132.8	25.6	LAKE MILLS ⑤ C&NW Y.....	⑤ ④	4543	...		10:38	
			5.7						
8:07	138.6	31.3	SCARVILLE		4545	...		10:28	
			6.9						
8:22	145.4	38.2	KIESTER		4549	...		10:16	
			5.4						
8:36	150.8	43.6	BRICELYN ⑤ CRI&P	⑤ ④	4551	...		10:05	
			5.8						
8:49	156.6	49.4	FROST		4553	43		9:54	
			4.4						
9:01	161.0	53.8	MARNA		4555	...		9:45	
(726)			5.3					(725)	
9:35	166.3	59.1	BLUE EARTH Y	① ④ ⑤	4557	...		9:35	
			6.8						
9:47	173.1	65.9	GUCKEEN		4559	...		9:23	
			6.1						
9:58	179.2	72.0	IMOGENE		4561	...		9:12	
			6.0						
10:09	185.2	78.0	FAIRMONT ⑤ CMSTP&P-C&NW Y		4563	...		9:01	
			7.8	① ④ ⑤ ④					
10:23	193.0	85.8	WELCOME		4565	...		8:45	
			2.3						
10:28	195.3	88.1	FOX LAKE		4014	47		8:40	
			6.3						
10:40	201.6	94.4	TRIMONT ⑤ C&NW Y	④	4016	...		8:28	
			7.5						
10:54	209.1	101.9	ODIN.....		4018	...		8:14	
			6.8						
11:07	215.9	108.7	BUTTERFIELD ⑤ C&NW Y	⑤ ④ ⑤ ④	4020	42		8:01	
			7.1						
11:22	223.0	115.8	DARFUR		4022	...		7:40	
			5.0						
11:33	228.0	120.8	COMFREY		4024	...		7:28	
			12.5						
All:59 PM	240.5	133.3	SANBORN JCT. Y	① ⑤	1056	...		7:00 PM	

SPEED RESTRICTIONS (In MPH)
 Maximum 35
 MP 107.8 Jct. Stop
 MP 108.3-108.9 20
 MP 132.1-133.3 20
 MP 150.4 CRI&P crossing 20
 MP 165.7-167.0 10
 MP 184.4-185.5 6
 MP 203.5 C&NW crossing 20
 MP 215.9 C&NW crossing 20
 MP 215.9-240.5 25
 MP 240.5 Jct. Stop

MP 132.0-134.7
 MP 162.1-168.3
 MP 181.4-187.1
 MP 201.0-204.0
 MP 213.1-216.1
 MP 238.8-240.5

All trains obtain Clearance at Mason City.

Only No. 482 and No. 726 register at Sanborn Jct.

Maximum Wt: 263,000 lbs.

Yard Limits:
 MP 111.5-Mason City

OBSERVE RULES... WORK RIGHT.

PARKERSBURG SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
15.2	0.0	CLUTIER Y		4505	..
24.1	8.9	TRAER		4507	..
29.0	13.8	BUCKINGHAM		4509	..
34.6	19.4	VOORHIES		4511	..
38.0	22.8	HICKS X C&NW	Ⓐ	4512	..
40.1	24.9	ZANETA		4513	..
47.4	32.2	DIKE		4515	..
53.9	38.7	STOUT		4517	..
60.0	44.8	PARKERSBURG	ⓐⓓ	4519	..
68.9	53.7	KESLEY		4523	..
75.6	60.4	DUMONT X C&NW	Ⓢ	4525	..
82.2	67.0	AREDALE		4527	..
88.8	73.6	DOUGHERTY		4529	..
94.4	79.2	CARTERSVILLE		4531	..
104.4	89.2	SWIFTS X C&NW	Ⓢⓓ	..	..
107.2	92.0	MASON CITY X IT	Ⓢⓓⓐⓑⓐ	4535	..
		X CMSTP&P			

SPEED RESTRICTIONS
(In MPH)
Maximum25
MP 104.4 C&NW crossing
MP 75.9 C&NW crossing
MP 38.1 C&NW crossing

Yard Limits:
MP 15.1-16.0
MP 101.3-Mason City
All trains obtain Clearance at Mason City.

Rule 97 does not apply between Swifts and Mason City.

Rule 99(a) applies.
Normal position of junction switches:

Swifts-for Marshalltown Subdiv.
Mason City-for Mason City Subdiv.

Maximum Wt: 263,000 lbs.

TRUMAN SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
28.3	0.0	FAIRMONT X CMSTP&P	ⓐⓓ	4563	..
22.5	5.8	C&NW	Ⓐ	1833	..
16.2	12.1	NORTHROP	Y	1833	..
		TRUMAN		1826	..

SPEED RESTRICTIONS
(In MPH)
Maximum10

Yard Limits:
Entire Subdivision.

Rule 97 does not apply between Fairmont and Truman.

Train location reports (line-ups) not issued.

Maximum Wt: 220,000 lbs.

PLAINVIEW SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
1.0	0.0	PLAINVIEW JCT.	Ⓢⓓ	..	..
6.2	5.2	VIOLA		1112	..
11.4	10.4	ELGIN		1114	..
15.9	14.9	PLAINVIEW		1116	..

SPEED RESTRICTIONS
(In MPH)
Maximum15
Plainview Jct.Stop

Yard Limits:
Entire Subdivision

Rule 97 does not apply between Plainview Jct. and Plainview.

Train location reports (line-ups) not issued.

Normal position of the junction switch at Plainview Jct. is for Winona Subdiv.

Maximum Wt: 220,000 lbs.

ESTHERVILLE SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
168.1	0.0	ESTHERVILLE		2676	..
161.5	6.6	HUNTINGTON		2675	..
156.7	11.4	DUNNELL		7930	..
149.9	18.2	SHERBURN X CMSTP&P	Y Ⓢ	7929	..
142.2	25.9	TRIMONT		4016	..
143.7	27.4	X C&NW	Ⓐ	..	..
136.2	31.9	ORMSBY		7927	..

SPEED RESTRICTIONS
(In MPH)
Maximum15
MP 168.9-167.3 5
MP 150.1 CMSTP&P crossingStop

Yard Limits:

Entire Subdivision

Rule 97 does not apply between Estherville and Ormsby

Train location reports (line-ups) not issued.

At Sherburn flag over highway West of CMSTP&P.

Maximum Wt: 210,000 lbs.

ROCHESTER SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
192.2	0.0	McINTIRE Y	Ⓢⓓ	7414	..
185.2	7.0	LE ROY X CMSTP&P	Ⓢ	7708	..
177.1	15.1	OSTRANDER	ⓓ	7706	..
171.4	20.8	SPRING VALLEY		7704	..
163.7	28.5	RACINE		7702	..
158.3	33.9	STEWARTVILLE		7700	..
151.1	41.1	SIMPSON	Ⓢ	7611	..
143.5	48.7	ROCHESTER Y	Ⓢⓓⓐⓑⓐ	1016	..

All trains on this subdivision obtain Clearance at Rochester.

Rule 99(a) applies.

Ordinance prohibits sounding engine whistle for Broadway, Forest Ave. N.W. and Second Ave. N.W. street crossings at Rochester.

Normal position of junction switches:

Rochester-for Winona Subdiv.

McIntire-for Missouri Division.

At Rochester stop and flag over 16th Ave. N.W., 6th Ave. N.W. and 2nd St. N.E. street crossings.

Maximum Wt: 263,000 lbs.

SPEED RESTRICTIONS
(In MPH)
Maximum25
MP 185.3 CMSTP&P crossingStop
MP 141.7-145.6 Street crossings 8
MP 141.8 Jct.Stop

Yard Limits:
MP 190.2-193.0
MP 146.4-Rochester

REDWOOD FALLS SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
0.0	0.0	SLEEPY EYE	Ⓢⓓⓐⓑⓐ	1050	..
7.5	7.5	EVAN		1151	..
13.5	13.5	MORGAN	Y	1152	..
18.0	18.0	GILFILLAN		1154	..
25.9	25.9	REDWOOD FALLS		1160	..

SPEED RESTRICTIONS
(In MPH)
Maximum10
MP 1.5 Jct.Stop

Yard Limits:

Entire subdivision.

All trains on Redwood Falls Subdivn obtain Clearance at Sleepy Eye when train order office is open.

Rule 97 does not apply.

Normal position of junction switch at Sleepy Eye is for Waseca Subdiv.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

WINONA SUBDIVN-CENTRAL DIVISION

WEST					No. 482 is superior to No. 495				EAST	
SECOND CLASS									SECOND CLASS	
495									482	
Daily			Mile Posts		Miles		STATIONS		Daily	
....	0.2	0.0	WINONA	}	Y	W R O K I B	1000	...	....
PM			1.5							PM
10:00	1.7	1.5	CK ⊗ CMSTP&P			Q I C	...	A2:30		
		4.2	MINNESOTA CITY				1004	...	2:10	
10:15	5.9	5.7	5.4				1005	...	2:00	
10:25	11.3	11.1	STOCKTON				1007	40	1:45	
10:40	18.4	18.2	LEWISTON Y				1008	...	1:35	
10:50	22.7	22.5	4.3				7613	...	1:25	
11:00	28.3	28.1	5.6				1010	...	1:15	
11:10	32.2	32.0	ST. CHARLES Y				1012	...	1:05	
11:20	36.9	36.7	3.9				1116	...	1:00	
11:25	37.9	37.7	4.7				1014	...	12:50	
11:35	42.7	42.5	DOVER				1015	94	12:40	
11:40	45.1	44.9	4.8				1016	...	12:30	
11:50	49.2	49.0	EYOTA	}	Y	D	1018	31	12:15	
12:10	58.7	58.5	1.0						1019	...
12:20	63.9	63.7	PLAINVIEW JCT.			W I	7423	92	11:55	
12:40	69.2	69.0	2.4				1022	29	11:45	
12:50	76.4	76.2	HAVERHILL				1025	22	11:25	
1:10	88.1	87.9	4.1				1027	...	11:10	
1:25	96.3	96.1	9.5				1028	...	11:00	
Al:40	102.5	102.3	5.2							
AM			5.3							
			DODGE CENTER ⊗ C&NW Y			Q I D A				
			7.2							
			CLAREMONT							
			11.7							
			OWATONNA ⊗ CMSTP&P Y			S D				
			8.2							
			MERIDAN							
			6.2							
			WASECA ⊗ C&NW Y			R O K C B A				

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 0.0-0.5	10
MP 1.3-1.7 Int. limits	20
MP 13.0-18.7	25
MP 48.0-49.0	20
MP 49.0-49.2 Street crossings	5
MP 49.2-50.1 Approach circuits	20
MP 68.5-69.1 C&NW crossing	20
MP 88.0 CMSTP&P crossing	Stop
MP 88.2-88.3 Street crossings	10

Yard Limits:

Winona-MP 3.0	
MP 17.7-19.2	
MP 27.3-29.2	
MP 35.5-39.0	
MP 45.8-54.4	
MP 62.9-64.9	
MP 66.0-70.0	
MP 87.0-89.3	
MP 99.4-Waseca	

All trains obtain Clearance at CK and Waseca.

Rule 97 does not apply between Winona and CK and Eyota and Plainview Jct.

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

Look out for falling rock between MP 14.5 and 16.0.

At Eyota flag over industry track crossings.

Normal position of junction switches at Plainview Jct. and Rochester is for Winona Subdivn.

Eastward trains consume at least 20 seconds between railroad crossing and Second St., Waseca, account crossing controls.

Maximum Wt: 263,000 lbs.

WASECA SUBDIVN-CENTRAL DIVISION

WEST				EASTWARD trains are superior to westward trains of the same class.	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS		SECOND CLASS							
495	725	726	482						
Daily	Daily ex Sun	Daily ex Sun	Daily						
AM		Mile Posts	Miles						AM
11:00	....	102.5	0.0	WASECA ⓧ C&NW Y .. 10.4 R ⓧ K ⓧ C ⓧ B ⓧ A	1028	... ..		A2:00
11:20	....	112.9	10.4	JANESVILLE Y 9.7	1029	40	....	1:20
11:38	....	122.6	20.1	EAGLE LAKE 2.6	1032	... ..		1:05
11:43	....	125.2	22.7	LIME SIDING 4.6	1033	100	....	12:55
		129.8	27.3	ⓧ C&NW (E) } Y					
12:40	....	131.4	28.9	MANKATO ⓧ CMSTP&P 10.4 R ⓧ K ⓧ I ⓧ B ⓧ D	1036	... ..		12:30
1:00	....	10.4	39.3	JUDSON 6.5	5101	116	....	11:25
1:16	....	16.9	45.8	CAMBRIA 9.3	5104	... ..		11:15
1:35	....	165.3	55.1	NEW ULM Y (Q) (D) (B) 8.4	1047	48	....	11:00
1:50	....	173.7	63.5	ESSIG 6.1	1049	... ..		10:36
2:10	....	179.8	69.6	SLEEPY EYE Y (Q) (I) (D) (B) 6.3	1050	78	....	10:26
2:23	....	186.1	75.9	COBDEN 7.1	1052	... ..		10:06
2:55	....	193.2	83.0	SPRINGFIELD Y 7.2	1054	47	....	9:54
3:06	12:01	200.4	90.2	SANBORN JCT. (I) } Y	....	... A	6:55	9:42
3:09	12:05	201.7	91.5	SANBORN ... } (I) (D)	1056	100	6:50	9:40	
4:23	12:15	208.8	98.6	LAMBERTON 4.9	1058	... ..	6:40	9:30
4:35	12:25	213.7	103.5	REVERE 5.3	1060	... ..	6:30	9:23
4:45	12:35	219.0	108.8	WALNUT GROVE 7.6	1061	53	6:15	9:15	
A5:10 PM	A12:50 AM	226.6	116.4	TRACY Y ⓓ R ⓧ K ⓧ J ⓧ (B)	1064	... ..	6:00 PM	9:00 PM

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 102.6 C&NW crossing	20
MP 130.5 Curve	10
MP 130.9-131.3 Street crossings	10
MP 5.9-7.4 (W. of Mankato)	25
MP 192.4-Road crossing	20

All trains obtain Clearance at Waseca and Tracy.

All trains obtain Clearance at Mankato when train order office is open.

Only No. 482 and No. 726 register at Sanborn Jct.

Rule 97 does not apply between Sanborn and Sanborn Jct.

At Mankato ordinance prohibits sounding engine whistle within city limits.

At Mankato engine bell must be rung between Blue Earth River bridge and Quarry track.

Eastward trains consume at least 20 seconds between railroad crossing and Second St., Waseca.

Normal position of junction switches at Sleepy Eye, Sanborn Jct. and Tracy is for Waseca Subdivn.

Yard Limits:

Waseca-MP 107.0	
MP 111.0-113.4	
MP 128.6-2.9 (Mankato)	
MP 22.8-166.1	
MP 178.2-181.3	
MP 191.6-195.6	
MP 198.6-202.9	
MP 224.1-Tracy	

ABS: Between CMSTP&P crossing and 0.9 mile east of Mankato.

Normal position of crossover switches between Central and Twin Cities Divisions at MP 2.16 (Mankato) is for crossover movements. Switch on Central Div. main track is a spring switch.

When using track south of station at Mankato, flag movements over Main St.

Wanda spur track extends 8.4 miles from Sanborn to Wanda (Sta. No. 4302). Max. speed 10 mph.

Maximum Wt: 263,000 lbs., except 220,000 lbs. on Wanda spur.

HURON SUBDIVN-CENTRAL DIVISION

WEST SECOND CLASS 495	Mile Posts	Miles	No. 482 is superior to No. 495	STATIONS	Station Numbers	Capacity of Sidings	EAST SECOND CLASS 482
Daily							Daily
PM							PM
10:00	226.6	0.0	TRACY Y	WRQKIDB	1064	...	A 2:50
			7.2				
10:25	233.8	7.2	GARVIN		1200	...	2:40
			5.8				
10:35	239.6	13.0	BALATON		1201	50	2:32
			6.5				
10:46	246.1	19.5	BURCHARD		1203	...	2:23
			7.6				
11:00	253.7	27.1	TYLER	WD	1205	90	2:11
			7.8				
11:15	261.5	34.9	LAKE BENTON		1207	...	2:00
			6.3				
11:35	267.8	41.2	VERDI		1208	...	1:50
			6.6				
11:49	274.4	47.8	ELKTON		7419	100	1:40
			10.7				
12:02	285.1	58.5	AURORA		1213	...	1:25
			5.8				
12:20	290.9	64.3	BROOKINGS	QD	1214	60	1:15
			3.4				
12:55	294.3	67.7	SIoux VALLEY JCT	WJ R	1401	...	1:05
			3.1				
1:15	297.4	70.8	VOLGA		1215	...	12:49
			9.9				
...	307.3	80.7	BN	A	...	...	...
			1.0				
1:40	308.3	81.7	ARLINGTON		1219	...	12:30
			5.5				
1:50	313.8	87.2	HETLAND		1218	...	12:21
			7.2				
2:05	321.0	94.4	LAKE PRESTON	A	1220	50	12:11
			8.6				
2:20	329.6	103.0	DESMET	CMSTP&P	1222	80	11:58
			8.8				
2:35	338.4	111.8	MANCHESTER		1223	...	11:45
			6.3				
2:45	344.7	118.1	IROQUOIS Y	RJ	1225	45	11:35
			9.3				
3:00	354.0	127.4	CAVOUR		1227	...	11:15
			9.0				
A3:15 AM	363.0	136.4	HURON Y	RQKIDB	1228	...	11:01 AM

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 247.9-249.0	30
MP 259.6-259.8	30
MP 261.9-266.7	25
MP 290.9-Main Ave., Brookings	25
MP 307.3-BN crossing	20
MP 308.3-Main St., Arlington	25
MP 321.3-CMSTP&P crossing	20
MP 362.8-Dakota Ave., Huron	5

Yard Limits:

Tracy-MP 227.2
MP 288.0-295.1
MP 307.1-308.8

MP 344.3-345.5

MP 360.0-Huron

All trains obtain Clearance at Huron and Tracy.

Only Watertown Subdivn trains register at Sioux Valley Jct.

Rule 97 does not apply between Sioux Valley Jct. and Brookings.

Normal position of junction switches at Tracy, Sioux Valley Jct. and Iroquois is for Huron Subdivn.

Maximum Wt: 263,000 lbs.

MARSHALL SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
226.6	0.0	TRACY	WRQKIDB	1064	...
		7.0			
233.6	7.0	AMIRET		1066	...
		8.5			
242.1	15.5	MARSHALL JCT.	D	...	...
		1.8			
243.9	17.3	MARSHALL BN	SD	1068	...
		6.9			
250.8	24.2	GHENT		1070	...
		5.7			
256.5	29.9	MINNEOTA	Y	1072	...
		4.5			
261.0	34.4	TAUNTON		1073	...
		5.8			
266.8	40.2	PORTER		1074	...
		7.2			
274.0	47.4	CANBY		1075	...
		4.9			
278.9	52.3	BURR		1076	...
		5.7			
284.6	58.0	GARY		1077	...

SPEED RESTRICTIONS (In MPH)

Maximum	15
MP 244.4 BN crossing	Stop
MP 226.5 Jct.	Stop

Yard Limits:

Entire subdivision.

All trains obtain Clearance at Tracy.

Rule 97 does not apply between Tracy and Gary.

Normal position of junction switches:

Tracy-for Huron Subdivn.

Marshall-for Marshall Subdivn.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

WABASSO SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
54.2	0.0	MARSHALL JCT.	D	...	...
		3.8			
50.4	3.8	DUDLEY		4427	...
		6.9			
43.5	10.7	MILROY		4422	...
		6.9			
36.6	17.6	LUCAN	Y	4418	...
		7.9			
28.7	25.5	WABASSO	D	4304	...
		6.4			
21.4	31.9	SEAFORTH		4306	...
		4.7			
26.1	36.6	VESTA		4308	...

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 54.1 Jct.	Stop
MP 15.0 Jct.	Stop

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

Normal position of junction switch at Marshall Jct. is for Marshall Subdivn.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.

HALFA SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
141.6	0.0	BURT	WJQD	0278	...
		6.0			
147.6	6.0	LONE ROCK		4001	...
		5.1			
152.7	11.1	FENTON	Y	4003	...
		7.0			
159.7	18.1	RINGSTED		4005	...
		4.0			
163.7	22.1	HALFA		4006	...

SPEED RESTRICTIONS (In MPH)

Maximum	10
MP 142.0-Jct.	Stop

Yard Limits:

Entire subdivision.

Rule 97 does not apply.

Train location reports (line-ups) not issued.

Normal position of junction switch at Burt is for Burt Subdivn.

Maximum Wt: 210,000 lbs.

WATERTOWN SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
0.0	0.0	SIoux VALLEY JCT. Y W R		1401	
		8.2			
8.2	8.2	BRUCE		1403	
		10.1			
18.3	18.3	ESTELLINE		1405	
		4.8			
23.1	23.1	DEMPSTER		1407	
		7.4			
30.5	30.5	CASTLEWOOD		1410	
		6.5			
37.0	37.0	APPLEBY		1412	
		7.2			
319.0	44.2	WATERTOWN X BN-C&NW		1088	
		8.1			
327.1	52.3	KAMPESKA		1090	
		9.9			
337.0	62.2	HENRY		1092	
		5.5			
342.5	67.7	ELROD X CMST&P		1093	
		7.6			
350.1	75.3	CLARK		1095	
		11.2			
361.3	86.5	RAYMOND		1096	
		8.1			
369.4	94.6	DOLAND		1097	

SPEED RESTRICTIONS
(In MPH)
Maximum25
MP 0.0 Jct.Stop
MP 0.0-38.510
MP 31.9-369.715
MP 319.6 BN crossing
MP 342.0 CMST&P
crossingStop

Yard Limits:
MP 0.0-2.3
MP 39.3-Doland
Eastward trains obtain
Clearance at Watertown.
Rule 97 does not apply be-
tween Watertown and
Doland.
Rule 99(a) applies between
Watertown and Doland.
Normal position of junc-
tion switch at Sioux Valley
Jct. is for Huron Subdivn.
Flag over Maple Street
crossing Watertown.

Maximum Wt: 210,000 lbs.

STRATFORD SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
234.7	0.0	WATERTOWN X BN-C&NW		1088	
		3.6			
238.3	3.6	LAKE KAMPESKA		1090	
		11.3			
249.6	14.9	FLORENCE		8064	
		8.4			
258.0	23.3	WALLACE		8065	
		8.2			
266.2	31.5	BRADLEY X CMST&P		8066	
		7.3			
273.5	38.8	CROCKER		8067	
		10.3			
283.8	49.1	CRANDALL		8068	
		7.4			
291.2	56.5	CONDE		1275	
		8.0			
299.2	64.5	RANDOLPH		8069	
		6.8			
306.0	71.3	STRATFORD		8070	

SPEED RESTRICTIONS
(In MPH)
Maximum10
MP 234.8 BN crossing
.....Stop

Yard Limits:
Entire subdivision.
All trains obtain Clear-
ance at Watertown.

Rule 97 does not apply.
Train location reports
(line-ups) not issued.

At Watertown gate pro-
tects crossing of Mill track.

Maximum Wt: 210,000 lbs.

HAWARDEN SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	NORTH STATIONS	SOUTH	Station Numbers	Capacity of Sidings
0.0	0.0	SIoux CITY Y		4738	
		11.2			
0.0	11.2	WREN		4755	
		5.6			
5.6	16.8	MERRILL		4756	
		6.7			
12.3	23.5	BRUNSVILLE		4758	
		6.5			
18.8	30.0	CRAIG		4760	
		5.2			
24.0	35.2	McNALLY		4762	
		4.3			
28.3	39.5	N. I. JCT.			
		2.1			
30.4	41.6	HAWARDEN X CMST&P		0257	
		8.7			
8.7	50.3	ALCESTER		1450	
		8.7			
17.4	59.0	BERESFORD		1452	
		10.2			
27.6	69.2	CENTERVILLE		1455	
		7.8			
35.4	77.0	X BN			
		5.2			
40.6	82.2	HURLEY		1458	
		8.9			
49.5	91.1	PARKER		1460	
		7.7			
57.2	98.8	MONROE		1462	
		8.6			
65.8	107.4	CANISTOTA		1463	
		10.0			
75.8	117.4	SALEM X C&NW Y		1465	
		6.2			
82.0	123.6	UNITYVILLE		1466	
		6.0			
88.0	129.6	CANOVA		1468	
		10.3			
98.3	139.9	VILAS X CMST&P		1471	
		4.6			
102.9	144.5	ARGONNE		1473	
		7.9			
110.8	152.4	CARTHAGE		1474	
		7.0			
117.8	159.4	ESMOND		1476	
		8.4			
126.2	167.8	IROQUOIS Y		1225	

SPEED RESTRICTIONS
(In MPH)
Maximum25
MP 0.0 Int. limits10
MP 0.2 CMST&P cross-
ingStop
MP 35.4 BN crossing .20
MP 75.8 C&NW crossing
.....Stop
MP 98.0 CMST&P cross-
ingStop
MP 126.2 Jct.Stop

Yard Limits:
MP 28.2-1.6
MP 75.2-76.9
MP 125.0-126.2

Trains register by register
ticket at Wren.

Rule 97 does not apply be-
tween Hawarden and N.I.
Jct.

Rule 99(a) applies.

Between Wren and Sioux
City C&NW operates over
IC.

Normal position of junc-
tion switches:
N.I. Jct.-for Hawarden
Subdivn.
Iroquois-for Huron Sub-
divn.

Maximum Wt: 251,000 lbs.

ELLSWORTH SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
44.6	0.0	LAWN HILL		0207	
		6.7			
51.3	6.7	HUBBARD		0208	
		6.9			
58.2	13.6	RADCLIFFE		0209	
		7.4			
65.6	21.0	ELLSWORTH		0210	
		3.2			
68.8	24.2	JEWELL		0211	

SPEED RESTRICTIONS
(In MPH)
Maximum15
MP 68.5 Jct.Stop

Yard Limits:
Entire subdivision.
Rule 97 does not apply.

Normal position of junc-
tion switch at Jewell is for
Jewell Subdivn.

Train location reports
(line-ups) not issued.
Maximum Wt: 251,000 lbs.

JEWELL SUBDIVN-CENTRAL DIVISION

NORTH		Mile Posts	Miles	No. 176 is superior to No. 175	STATIONS	Station Numbers	Capacity of Sidings	SOUTH
SECOND CLASS	SECOND CLASS							
176	175							
Daily	Daily							
AM 3:00	33.9	0.0	AMES JCT. Y	W I	0145	...	AM A 12:15	
			6.1					
3:15	40.0	6.1	GILBERT		0363	...	11:54	
			6.2					
3:30	46.2	12.3	STORY CITY		0365	...	11:39	
			3.4					
3:39	49.6	15.7	RANDALL		0366	...	11:30	
			5.7					
3:53	68.8	21.4	JEWELL Y	W K I D B	0211	50	11:16	
			7.2					
4:11	76.0	28.6	KAMRAR		0212	..	10:58	
			7.5					
4:31	83.5	36.1	WEBSTER CITY	X ICG Y A	0214	...	10:38	
			7.1					
4:49	90.6		WOOLSTOCK		0216	...	10:20	
		43.2	7.5					
A 5:10 AM	98.1		EAGLE GROVE	X C&NW Y W R Q K D E A	0218	...	10:00 PM	
		50.7						

SPEED RESTRICTIONS (in MPH)

Maximum25
MP 68.8 Highway crossing6
MP 82.4-84.0 street & ICG crossings .10
MP 97.7 C&NW crossing20

Yard Limits:

MP 32.3-38.0
MP 53.8-72.0
MP 81.5-86.0
MP 95.0-Eagle Grove.

All trains obtain Clearance at Eagle Grove.

Central Division Clearance must be obtained at Ames before leaving Ames Jct. unless otherwise authorized.

Normal position of junction switch at Jewell is for Jewell Subdivn.

Maximum Wt: 263,000 lbs.

BURT SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
98.1	0.0	EAGLE GROVE X C&NW Y	0218	...
		4.9 (W) (R) (D) (K) (D) (B) (A)		
103.0	4.9	GOLDFIELD X CRI&P ... A	0263	..
		7.5		
110.5	12.4	RENWICK	0267	..
		7.9		
118.4	20.3	LUVERNE X C&NW Y (S) (Q) (D)	0270	..
		5.9		
124.3	26.2	GALBRAITH	0272	..
		2.7		
127.0	28.9	IRVINGTON	0274	..
		4.9		
131.9	33.8	ALGONA Y	0276	..
		9.7 (D) (B)		
141.6	43.5	BURT	0278	..
		6.6 (W) (Q) (J) (D)		
148.2	50.1	BANCROFT	0281	..
		9.5 Y		
157.7	59.6	LEDYARD	0283	..

SPEED RESTRICTIONS (in MPH)

Maximum25
MP 103.4 CRI&P crossing10
MP 118.2 C&NW crossing10
MP 142.0-157.910

Yard Limits:

Eagle Grove-MP 102.0
MP 116.4-120.5
MP 130.5-133.5
MP 141.0-157.9

All trains obtain Clearance at Eagle Grove.

Rule 97 does not apply between Burt and Ledyard.

Rule 99(a) applies.

Normal position of junction switch at Burt is for Burt Subdivn.

Maximum Wt:

Eagle Grove-Algona 251,000 lbs.
Algona-Ledyard 210,000 lbs.

SIOUX RAPIDS SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
98.1	0.0	EAGLE GROVE Y (W) (R) (Q) (K) (D)	0218	..
		8.3 (B)		
106.4	8.3	THOR	0220	..
		9.3		
115.7	17.6	DAKOTA CITY	0222	..
		5.3 (Q) (D)		
121.0	22.9	RUTLAND	0224	..
		5.1 Y		
126.1	28.0	P&M SIDING	0225	..
		2.0		
128.1	30.0	BRADGATE	0226	..
		5.6		
133.7	35.6	ROLFE X C&NW Y ... (S) (Q) (D)	0227	..
		9.0		
142.7	44.6	HAVELOCK	0230	..
		7.7		
150.4	52.3	LAURENS X CRI&P ... (D) (A)	0232	32
		6.7		
157.1	59.0	MARATHON X CMSTP&P (A)	0234	..
		9.3		
166.4	68.3	SIOUX RAPIDS	0236	..
		6.4 (D)		
172.8	74.7	LINN GROVE	0238	..
		7.6		
180.4	82.3	PETERSON	0240	..
		9.4		
189.8	91.7	SUTHERLAND	0242	..
		9.9		
199.7	101.6	PAULLINA Y	0244	..
		9.6		
209.3	111.2	GRANVILLE	0246	..
		7.3		
216.6	118.5	ALTON X C&NW Y (W) (I) (D)	0248	..
		3.1		
219.7	121.6	ORANGE CITY	0250	..
		6.3 (D)		
226.0	127.9	MAURICE	0252	..
		7.8		
233.8	135.7	IRETON	0254	..
		6.7		
240.5	142.4	N.I. JCT.	...	..
		2.1 Y (I)		
30.4	144.5	HAWARDEN (R) (Q) (K) (D) (B)	0257	..

SPEED RESTRICTIONS (in MPH)

Maximum25
MP 133.8-C&NW crossingStop
MP 150.4-Main St. crossing, Laurens6
MP 150.9-CRI&P crossing20
MP 156.9-CMSTP&P crossing20
MP 164.3-166.720
MP 174.7-174.920
MP 186.8-187.110
MP 199.7-Main St. crossing, Paullina8
MP 216.6-C&NW crossing20
MP 225.8-226.210
MP 240.5-Jct.Stop

Yard Limits:

Eagle Grove-MP 101.5
MP 115.2-128.4
MP 132.5-135.0
MP 198.5-201.6
MP 216.0-217.1
MP 240.5-1.6

All trains obtain Clearance at Eagle Grove.

Rule 97 does not apply between Hawarden and N.I. Jct.

Rule 99(a) applies between Laurens and N.I. JCT.

Maximum Wt:

Eagle Grove-Dakota City 220,000 lbs.
Dakota City-Alton 210,000 lbs.
Alton-Hawarden 251,000 lbs.

GOWRIE SUBDIVN-CENTRAL DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
68.8	0.0	JEWELL Y	0211	..
		8.1 (W) (K) (J) (D) (B)		
76.9	8.1	STANHOPE	0286	..
		6.9		
83.8	15.0	STRATFORD	0288	..
		9.1		
92.9	24.1	DAYTON	0290	..
		5.5		
98.4	29.6	HARCOURT X C&NW Y ... (S)	0292	..
		6.3		
104.7	35.9	GOWRIE X C&NW Y ... (S) (D)	0293	..
		5.6		
110.3	41.5	FARNHAMVILLE	0294	..

SPEED RESTRICTIONS (in MPH)

Maximum10
MP 68.7 Jct.Stop
MP 68.8 Highway crossing6
MP 98.3 C&NW crossingStop
MP 104.4 C&NW crossingStop

Yard Limits:

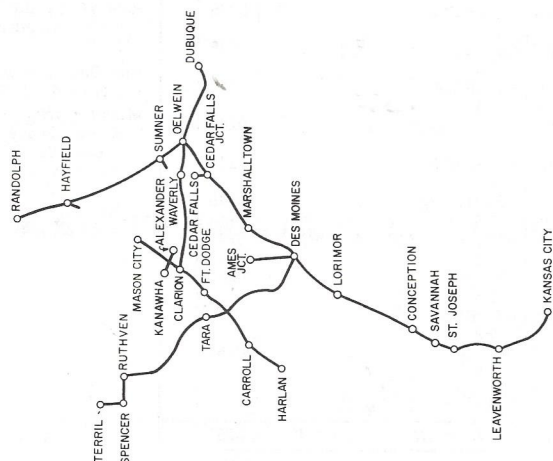
MP 68.5-69.8
MP 96.4-100.4
MP 103.0-106.0

Rule 99(a) applies

Normal position of junction switch at Jewell is for Jewell Subdivn.

Train location reports (line-ups) not issued.

Maximum Wt: 210,000 lbs.



MISSOURI DIVISION

OELWEIN SUBDIVN—MISSOURI DIVISION

SOUTH		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	NORTH	
SECOND CLASS							THIRD CLASS	
161	163						164	162
Daily	Daily						Daily	Daily
AM	PM						PM	PM
2:30	2:30	497.2	0.0	RANDOLPH Y (W)(C)(J)(K) 8.6 (Q)(R)	7429	220	AM 1:30	AM 11:50
2:45	2:45	488.6	8.6	DENNISON	7427	92	12:45	11:15
3:00	3:00	483.3	13.9	NERSTRAND	7426	52	12:33	11:00
3:12	3:12	476.8	20.4	KENYON	7425	209	12:20	10:45
3:30	3:30	467.4	29.8	WEST CONCORD	7424	92	12:00	10:25
3:45	3:45	458.3	38.9	DODGE CENTER Y (X) C&NW 94 (W)(B)(R)(A)(D)(Q)	7423	95	11:40	10:00
4:00	4:00	448.9	48.3	HAYFIELD Y (W)(J)(Q)(R) 6.4	7422	294	11:00	9:00
4:12	4:12	442.5	54.7	SARGEANT	7421	...	10:45	8:35
4:30	4:30	431.5	65.7	ELKTON	7419	188	10:25	8:15
.....	.....	423.5	73.7	TAOPI (X) CMSTP&P ... (A) 8.6	7418	...	.....	.....
5:00	5:00	414.9	82.3	McINTIRE Y ... (W)(J)(Q) 5.6	7414	110	9:55	7:45
5:10	5:10	409.3	87.9	RICEVILLE	7413	114	9:45	7:35
5:30	5:30	398.9	98.3	ELMA	7412	68	9:26	7:15
5:36	5:36	395.5	101.7	ALTA VISTA	7411	56	9:20	7:05
5:58	5:58 (162)	384.6	112.6	NEW HAMPTON (X) CMSTP&P 89 Y (A)(D)(Q)	7409	175	9:00	6:45 (163)
6:15	6:15	375.7	121.5	FREDERICKSBURG	7408	57	8:45	6:15
6:35	6:35	365.8	131.4	SUMNER	7401	109	8:27	5:30
6:50	6:50	358.1	139.1	WESTGATE	7450	132	8:15	5:15
7:00 AM	7:00 PM	351.2	146.0	OELWEIN Y (B)(D)(J)(K) (Q)(R)(W)	7160	...	8:00 AM	5:00 PM

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 488.6-483.3	30
MP 482.1-481.9	30
MP 481.4-479.9	35
MP 460.0-458.3	35
MP 458.3-C&NW crossing	25
MP 449.0-448.9	20
MP 430.3-423.5	35
MP 423.5-CMSTP&P crossing	25
MP 423.5-385.0	35
MP 385.0-CMSTP&P crossing	25
MP 385.0-366.3	35

Speed Limits:

MP 496.1-550.1
MP 456.8-459.8
MP 445.8-450.6
MP 413.6-416.5
MP 382.1-386.0
MP 351.2-354.3

ABS: Randolph-Oelwein

All trains obtain Clearance at Randolph and Oelwein.

At Randolph trains register by register ticket when office is open.

Hayfield and Dodge Center are register stations only for trains originating or terminating.

Hot box detector located at MP 403.0 (Elma).

Spur tracks between stations:

- MP 465.2 (Sta. No. 7424), connected at north end.
- MP 369.5 (Sta. No. 7401), connected at north end.

Maximum Wt: 263,000 lbs.

DES MOINES SUBDIVN—MISSOURI DIVISION

Mile Posts	Miles	↓ SOUTH STATIONS NORTH ↑	Station Numbers	Capacity of Sidings
351.2	0.0	OELWEIN Y W B D J K Q R	7160	...
343.8	7.4	FAIRBANK	7300	168
336.1	15.1	DUNKERTON	7301	...
329.5	21.7	ARMOUR W	7303	...
326.1	25.1	WATERLOO B L K Q	7304	104
325.2	26.0	ICG 0.9	...	...
324.8	26.4	CRIP 0.4	...	...
319.1	32.1	CEDAR FALLS JCT. 3.3	7305	193
315.8	35.4	HUDSON 4.9	7310	77
310.9	40.3	HICKS C&NW 4.4	...	...
306.5	44.7	REINBECK CRIP 7.1	7311	...
299.4	51.8	LINCOLN 5.5	7312	103
293.9	57.3	GLADBROOK C&NW 8.9	7313	...
285.0	66.2	GREEN MOUNTAIN 7.7	7314	...
277.3	73.9	MARSHALLTOWN Y C&NW 13.4	0136	...
263.9	87.3	MELBOURNE 18.3	7317	67
245.6	105.6	MINGO 12.7	7319	57
232.9	118.3	BONDURANT 8.3	7321	122
224.6	126.6	HIGHLAND PARK 2.9	7323	...
221.7	129.5	CRIP 0.8	...	...
220.9	130.3	CRIP-DMU 0.4	...	...
220.5	130.7	BN 1.7	...	...
218.8	132.4	DES MOINES B C K Q R	7325	...

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 351.2-350.0	10
MP 350.0-326.7	35
MP 326.7-323.7	10
MP 323.7-310.9	35
MP 310.9-C&NW crossing	25
MP 310.9-306.3	35
MP 306.3-CRIP	20
MP 306.3-296.6	35

MP 293.9 C&NW crossing

MP 285.8-278.6	35
MP 280.8 Curve	30
MP 280.0-275.0	25
MP 270.2 Curve	30
MP 267.2 Curve	35
MP 239.2-235.1	35
MP 226.3 Curve	35
MP 225.3 Curve	25
MP 224.0-218.8	20
MP 220.9 CRIP-DMU crossing	Stop

MP 220.5 BN crossing
Stop

Yard Limits:
MP 349.4-351.2
MP 317.0-327.7
MP 273.3-281.0
MP 218.8-227.0

ABS: Marshalltown-Des Moines

Rule 97 does not apply between Des Moines and Highland Park and between Waterloo and Cedar Falls Jct.

All trains obtain Clearance at Des Moines, Oelwein and Marshalltown.

Between Waterloo and Cedar Falls Jct. trains and engines may operate in either direction on verbal permission from train dispatcher or operator.

Marshalltown: Authority for movement through crossover between Iowa Div. westward main track and Missouri Div. main track must be obtained from the Missouri Div. or Iowa Div. train dispatcher through the operator. Speed through crossover must not exceed 10 MPH. Movements against the current of traffic on westward main track must be authorized by operator. When the arm of block indicator at south switch of crossover is horizontal switch must not be opened without permission.

Trains meeting at Marshalltown will be governed by instructions from operator.

Fairbank. Normal position of spring switch at south end of siding is for main track. A two-position color light indicator is located in advance of facing point of spring switch.

Sidings and spur tracks between stations:

MP	Sta. No.
331.6 Dewar	7302
Connected at North end	
316.7 Cyanamid	7310
Connected at North end	
278.8 Powerville	7316
Connected at Both ends	
255.1 Baxter	7318
Connected at Both ends	
Maximum Wt:	263,000 lbs.

CEDAR FALLS SUBDIVN—MISSOURI DIVISION

Mile Posts	Miles	↓ WEST STATIONS EAST ↑	Station Numbers	Capacity of Sidings
7.7	0.0	CEDAR FALLS	7308	...
6.8	0.9	CRIP	...	...
0.0	7.7	CEDAR FALLS JCT.	7305	...

SPEED RESTRICTIONS (In MPH)
Maximum 10
MP 6.8 CRIP crossing Stop

Yard Limits:
Entire Subdivision

Rule 97 does not apply between Cedar Falls Jct. and Cedar Falls.

Train location reports (line-ups) not issued.

Maximum Wt: 263,000 lbs.

DUBUQUE SUBDIVN—MISSOURI DIVISION

WEST THIRD CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST SECOND CLASS
199	Daily ex Sat					198
PM	7:30	174.2	0.0 DUBUQUE Y	7141	...	PM
			21.8			A6:45
	8:25	196.0	21.8 FARLEY	7146	65	5:45
			6.5			
	8:40	202.5	28.3 DYERSVILLE	7147	...	5:30
			5.0			
	8:50	207.5	33.3 PETERSBURG	7148	...	5:20
			7.7			
	9:05	215.2	41.0 ONEIDA CMSTP&P	...	...	5:05
			10.1			
	9:25	225.3	51.1 DUNDEE	7152	...	4:45
			5.1			
	9:35	230.4	56.2 LAMONT	7153	43	4:35
			4.8			
	9:45	235.2	61.0 AURORA	7154	...	4:25
			4.5			
	9:55	239.7	65.5 STANLEY	7155	...	4:15
			6.1			
10:10 PM	245.8	71.6	OELWEIN CRIP Y W A B D J K Q R	7160	...	4:00 PM

SPEED RESTRICTIONS (In MPH)

Maximum	35
MP 174.5-195.0	25
MP 215.2 CMSTP&P crossing	10
MP 245.2-245.8	10

Yard Limits:

MP 176.0-174.2	
MP 245.8-242.0	
Rule 99(a) applies.	

All trains obtain Clearance at Oelwein.

Spur tracks between stations:

MP 179.8-Durango (Sta. No. 7144), connected at east end.
MP 187.3-Graf (Sta. No. 7140), connected at east end.
MP 220.1-Thorpe (Sta. No. 7151), connected at east end.

Maximum Wt: 263,000 lbs.

BELMOND SUBDIVN—MISSOURI DIVISION

Mile Posts	Miles	↓ WEST STATIONS EAST ↑	Station Numbers	Capacity of Sidings
199.5	0.0	ALEXANDER	2651	...
206.2	6.7	CRIP	...	...
206.9	7.4	BELMOND	7466	...
214.3	14.8	OLAF	2653	...
218.7	19.2	KANAWHA	2654	...

SPEED RESTRICTIONS (In MPH)
Maximum 10
MP 206.2 CRIP crossing Stop
MP 206.9 C&NW crossing Stop

Yard Limits:
Entire subdivision.

Rule 83(B) does not apply at Belmond

Rule 97 does not apply between Belmond and Kanawha and between Belmond and Alexander

Train location reports (line-ups) not issued.

Maximum Wt.:263,000 lbs.

KANSAS CITY SUBDIVN—MISSOURI DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
		SOUTH STATIONS		
218.8	0.0	DES MOINES Y B C C K Q R	7325	...
207.8	11.0	CUMMING Y	7327	192
184.4	34.4	PERU	7331	...
173.1	45.7	LORIMOR Y D Q	7332	190
165.3	53.5	TALMAGE	7333	...
157.1	61.7	ARISPE	7334	70
144.8	74.0	DIAGONAL D Q	7336	170
127.7	91.1	BLOCKTON	7339	...
117.3	101.5	SHERIDAN D Q	7341	217
105.1	113.7	RAVENWOOD	7343	...
99.3	119.5	CONCEPTION D Q	7344	100
74.6	144.2	SAVANNAH D	7347	211
63.0	155.8	ST. JOSEPH B C C K Q R	7349	187
61.8	157.0	FRANCIS STREET J I	...	...
61.0	157.8	FOURTH ST. J I	...	...
60.9	157.9	FIFTH ST. S I	...	...
60.6	158.2	MONTEREY ST. S	...	...
72.8	158.4	TERMINAL YARD Y D	...	...
72.3	158.9	MK JCT. S	...	...
72.1	159.1	BN S	...	...
71.6	159.5	CRI&P R	...	...
52.9	165.9	BC JCT. J I	7350	...
50.8	168.0	WILLOW BROOK	7351	98
42.9	175.9	DEARBORN D	7352	...
39.0	179.8	HAYDITE	7353	174
29.9	188.9	BEVERLY BN A	7354	35
26.3	192.5	BN JCT. J	...	...
25.4	193.4	LEAVENWORTH J I	7356	...
...	217.7	KANSAS CITY B C C K Q R	7365	...

SPEED RESTRICTIONS (In MPH)

Maximum	40
MP 206.8 Curve	35
MP 202.5 Curve	35
MP 201.6 Curve	35
MP 200.3 Curve	35
MP 183.6 Curve	30
MP 166.8 Curve	30
MP 165.0 Curve	30

MP 163.8 Curve	25
MP 145.7 Curve	30
MP 83.8 Curve	35
MP 71.7-70.7	35
MP 64.3-ATSF MP 72.1	10
Fifth St.	
Monterey St.	Railroad
MK Jct.	Crossings
ATSF MP 72.1	Stop
ATSF MP 72.1-70.8	20

MP 52.9—Int. limits
MP 29.9—BN crossing
MP 28.5 Curve
MP 26.3-25.6
MP 25.6-25.0 Bridge
Interlocking

Yard Limits:

MP 215.0-218.8
MP 207.0-210.5
MP 169.0-174.0
ATSF MP 70.8-C&NW
MP 65.4

ABS: Des Moines-Diagonal
BN Jct.—Leavenworth

Rule 97 does not apply between BN Jct. and Leavenworth.

St. Joseph is a registered station only for trains originating or terminating.

All trains obtain C&NW Clearance at Des Moines, St. Joseph and Kansas City.

Spring switches:

† Cumming, south end of siding.

† Lorimer, south end of siding.

Diagonal, both ends of siding.

Sheridan, north end of siding.

Savannah, south end of siding.

Haydite, both ends.

† Spring switch equipped with facing point lock. Normal position of spring switches is for main track.

At Cumming and Lorimer trains on siding to be met or passed must stay clear of Signal Clearing Point sign until train to be met or passed has cleared, and may then move into clearing section in advance of signal.

At Sheridan, Diagonal, Savannah and Haydite a 2-position color-light indicator is located in advance of facing point spring switch.

Hot box detectors:

MP 193.7—Hanley
MP 151.0—Arispe
MP 104.8—Ravenswood

Sidings and spur tracks between stations:

MP Sta.
199.0 Martensdale 7328

Connected at South end

197.4 Conger 7329

Connected at North end

190.8 Hanley 7330

Connected at South end

136.8 Benton 7337

Connected at South end

112.0 Parnell 7342

Connected at North end

91.6 Guilford 7345

Connected at North end

84.0 Rea 7346

Connected at South end

48.7 Faucett 7710

Connected at North end

26.1 Kirmeyer 7356

Connected at Both ends

Maximum Wt. 263,000 lbs.

KANSAS CITY SUBDIVN—MISSOURI DIVISION

Unless otherwise instructed, trains taking siding at Conception will use siding south of station.

Between Leavenworth and Kansas City C&NW trains and engines operate over MP. Northward trains will accept identification of southward trains on MP as evidence of their arrival at Leavenworth.

Between BN Jct. and Leavenworth trains must proceed expecting to find Leavenworth drawbridge open.

Before BN trains and engines operate switch to enter C&NW track at BN Jct. they must ascertain that there are no approaching movements on C&NW. If signal does not immediately clear, the movement may proceed at Restricted Speed after waiting five minutes.

BN Railroad

Between Francis Street and Fifth Street C&NW operates over BN. Two-main-track CTC operation is in effect between Francis Street and Fourth Street. Between Fourth Street and Fifth Street BN track is designated as a yard track. Interlockings at and between Francis Street and Fourth Street are controlled by operator at BN Florence Street yard office.

Rule 83(B) does not apply at Francis Street or Fourth Street.

SJT Railroad

Between Fifth Street and MK Jct., C&NW trains and engines operate over SJT and must move at Reduced Speed not exceeding 10 MPH prepared to stop short of switch not

properly lined. Normal position of junction switch at Fifth Street between BN and SJT is for movement to or from BN. After stopping for Stop signs at Monterey Street and MK Jct., if view in each direction is not clear for at least 800 feet member of crew must precede movements and give proceed signal from crossing if safe to proceed.

ATSF Railroad

Between MK Jct. and BC Jct., C&NW trains and engines operate over AT&SF and are governed by C&NW rules except as modified by ATSF rules and instructions contained in C&NW General Order. Southward C&NW trains must receive ATSF Clearance before entering ATSF main track at MK Jct. Proceed indication at BC Jct. authorizes C&NW train to proceed from BC Jct. to MK Jct. Between BC Jct. and ATSF MP 70.8, trains are governed by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track. Operator at Terminal Yard controls interlocking at BC Jct. and CTC between BC Jct. and ATSF MP 70.8 and must be advised in advance of any known condition that will delay train. Between ATSF MP 70.8 and Terminal Yard there is no superiority of trains. Between these points trains and engines must move at Restricted Speed. After stopping for Stop sign at BN crossing, if view in each direction is not clear for at least 800 feet, member of crew must precede movement and give proceed signal from crossing if safe to proceed.

Maximum Wt: 263,000 lbs.

ANKENY SUBDIVN—MISSOURI DIVISION

NORTH			SOUTH			
SECOND CLASS	Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	SECOND CLASS
176						175
Daily						Daily
PM						AM
11:00	2.4	0.0	HULL AVE. } W B D K Q R	0350	...	A3:50
			8.2			
11:30	10.6	8.2	ANKENY } J D Q	0354	51	3:10
			11.4			
11:54	22.0	19.6	SHELD AHL 0358	...		2:46
			1.4			
11:58	23.4	21.0	SLATER X CMSTP&P A	0360	...	2:42
			4.8			
12:10	28.2	25.8	KELLEY X C&NW A	0359	52	2:30
			5.7			
12:30 AM	33.9	31.5	AMES JCT. Y W J I	0145	...	2:00 AM

SPEED RESTRICTIONS (In MPH)

Maximum 30
MP 2.8-2.9 Hull Avenue 10
MP 2.9-6.0 (Southward trains) 25
MP 33.7-33.9 10

Yard Limits:

MP 2.4-11.5
MP 32.5-33.9

Rule 97 does not apply between Hull Avenue and Ankeny.

Southward trains must obtain Clearance

at Ames before leaving Ames Jct.

Trains originating at Hull Avenue must obtain Clearance.

At Ames Jct. crossing protection at Kellogg Ave. must be started manually when trains are operating on lead track to or from Iowa Division westward main track or Ankeny Subdivn.

Industry spur tracks located at MP 6.7, Saylor (Sta. No. 0352).

Maximum Wt: 263,000 lbs.

PERRY SUBDIVN—MISSOURI DIVISION

Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings
182.8	0.0	TERRIL	2678	...
197.2	14.4	SPENCER	2680	33
210.0	27.2	RUTHVEN	2681	...
217.5	34.7	AYRSHIRE	2682	...
223.9	41.1	CURLEW	2683	...
228.0	45.2	MALLARD	2684	...
233.0	50.2	PLOVER	2685	...
239.7	56.9	ROLFE CNW	0227	...
247.1	64.3	GILMORE CITY	2686	...
252.8	70.0	PIONEER	2687	...
257.9	75.1	CLARE	2688	...
265.1	82.3	TARA ICG	2689	...
227.6	82.3	TARA ICG	2689	...
231.5	86.2	MOORLAND CNW	2690	...
237.1	91.8	CALLENDER	2691	...
242.7	97.4	GOWRIE Y CNW	0293	...
246.9	101.6	LENA	2692	...
251.2	105.9	PATON	2693	...
255.4	110.1	DANA	2694	...
260.5	115.2	GRAND JUNCTION Y CNW	0154	15
267.8	122.5	RIPPEY	2695	...
272.0	126.7	ANGUS	2696	...
275.9	130.6	PERRY CMSTP&P	2697	...
282.9	137.6	MINBURN	2698	...
289.0	143.7	DALLAS CENTER	2699	...
295.4	150.1	WAUKEE CMSTP&P	2700	...
305.1	159.8	WEST DES MOINES	0351	31
.....	168.8	HULL AVENUE	0350	...

SPEED RESTRICTIONS (In MPH)
Between Terril and Tara:
 Maximum20
 MP 265.0 ICG crossing Stop
 MP 239.8 C&NW crossing
 MP 197.4-196.0 Street crossings5

Between Tara and West Des Moines:
 Maximum25
 MP 231.5 C&NW crossing Stop
 MP 243.0 C&NW crossing Stop
 MP 260.9-260.5 Street crossings10
 MP 275.5 Int. limits20
 MP 276.2-275.8 Street crossings10
 MP 295.2 CMSTP&P crossingStop

Yard Limits:
Between Tara and West Des Moines:
 MP 227.6-233.0
 MP 242.0-244.0
 MP 259.0-262.0
 MP 274.9-290.0
 MP 304.0-305.1
Between Tara and Terril:
 MP 265.1-264.5
 MP 239.0-246.1
 MP 182.2-197.2

Rule 97 does not apply between:
 Tara and Moorland
 Spencer and Terril
 Gilmore City and Rolfe
 Perry and Dallas Center
Rule 99(a) applies.
 Between Hull Avenue and West Des Moines C&NW operates over CRI&P. Before entering CRI&P at West Des Moines C&NW trains must obtain permission from CRI&P train dispatcher.

Between Ruthven and Spencer C&NW operates over CMSTP&P.

Sidings and spur tracks between stations:

MP Sta. No.
 191.5 Langdon 2679
 Connected at Both ends
 252.1 Cyanamid 2687
 Connected at North end
 252.2 Farm Service 2687
 Connected at North end

Maximum Wt:
 Hull Ave.-West Des moines 263,000 lbs.
 West Des Moines-Tara 232,000 lbs.
 Tara-Terril 210,000 lbs.

WAVERLY SUBDIVN—MISSOURI DIVISION

WEST		Mile Posts	Miles	STATIONS	Station Numbers	Capacity of Sidings	EAST	
SECOND CLASS							THIRD CLASS	
193	189						194	188
Daily ex Sun	Sun Wed Fri						Daily ex Sun	Tue Thur Sat
AM 8:00	AM 7:00	245.8	0.0	OELWEIN Y W B D 16.4 J K Q R	7160	...	AM 11:00	PM 12:30
8:35	7:35	262.2	16.4	READLYN 12.8	7162	186	10:30	12:01
8:00 AM	8:00	275.0	29.2	WAVERLY } D B Q R 1.0 Y	7163	134	10:00 AM	11:30
.....	.....	276.0	30.2	X ICG } A	.....	.....	.....	.....
.....	8:15	281.5	35.7	SHELL ROCK 5.5	7164	64	.....	11:10
.....	8:30	288.4	42.6	CLARKSVILLE 7.0 X CRI&P A	7165	64	.....	10:55
.....	8:45	295.4	49.6	ALLISON 5.9	7166	54	.....	10:40
.....	9:00	301.3	55.5	BRISTOW 4.2	7167	91	.....	10:25
.....	9:10	305.5	59.7	DUMONT X CNW S 6.6	7168	...	.....	10:15
.....	9:25	312.1	66.3	HANSELL 5.4	7169	52	.....	10:00
.....	9:50	317.5	71.7	HAMPTON X C&NW Y 8.3 A D Q X CRI&P	2617	65	.....	9:45
.....	10:15	325.8	80.0	COULTER 9.1	7171	...	.....	9:20
.....	10:40	334.9	89.1	ROWAN X CRI&P E 9.7	7172	52	.....	8:55
.....	All:10 AM	344.6	98.8	CLARION Y B D J K Q R	7174	...	.....	8:30 AM

SPEED RESTRICTIONS (In MPH)
Between Oelwein and MP 310.0
 Maximum35
 MP 248.8-251.325
 MP 274.9-275.7 Street crossings10
 MP 276.0 ICG crossing20
 MP 288.4 CRI&P crossing30
 MP 305.5 C&NW crossingStop
Between MP 310.0 and MP 344.6
 Maximum25
 MP 317.7-318.1 Interlockings20
 MP 334.9-CRI&P crossing20

Yard Limits:
 MP 248.5-245.8

MP 277.6-274.8
 MP 319.0-316.9
 MP 344.6-343.4

Rule 99(a) applies between Waverly and Clarion.

All trains obtain Clearance at Oelwein.
 Clarion and Waverly are register stations only for trains originating or terminating.

Sidings and spur tracks between stations:

Connected at
 MP Name Sta. No. West end
 254.6 Oran 7161
 Maximum Wt: 263,000 lbs.

**TODAY ... IS YESTERDAY'S
SAFETY AWARD**

FORT DODGE SUBDIVN—MISSOURI DIVISION

SOUTH		Mile Posts	Miles	No. 186 is superior to No. 187.	STATIONS	Station Numbers	Capacity of Sidings	NORTH	
THIRD CLASS	SECOND CLASS							SECOND CLASS	THIRD CLASS
189	187							186	188
Sun Wed Fri	Daily ex Mon							Daily ex Sun	Tues Thur Sat
.....	AM 12:30 AM	57.6	0.0	MASON CITY 1.5 C&Q②Y R	4535	...	PM A11:50	.....
.....	12:40	59.1	1.5	CLEAR LAKE JCT ①① 5.8	7461	...	A11:40	.....
.....	12:55	64.9	7.3	BURCHINAL 10.9	7462	...	11:25	.....
.....	1:30	75.8	18.2	THORNTON 5.5	7464	54	10:50	.....
.....	1:45	81.3	23.7	MESERVEY 8.0	7465	...	10:35	.....
.....	.....	89.3	31.7	⊗ CRI&P S 1.1 Y C&NW S	.....	.....	.....	.....
.....	2:30	90.4	32.8	BELMOND ⊗ C&NW S 10.6 D Q R	7466	...	10:10	.....
AM 11:30	3:15	344.6	43.4	CLARION ⊗ CRI&P A Y 9.8 B D J K Q R	7174	...	9:25	AM A8:15	
12:15	4:00	354.4	53.2	EAGLE GROVE Y C&NW 8.3 A Q	0218	92	8:55	7:55	
12:30	4:15	362.7	61.5	VINCENT 9.8	7178	54	8:25	7:25	
A12:55 PM	A4:40 AM	372.5	71.3	FORT DODGE Y B D K Q R	7180	...	8:00 PM	7:00 AM	

SPEED RESTRICTIONS (In MPH)
Between Clear Lake Jct. and Clarion
Maximum25
MP 88.9—90.4 Street crossings10
MP 89.3 CRI&P crossingStop
MP 90.6 C&NW crossingStop
Between Clarion and Fort Dodge
Maximum35
MP 344.6—344.9 Clarion10
MP 354.1—355.2 Street crossings20

Yard Limits:
MP 60.1—57.6
MP 92.0—88.6
MP 346.9—99.0
MP 356.0—353.0
MP 372.5—371.1

Rule 97 does not apply between Clear Lake Jct. and Mason City.

Rule 99(a) applies between Clear Lake Jct. and Clarion.

No. 186 and No. 188 obtain Clearance at Fort Dodge.

No. 187 obtain Clearance at Mason City before departing from Clear Lake Jct.

Clarion is a register station only for trains originating or terminating.

At Mason City trains register by register ticket.

At Fort Dodge trains register by register ticket when office is open.

Sidings and spur tracks between stations:

MP	Name	Sta. No.	Connected at
71.4	Swaledale	7463	South end
349.1	Florence	7175	North end
367.4	Industry	7179	South end

Maximum Wt: 263,000 lbs.

HARLAN SUBDIVN—MISSOURI DIVISION

Mile Posts	Miles	SOUTH STATIONS NORTH		Station Numbers	Capacity of Sidings
		↓	↑		
372.5	0.0	FORT DODGE	① B ① D	7180	47
380.3	7.8	MOORLAND ① CNW	① S	2690	49
384.3	11.8	ROELYN		7183	53
388.8	16.3	SOMERS ① CRI&P	① D	7184	52
398.2	25.7	LOHRVILLE ① CMStP&P A		7186	..
402.6	30.1	WIGHTMAN		7187	..
408.0	35.5	LANESBORO		7188	..
414.4	41.9	LIDDERDALE		7189	..
420.8	48.3	CARROLL Y	① D ① J	0162	..
437.9	65.4	MANNING		0453	46
449.1	76.6	IRWIN		0463	..
461.1	88.6	HARLAN Y		7196	92

SPEED RESTRICTIONS (In MPH)
Maximum35
MP 372.5—380.320
MP 373.6— Bridge 373.610
MP 380.3 C&NW crossing10
MP 388.8 CRI&P crossing20
MP 398.2 C&NW-CMSTP&P crossings20
MP 420.2—421.1 Street crossings10

Yard Limits:
MP 382.0—372.5
MP 422.0—419.5
MP 461.9—460.3

Rule 97 does not apply between Fort Dodge and Moorland. Authority to occupy main track between Fort Dodge and Moorland must be obtained from the operator at Fort Dodge or the train dispatcher.

Rule 99(a) applies.

At Fort Dodge trains may register by register ticket when office is open.

Authority to occupy Iowa Div. main track at Carroll must be obtained from train dispatcher at Boone.

Sidings and spur tracks between stations:

MP	Sta. No.	Connected at
375.5 W. Ft. Dodge	..	2713
Connected at Both ends		
378.9 McDonald's	..	2713
Connected at South end		
393.1 Rinard	..	7185
Connected at South end		
429.3 Halbur	..	7191
Connected at South end		

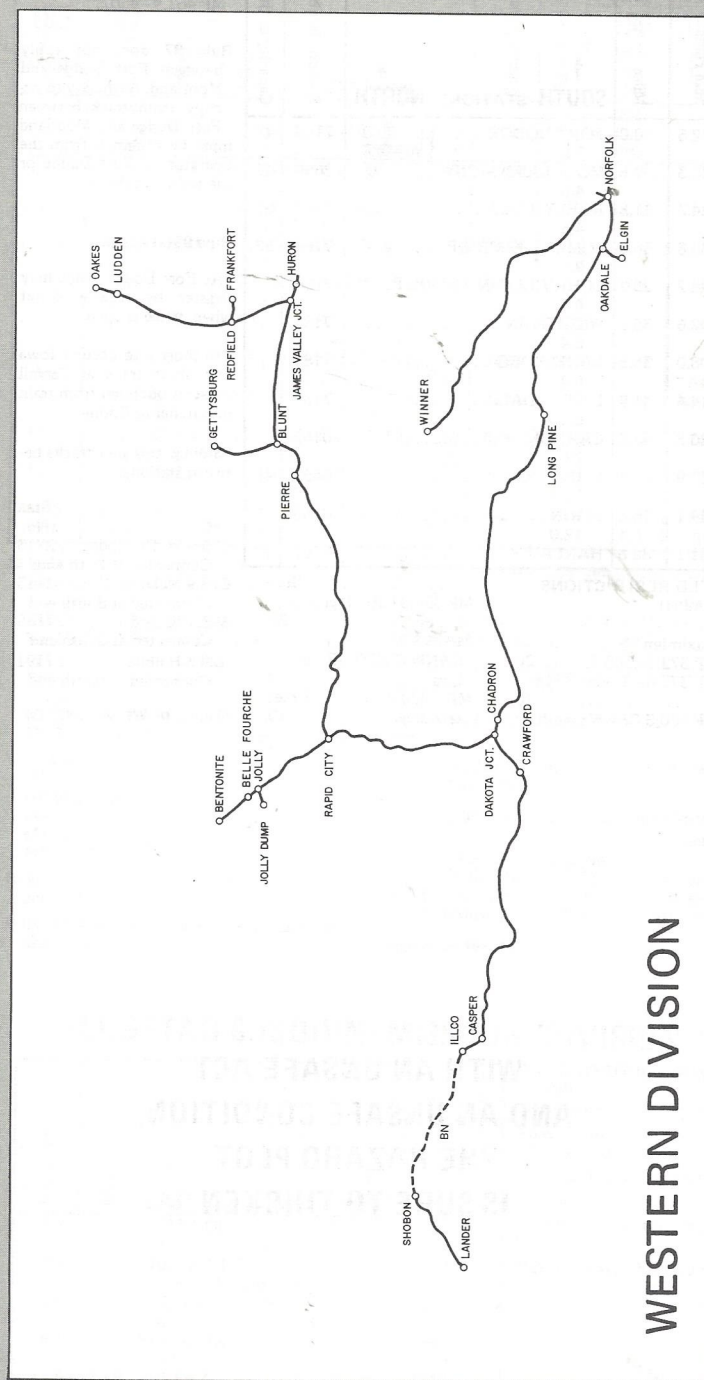
Maximum Wt: 263,000 lbs.

FLUGSTAD SUBDIVN—MISSOURI DIVISION

Mile Posts	Miles	EAST STATIONS WEST		Station Numbers	Capacity of Sidings
		↓	↑		
0.8	0.0	FORT DODGE	① B ① D ① R	7180	..
2.1	1.3	EAST FT. DODGE	① S ① W	7180	..
4.6	3.8	GYPSUM ① ICG	① A	7840	..
9.1	8.3	EVANSTON	Y	7841	..
11.6	10.8	BRUSHY		7842	..
15.8	15.0	FLUGSTAD		7843	..

SPEED RESTRICTIONS (In MPH)
Maximum10
Yard Limits:
Entire subdivision.
Rule 83(B) and **Rule 97** do not apply.
Train location reports not issued.
Maximum Wt: 200,000 lbs.

**WITH AN UNSAFE ACT
AND AN UNSAFE CONDITION,
THE HAZARD PLOT
IS SURE TO THICKEN**



WESTERN DIVISION

NORFOLK SUBDIVN—WESTERN DIVISION

WEST	SECOND CLASS	355	Mile Posts	Miles	No. 358 is superior to No. 355	STATIONS	Station Numbers	Capacity of Sidings	EAST
Daily									Daily
AM									PM
4:00			80.9	0.0		NORFOLK } B D J K Q R W	7001	...	A 2:59
				1.4		1.4 X UP } Y A			
			82.3	1.4		8.9			
4:25			91.2	10.3		BATTLE CREEK Y A	6068	72	2:34
				7.2					
4:42			98.4	17.5		MEADOW GROVE D	6071	...	2:17
				5.3					
4:55			103.7	22.8		TILDEN D	6074	40	2:04
				6.9					
5:12			110.6	29.7		OAKDALE Y D	6078	40	1:47
				5.4					
5:25			116.0	35.1		NELIGH D	6080	...	1:34
				8.9					
5:46			124.9	44.0		CLEARWATER D	6084	87	1:13
				10.2					
6:10			135.1	54.2		EWING D	6088	...	12:49
				12.7					
6:40			147.8	66.9		INMAN D	6093	...	12:19
				7.8					
6:59			155.6	74.7		O'NEILL D Q	6097	66	12:01
				8.2					
7:19			163.8	82.9		EMMET D	6101	...	11:40
				9.8					
7:43			173.6	92.7		ATKINSON D	6104	73	11:16
				9.6					
8:06			183.2	102.3		STUART Y D	6109	42	10:53
				10.1					
8:30			193.3	112.4		NEWPORT Y D	6113	40	10:29
				11.2					
8:57			204.5	123.6		BASSETT Y D	6117	75	10:02
				9.1					
A 9:19			213.6	132.7		LONG PINE Y B D K Q R	6121	...	9:40
AM									AM

SPEED RESTRICTIONS (In MPH)
Maximum 25

Rule 99(a) applies.

Yard Limits:
MP 80.2—82.8
MP 90.2—92.0
MP 110.0—111.4
MP 182.5—184.0
MP 192.6—194.0
MP 203.6—205.4
MP 212.8—216.1

All trains obtain Clearance at Norfolk and Long Pine

Norfolk: Stop and flag Norfolk Avenue and Fourth Street

Elgin Spur extends 10.3 miles Oakdale to Elgin (Sta. No. 6994)

When UP-C&NW interlocking indication is at Stop a member of crew must ascertain that the absolute signal on UP route is at Stop and derails on UP route are in derailing position.

Train or engine may then proceed on hand signal from a member of crew at the crossing.

Maximum Wt: 263,000 lbs. (except 210,000 lbs. on Elgin Spur.)

ALERT IS THE WORD

LONG PINE SUBDIVN—WESTERN DIVISION

WEST SECOND CLASS 355	Mile Posts	Miles	MOUNTAIN STANDARD TIME No. 358 is superior to No. 355	Station Numbers	Capacity of Sidings	EAST SECOND CLASS 358
Daily			STATIONS			Daily
AM 8:40 (358) 9:00	213.6	0.0	LONG PINE Y B D K U R	6121	...	AM 8:37 (355) 8:17
9:12	223.0	8.4	AINSWORTH Y	6126	25	8:05
9:42	228.0	13.3	SANDRIDGE	6127	...	7:53
9:50	233.0	18.5	JOHNSTOWN	6131	32	7:27
10:13	243.7	29.2	WOOD LAKE Y	6135	67	7:04
10:34	253.2	38.7	ARABIA	6138	...	6:43
10:50	262.0	47.4	THACHER	6143	36	6:27
11:17	269.0	54.2	VALENTINE Y D U W	6146	84	6:00
11:43	280.6	65.4	CROOKSTON	6151	...	5:34
12:02	291.8	76.3	KILGORE	6155	25	5:15
12:20	299.8	84.3	NENZEL	6159	...	4:57
12:52	307.5	91.9	CODY	6162	80	4:25
1:19	320.8	105.3	ELI	6165	...	3:58
1:53	332.0	116.6	MERRIMAN Y D U	6170	76	3:24
2:26	346.0	130.6	IRWIN	6176	...	2:51
2:45	359.9	144.4	GORDON Y D U	6181	...	2:32
3:01	368.0	152.4	CLINTON	6185	...	2:16
3:30	374.7	159.0	RUSHVILLE D	6188	66	1:47
3:51	386.5	170.9	HAY SPRINGS Y	6193	67	1:26
A4:17 PM	395.6	179.8	BORDEAUX	6197	29	1:00 AM
	406.3	190.5	CHADRON Y B C K U R	6202	...	

SPEED RESTRICTIONS (In MPH)

Maximum 25

Rule 99(a) applies.

Yard Limits:

MP 212.8—216.1
MP 222.3—223.5
MP 242.0—245.0
MP 268.4—271.0
MP 331.1—332.8
MP 358.8—361.0
MP 385.8—387.6
MP 404.4—Chadron

All trains obtain Clearance at Long Pine and Chadron.

Westward trains will make a train inspection at Thacher.

Eastward trains will make a train inspection at Valentine.

Ainsworth: Stop and flag switching movements over Main Street.

Maximum Wt: 263,000 lbs.

CASPER SUBDIVN—WESTERN DIVISION

WEST SECOND CLASS 319	Mile Posts	Miles	MOUNTAIN STANDARD TIME No. 320 is superior to No. 319	Station Numbers	Capacity of Sidings	EAST SECOND CLASS 320
Daily except Sat			STATIONS			Daily except Sunday
PM 9:30	406.3		CHADRON B C K U R	6202	...	PM 5:45
PM 9:45	411.5	0.0	DAKOTA JCT. } Y D U	6205	69	PM A5:30
10:10	421.8	10.3	WHITNEY	6209	...	5:05
10:35	432.5	21.0	CRAWFORD Y X BN S	6213	67	4:40
10:42	435.5	24.0	FT. ROBINSON	6215	...	4:33
11:00	443.0	31.6	GLEN	6218	...	4:15
11:42	460.3	48.9	HARRISON W	6224	20	3:33
12:09	471.3	60.0	VAN TASSELL	6229	...	3:06
12:57	491.2	79.9	LUSK D U	6238	...	2:18
1:18	500.0	88.6	MANVILLE	6242	...	1:57
1:36	507.4	96.0	KEELINE	6245	...	1:39
1:57	516.1	104.7	LOST SPRINGS	6248	...	1:18
2:08	520.6	109.2	SHAWNEE	6250	...	1:07
2:36	532.0	120.7	ORIN	6255	...	12:39
3:09	546.0	134.7	DOUGLAS D U	6262	...	12:06
3:50	563.4	151.9	CAREYHURST	6271	...	11:25
4:17	574.7	163.2	GLENROCK	6276	28	10:58
4:33	581.4	168.7	PARKERTON	6278	...	10:42
4:39	584.0	172.5	BIG MUDDY	6280	...	10:36
5:05	595.0	183.4	STROUDS	6284	42	10:10
AS-15 AM	600.0	187.7	CASPER B D K U R	6287	...	10:00 AM
	615.0	203.5	ILLCO D U	6295	...	
			Between Illco and Shobon C&NW trains and engines operate over BN and are governed by BN rules and timetable.			
	699.0	289.9	SHOBON Y D U	6315	...	
	702.4	293.3	SHOSHONI W	6347	52	
	724.7	315.6	RIVERTON D U R W	6355	29	
	731.1	322.3	ARAPAHOE	6357	...	
	737.4	328.6	HUDSON	6359	...	
	747.2	338.4	LANDER	6361	...	

SPEED RESTRICTIONS (In MPH)

Maximum 25
MP 411.4 Spring switch 10
MP 432.5—BN crossing Stop
MP 598.0—615.0 10
MP 615.0—Jct. BN Stop
MP 699.0—Jct. BN Stop
MP 701.9—Curve 10
MP 724.6—747.7 10

Yard Limits:

MP 404.4—412.1
MP 431.7—433.4
MP 594.6—602.7
MP 699.0—699.5
MP 722.8—747.7

There is no superiority of trains between Chadron and Dakota Jct.

Rule 97 does not apply between Chadron and Dakota Jct., between Casper and (Continued on page 120)

Rule 99(a) applies.

RAPID CITY SUBDIVN—WESTERN DIVISION

WEST			Mile Posts	Miles	STATIONS
THIRD CLASS	SECOND CLASS				
369	319	355			
Daily except Sun	Daily except Sun	Daily except Sat			
	PM 9:30	PM 9:00	406.3	0.0	CHADRON } B C D K Q R
					5.1 } Y
	A9:45 PM	9:15	0.0	5.1	DAKOTA JCT. } J W
					11.9 } Y
		9:44	12.0	17.0	WAYSIDE 14.8
					14.8
		10:20	26.8	31.8	OELRICHS 9.5
					9.5
		10:43	36.3	41.3	SMITHWICK 7.3
					7.3
		11:01	43.6	48.6	ORAL Y 7.0
					7.0
		11:18	50.6	55.6	BUFFALO GAP 16.4
					16.4
		11:57	67.0	72.0	FAIRBURN 11.7
					11.7
		12:25	78.7	83.7	HERMOSA 18.5
					18.5
		1:10	97.2	102.2	RAPID CITY } B D J K Q R W
		1:25			7.3 } Y
					7.3
		2:09	104.5	109.5	EVERIST 2.2
					2.2
		2:14	106.7	111.7	BLACKHAWK 7.0
					7.0
		2:31	113.7	118.7	PIEDMONT 5.2
					5.2
		2:43	118.9	123.9	TILFORD 9.7
					9.7
		3:06	128.6	133.6	STURGIS Y Q D
					6.7 } Y
		3:22	135.3	140.3	WHITEWOOD Y 7.4
					7.4
		3:40	142.7	142.7	ST. ONGE 7.7
					7.7
PM 2:40		3:58	150.4	155.4	JOLLY 3.9
					3.9
A2:50 PM		A4:10 AM	154.3	159.2	BELLE FOURCHE } B D K Q R W
					19.5 } Y
			174.0	178.7	BENTONITE W

SPEED RESTRICTIONS (In MPH)

Maximum25
 MP 411.4 Jct. switch10
 MP 95.1-105.010

Rule 99(a) applies except between Rapid City and Belle Fourche.

Yard Limits:

MP 404.4-0.6
 MP 42.6-45.0
 MP 95.1-105.0
 MP 126.2-129.7
 MP 134.2-136.3

MP 152.6-174.0

All trains obtain Clearance at Chadron and Belle Fourche.

Trains must obtain a Clearance at Rapid City when train order office is open.

Trains will register at Jolly when instructed by train dispatcher.

There is no superiority of trains between Chadron and Dakota Jct., between Rapid City and Everist and between Belle Fourche and Bentonite.

Rule 97 does not apply between:

RAPID CITY SUBDIVN—WESTERN DIVISION

EAST			Station Numbers	Capacity of Sidings	STATIONS
SECOND CLASS	THIRD CLASS				
358	320	370			
Daily except Sun	Daily except Sun	Daily except Sun			
	PM A5:40	PM A5:45	6202	....	CHADRON } B C D K Q R
					5.1 } Y
			6205	69	DAKOTA JCT. } J W
	5:24	5:30 PM			11.9 } Y
			6400	....	WAYSIDE 14.8
	4:54				14.8
			6407	....	OELRICHS 9.5
	4:19				9.5
			6411	....	SMITHWICK 7.3
	3:56				7.3
			6414	48	ORAL Y 7.0
	3:38				7.0
			6417	....	BUFFALO GAP 16.4
	3:21				16.4
			6423	....	FAIRBURN 11.7
	2:42				11.7
			6427	....	HERMOSA 18.5
	2:14				18.5
			6433	....	RAPID CITY } B D J K Q R W
	1:30				7.3 } Y
	1:15				7.3
					EVERIST 2.2
	12:28				2.2
			6436	30	BLACKHAWK 7.0
	12:23				7.0
			6439	....	PIEDMONT 5.2
	12:06				5.2
			6441	21	TILFORD 9.7
	11:54				9.7
			6447	....	STURGIS Y Q D
	11:31				6.7 } Y
					6.7
			6451	39	WHITEWOOD Y 7.4
	11:15				7.4
			6455	....	ST. ONGE 7.7
	10:57				7.7
			6458	....	JOLLY 3.9
	10:39				3.9
			6459	....	BELLE FOURCHE } B D K Q R W
	10:30 AM				19.5 } Y
					19.5
			6460	....	BENTONITE W

Chadron and Dakota Jct., between Rapid City and Everist and between Belle Fourche and Bentonite.

Dakota Jct.: Normal position for junction switch is for Rapid City Subdivision. Normal position for wye switch on Rapid City Subdivision is for Rapid City Subdivision.

Rapid City: Engines must not operate beyond loading device at rock quarries.

Crossing protection at Omaha St. on tracks serving Hubbard Mills is manually

operated (see instructions posted in box).

Do not exceed 5 MPH on eastward movements over west leg of wye over Omaha St.

Rapid City: Normal position of Airbase Subdivision Jct. switches is for Rapid City Subdivision.

Spur track extends 3.7 miles Jolly to Jolly Dump (Sta. No. 6457)

Maximum Wt: 251,000 lbs. (except 220,000 lbs. on Jolly Dump spur).

CASPER SUBDIVN—WESTERN DIVISION

Strouds, and between Riverton and Lander.

All trains obtain Clearance at Chadron and Casper.

Eastward trains obtain Clearance at Riverton.

Eastward trains must make train inspection at Shoshoni and Harrison.

* Train location reports will not be issued between Casper and Lander.

Casper: Movements must stop before proceeding over West Yellowstone Hwy. on BN transfer. Engine bell must be rung

continuously while switching at Standard Oil Co. plant.

Riverton: Do not couple to tank cars of acid spotted at the Uranium Plant when red light is flashing.

Dakota Jct.: Normal position for wye switch on Casper Subdivision is for Casper Subdivision. Normal position for spring switch is for Rapid City Subdivision.

Maximum Wt:

Chadron-Crawford263,000 lbs.
 Crawford-Shoshoni251,000 lbs.
 Shoshoni-Lander220,000 lbs.

WINNER SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
80.9	0.0	NORFOLK } B D I K Q R W 1.5 } Y	7001	..
1.2	1.5	X UP S	..	..
6.7	7.0	HADAR 5.5 7.5	7005	..
14.2	14.5	PIERCE 8.8	7009	..
23.0	23.3	FOSTER 8.3	7013	..
31.3	31.6	X BN S	..	..
31.5	31.8	PLAINVIEW 10.3	7017	28
41.8	42.1	CREIGHTON D Q	7021	..
46.4	46.7	WINNETOON 7.3	7024	..
53.7	54.0	VERDIGRE 11.1	7028	..
64.8	65.1	NIOBRARA 9.2	7033	38
74.0	74.3	VERDEL 7.2	7037	..
81.2	81.5	MONOWI 7.1	7041	..
88.3	88.6	LYNCH 5.7	7045	..
94.0	94.3	BRISTON 6.5	7049	..
100.5	100.8	SPENCER 8.7	7053	..
109.2	109.5	ANOKA 6.9	7057	..
116.1	116.4	FAIRFAX 4.8	7061	..
120.9	121.2	BONESTEEL 7.6	7065	31
128.5	128.8	ST. CHARLES 5.4	7069	..
133.9	134.2	HERRICK 6.7	7072	..
140.6	140.9	BURKE 8.1	7076	..
148.7	149.0	GREGORY D Q	7077	..
153.3	153.6	DALLAS 10.5	7080	..
163.8	164.1	COLOME 10.9	7083	..
174.7	175.0	WINNER D Q R W	7085	50

SPEED RESTRICTIONS
(In MPH)
Maximum 25
MP 0.0 Jct. switch Stop
MP 1.3 UP crossing Stop
MP 31.3 BN crossing Stop

Rule 99(a) applies

Yard Limits:
MP 0.0—2.9

All trains obtain Clearance at Norfolk.

Norfolk: Normal position for Jct. switches is for Norfolk Subdivn.

Winner: Eastward movements over Main Street must be protected by a member of crew.

Norfolk: Stop and flag Norfolk Ave. and Fourth Street

Maximum Wt: 210,000 lbs.

AIR BASE SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	WEST STATIONS EAST	Station Numbers	Capacity of Sidings
480.5	0.0	PIERRE B D I K Q R 3.9 } Y	1260	110
484.4	3.9	FT. PIERRE 18.9	9501	..
503.3	21.3	WENDTE 9.8	9511	..
512.9	31.1	VAN METRE 10.5	9516	49
523.4	41.6	CAPA 9.8	9521	..
533.2	51.4	MIDLAND 7.6	9526	44
540.8	59.0	NOWLIN 18.9	9531	..
559.7	77.9	PHILIP D Q	9541	44
573.4	91.6	COTTONWOOD 11.1	9546	..
584.5	102.7	QUINN 6.5	9551	..
591.0	109.2	WALL Y W	9556	44
604.9	123.1	WASTA Y 10.4	9561	33
615.3	133.5	OWANKA 13.7	9566	..
629.0	147.2	UNDERWOOD 11.6	9571	..
640.6	158.8	BOX ELDER Y 8.8	9576	51
649.4	167.6	RAPID CITY Y S B D I K CMSTP&P Q R W	6433	..

SPEED RESTRICTIONS
(In MPH)
Maximum 25
MP 482.5—483.1 20
MP 649.4 CMSTPTP
crossing Stop

Rule 99(a) applies

Yard Limits:

Pierre to MP 485.3
MP 590.2—591.8
MP 602.1—606.9
MP 640.0—641.2
MP 648.1—649.3

All trains obtain Clearance at Pierre and Rapid City

Rapid City: Normal position for Jct. switches is for Rapid City Subdivn.

Maximum Wt: 210,000 lbs., except helium tank cars weighing 238,000 lbs. are authorized between Rapid City and Box Elder.

PRACTICE SAFETY TODAY ... TOMORROW
MAY BE TOO LATE.

PIERRE SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
363.0	0.0	HURON (B) (D) (K) (Q) (R)		1228	..
363.5	0.5	0.5 X BN } Y. A		..	..
367.0	4.0	3.5 JAMES VALLEY JCT. ①		..	..
376.1	13.1	9.1 WOLSEY Y ①		1230	46
376.4	13.4	0.3 X CMSTP&P A		..	..
357.5	24.5	11.1 WESSINGTON ①		1233	28
393.2	30.2	5.7 VAYLAND ①		1234	..
400.4	37.4	7.2 ST. LAWRENCE ①		1236	..
402.9	39.9	2.5 MILLER Y (D) (Q)		1237	68
413.4	50.4	10.5 REE HEIGHTS ①		1239	..
425.2	62.2	11.8 HIGHMORE ①		1242	45
433.0	70.0	7.8 HOLABIRD ①		1243	..
440.0	77.0	7.0 HARROLD ①		1245	45
452.3	89.3	12.3 BLUNT Y (1) (W)		1248	57
461.1	98.1	8.8 CANNING ①		1251	..
480.5	117.5	19.4 PIERRE Y (B) (D) (K) (Q) (R)		1260	..

SPEED RESTRICTIONS
(In MPH)
Maximum 25
MP 363.5 within interlocking limits 10
MP 376.4 within interlocking limits 10

Rule 99(a) applies

Yard Limits:

MP 360.0—367.0
MP 375.6—376.3
MP 401.3—404.0
MP 451.5—453.8
MP 479.0—483.3

All trains must obtain Clearance at Huron and Pierre.

Rule 97 does not apply between Huron and James Valley Jct.

There is no superiority of trains between Huron and James Valley Jct.

James Valley Jct.: Normal position for Junction switch is for Pierre subdivision.

Blunt: Normal position for junction switches is for Pierre Subdivision.

Maximum Wt: 251,000 lbs.

GETTYSBURG SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
115.1	0.0	BLUNT (1) (W)		1248	57
99.5	15.6	15.6 ONIDA (D)		1418	..
89.8	25.3	9.7 AGAR Y. A		1421	..
83.6	31.5	6.2 GORMAN ①		1423	..
74.8	40.8	8.8 GETTYSBURG ①		1197	..

SPEED RESTRICTIONS
(In MPH)
Maximum 10

Rule 99(a) applies

Rule 97 does not apply.

There is no superiority of trains between Blunt and Gettysburg.

Blunt: Normal position of Jct. switches is for the Pierre Subdivision.

Yard Limits:

Entire subdivision

Maximum Wt: 178,000 lbs.

OAKES SUBDIVN—WESTERN DIVISION

Mile Posts	Miles	WEST STATIONS	EAST	Station Numbers	Capacity of Sidings
4.0	0.0	JAMES VALLEY JCT. Y ... ①		..	..
12.1	8.1	8.1 BROADLAND ①		1280	..
22.0	18.0	9.9 HITCHCOCK ①		1282	..
37.7	33.7	15.7 X CMSTP&P A		..	..
40.2	36.2	2.5 REDFIELD Y (D) (Q)		1287	..
50.2	46.2	10.0 ATHOL ①		1288	..
50.6	56.6	10.4 NORTHVILLE ①		1289	..
66.7	62.7	6.1 MANSFIELD ①		1290	..
73.8	69.8	7.1 RUDOLPH ①		1292	..
79.6	75.6	5.8 X CMSTP&P A		..	..
82.4	78.4	2.8 ABERDEEN Y (D) (Q)		1293	41
82.6	78.6	0.2 X BN—CMSTP&P A		..	..
90.9	86.9	8.3 ORDWAY ①		1294	..
96.6	92.6	5.7 COLUMBIA ①		1295	..
108.4	104.4	11.8 HOUGHTON ①		1296	..
117.1	113.1	8.7 HECLA ①		1297	..
126.0	122.0	8.9 LUDDEN ①		1298	..
127.4	123.4	1.2 LUDDEN JCT. ①		..	..
134.6	129.6	6.4 X SOO LINE ... Y. S		..	..
135.1	131.1	1.5 OAKES (D) (Q)		1299	25

SPEED RESTRICTIONS
(In MPH)

Maximum 25
MP 4.0 Jct. switch . Stop
MP 37.7 CMSTP&P crossing 20
MP 79.6 CMSTP&P crossing 20
MP 82.1 6th Ave. crossing 10
MP 82.6 BN—CMSTP&P crossing 20
MP 127.0—MP 135.2 . 10
MP 134.6 Soo Line crossing Stop

Yard Limits:

MP 4.0—5.5
MP 38.4—41.2
MP 81.5—83.4
MP 127.0—135.2

Rule 99(a) applies

All C&NW trains obtain Clearance at Huron and Oakes.

Rule 97 does not apply between Ludden Jct. and Oakes.

There is no superiority of trains between Ludden Jct. and Oakes.

James Valley Jct.: Normal position for Jct. switch is for Pierre Subdiv.

Ludden Jct.: Normal position for Jct. switch is for Oakes Subdivn.

Frankfort Spur—extends 10.7 miles Redfield to Frankfort (Sta. No. 1098). Automatic C&NW—CMSTP&P interlocking on spur track at Redfield.

Maximum Wt: James Valley Jct.—Redfield—263,000 lbs. (except Redfield—Oakes 210,000 lbs., and Frankfort Spur 210,000 lbs)

(A) The speed of a train or engine moving through a crossover, turnout or to diverging route at a junction, must not exceed 10 MPH unless otherwise provided.

(B) Speed restrictions for wrecking derricks and scale test cars will be issued by General Order. Such cars will be handled only upon specific instructions from Chief Train Dispatcher. Scale test cars are to be placed in train next ahead of caboose. Exception: Scale test car CNW 263627 is not restricted in speed, but must be handled next ahead of caboose.

(C) Jordan ditchers or flangers moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 MPH.

(D) When any locomotive crane, pile driver or derrick is moved on its own wheels in any train, the boom must be trailing and counterweight leading. Location of wrecking derrick in wrecker train will be as directed by wrecker foreman.

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 the machines mentioned above must be removed, when truck is so equipped; such machines must be hauled next ahead of caboose and trains handling them must not exceed 25 MPH.

(E) Trains handling loaded "Magor" air dump cars 11715 to 11913 inc., odd numbers must not exceed 45 MPH. Empty cars may be handled at timetable speed.

(F) Trains handling ore must not exceed speed indicated below:

Ore cars loaded with any commodity, except C&NW Series 110500-110606, inc.	30 MPH
Empty ore cars, except C&NW Series 110500-110606, inc.	40 MPH
Hopper cars loaded with ore	40 MPH
Gondola cars loaded with ore	40 MPH

(G) Trains handling loaded ballast, sand or gravel cars must not exceed a speed of 40 MPH

(H) Coal and grain trains and trains handling 50 or more cars of coal and grain must not exceed a speed of 40 MPH

In addition, trains and engines handling the above coal and grain must not exceed a speed of 5 MPH on any track other than a main track.

(I) A train or engine moving against the current of traffic in two or more track territory must move at Restricted Speed, and must not exceed 10 MPH through turnouts and over highway crossings, including crossings equipped with automatic signal protection.

(J) Where a speed lower than those shown above is prescribed, it will govern.

(K) Trains handling yard engines in tow must not exceed 35 MPH. Engines handled idling or dead in tow, not a part of engine consist, must be handled as follows:

- Units may be handled next to engine handling train.
- When more than one unit, other than F units, is handled in tow, additional units must be separated by not less than five cars other than flat cars and not more than 25 cars from engine handling train.

Unless otherwise provided, all engine consists are restricted to not more than 24 powered axles. Additional units must be isolated.

When shoving cars or backing train all units in excess of three must be isolated to avoid derailment or jack-knifing of cars or units except when entire engine consist is made up of F units. When entire engine consist is made up of F units all units in excess of six units must be isolated. Units working power must be the units coupled to cars. Leading units will be isolated.

When a unit, other than an F unit, is being handled idling or dead in tow immediately behind the units handling train, it must be counted as one of the three units next to train when shoving cars or making a backup movement with train whether or not power is used on that unit for making backup movement.

TR-2 type engines 58 (AB) to 66 (AB) inc. must not be towed in trains without authority from Chief Train Dispatcher. When handled in tow switching movements must not be made.

(L) Unless otherwise provided:

GP-30 units 802-823 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 11 inches ATR at 10 feet wide.

GP-35 units 824-866 inc. and ALCO units 401-404 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 3 inches ATR at 10 feet wide.

SD-40 units 867-896 inc. and 921 to 929 inc., SD-45 units 901-920 inc., and 937-977 inc., and G.E. units 930-936 inc., must not be operated on trackage approved for cars having gross weight of less than 263,000 lbs. or less than 15 feet 6 inches ATR at 10 feet wide.

Positive Block - Definitions:

POSITIVE BLOCK—Where only one train is allowed in a block.

POSITIVE BLOCK IN ADVANCE OF MOVEMENT—Where no train or engine is allowed in a block in advance of a specified movement.

- (1) When a train or engine is moved under positive block in advance of movement, authority for the movement must not be issued until the train dispatcher is assured that the block to and including the last named station in advance of the movement is clear.
- (2) No train or engine may occupy the track upon which the movement is to be made at any point within the block to and including the last named station in advance of a train or engine moving under positive block protection.
- (3) When practicable, authority for movement under positive block protection must be given by train order; the train order must first be issued to other trains and engines affected and to operators on duty.
- (4) When not practicable to issue train order authority for movement under positive block protection, verbal authority will be given and instructions must be repeated by conductor or engineer to insure correct understanding. Before issuing verbal authority, the train dispatcher must issue verbal instructions to other trains and engines affected, and to operators on duty, and instructions must be repeated to insure correct understanding.

Rule G (Addition)

Except as otherwise provided below, employees are prohibited from reporting for duty or being on duty or on company property while under the influence of, or having in their possession while on duty or on company property, (1) any drug the possession of which is prohibited by law; (2) any drug belonging to the generic categories of narcotics, depressants, stimulants, tranquilizers, hallucinogens, or anti-depressants; or (3) any drug assigned a registration number by the Federal Bureau of Narcotics and Dangerous Drugs not included in category (2).

It is permissible for an employee to take and use a drug coming within categories (1), (2) and (3) above as medication for treatment of chronic health problems or temporary illness provided that when medication is prescribed by a licensed medical doctor the employee obtains from the doctor a written statement (which, upon request, will be submitted by the employee to his supervisor) certifying that in the doctor's opinion the medication prescribed does not adversely affect the employee's ability to safely perform his duties with the company.

Rule M (Addition)

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, platform canopies or fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employees must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom.

Whip guard installations indicate one or more overhead obstructions ahead that are less than 22 feet above top of rail and will not clear a man riding the top of a car.

Employees in cabooses must be and remain seated at all times except when performing necessary duties. In cabooses equipped with safety seat belts, employees must be seated in so equipped and safety seat belts must be securely fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

Rule 2

The following wrist watches are designated as authorized watches:

- Ball, Trainmaster
- Bulova, Accutron Railroad model
- Bulova, Accutron "218" Railroad model
- B.W. Raymond, Elgin stem-wind railroad model

Rule 6 and 6(A) (Revised)

The letters, symbols and abbreviations used in this timetable are shown on the inside of the front cover.

Rule 8(k)

Conductors or trainmen giving lantern signals as prescribed by Rules 8(a) through 8(g) to direct the movement of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the engineer. Yellow lantern bulbs will be supplied by and returned to the wrecker foreman.

Rules 12, 14, 14(A) and Train Order Form Y.

Flags and lights prescribed by Rules 12, 14, 14(A) and train order Form Y will be displayed as follows:

- ON SINGLE TRACK.—To the right of the track as viewed from an approaching train or engine in both directions.
- ON DOUBLE TRACK AND TWO MAIN TRACK CTC.—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.
- ON THREE OR MORE TRACKS.—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; for inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

Procedure to be followed in the application of Rules 14 and 14(A) and Form Y train order is described on the back cover of this timetable.

Rule 15 (Addition)

Regardless of any local ordinances restricting or prohibiting the sounding of the engine whistle or horn, the whistle or horn shall be sounded when vehicles or pedestrians are seen approaching the right of way; when two or more trains are meeting or passing in the vicinity of crossings at grade; for train communication; when view is restricted by weather, curvature of track, or any other unusual conditions, or when a situation of danger or potential danger arises which may be lessened or eliminated by the sounding of the horn or whistle. The whistle must be sounded when persons are observed on the right-of-way, or crossing the track(s), or walking (in either direction) on the track of the approaching train or on adjacent or nearby tracks. The whistle must be sounded sufficiently in advance to provide adequate warning.

Rule S-71

Superiority as between opposing trains of the same class is indicated at the top of the station column of subdivisions on which scheduled trains are operated.

Rule 83(B) (Addition)

Rule 83(B) does not apply at initial subdivision station when same is not a train order office or the office is closed.

Rule S-90 (Addition)

On trains equipped with radio, and it is practicable to do so, crew members on rear of train must communicate with the engineer at least one mile prior to arrival at the meeting or waiting point.

Rule 93 (Revised)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers or in case of failure to clear first class trains as required.

Second and third class trains, extra trains and engines must move within yard limits at Restricted Speed unless the main track is known to be clear.

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at Restricted Speed.

Note.—Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

Rule 97

Unless otherwise provided, in double track or three or more track territory extra trains may be run without Form G or Form H train orders.

Rule 98(B) (Addition)

When blocking the crossing cannot be avoided at a crossing protected by signals, trains, engines or cars must not be left standing within the interlocking limits unless at least one car is between the insulated joints at the crossing and the insulated joints at the absolute signal.

At manually controlled interlockings, before clearing the route for a conflicting movement, the control operator must assure himself that the last movement has been completed through the interlocking or through that portion of the interlocking affected.

Rule 99 (Exceptions to Note)

1. Within the State of Illinois when a train makes an unscheduled stop or unusual slow-down in ABS or ATC territory or within interlocking limits, protection against following trains on the same track must be provided as prescribed by Rule 99 when the train making an unscheduled stop or unusual slow-down is unable to communicate, either directly or through the train dispatcher or other qualified employee, with a following train entering or moving in the same block. Within yard limits, Rule 93 (Revised) applies.
2. Flag protection against following trains on the same track, as prescribed by Rule 99, must be provided on the Harvard Subdivision and between Chicago and Kenosha on the Kenosha Subdivision of the Wisconsin Division, and on the Geneva Subdivision of the Illinois Division.

Following is applicable in all ABS and ATC territory:

When a train makes an unscheduled stop or unusual slow-down a member of the crew must, if practicable, either directly or through the train dispatcher or other qualified employee, communicate with a following train entering or moving in the same block. Information communicated must be accurate but must be regarded as information only and in no way relieves employees from complying with applicable rules.

The "Note" to Rule 99 relates specifically to flag protection against following trains on the same track in ABS or ATC territory. Flag protection under circumstances required by other rules and special instructions must be provided.

Rule 99(a) (New)

Protection against following trains as required by Rule 99 is not necessary on subdivisions or portions of subdivisions designated in the timetable. In such cases the following notation is made on the subdivision page: "Rule 99(a) applies".

If it becomes necessary to operate a following train when there is still a train in the territory, the train ahead must be instructed to protect against the following train by the following form of train order addressed to both trains: "Extra 1709 West protect against Extra 1707 West between _____ and _____ after 1015 AM". If it is not practicable to contact the train ahead, the following train must be given a train order in the following form: "Extra 1707 West protect against Extra 1709 West occupying main track between _____ and _____ without flag protection".

Rule 101(C) (Revised)

Unless otherwise authorized, diesel engines must not be moved through water more than 18 inches above top of lower rail. Diesel engines operating through water must not exceed 5 MPH.

Rule 102 (Addition)

When a drawbar fails and is extracted from the car, the train must not be moved until the drawbar is found and removed from between the rails or, if it is not found, it is ascertained that it is safe for the train to proceed.

Rule 102(C) (New)

When the return movement is more than one mile, torpedoes must be placed a sufficient distance in advance of the detached portion of the train regardless of restriction to view or visibility and, in addition, when the return movement is made with the engine only, it must be controlled from the leading unit of the engine consist (in the direction of movement) when practicable.

Rule 103(E)

Rule 103(E) does not apply on C&NW.

Rule 103(F)

Crossing protection controls are actuated by trains, engines or cars occupying the track a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching, such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement the device will be reactuated.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Some protected crossings are provided with manual control push buttons which are contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc. In two or more track territory the boxes are marked to correspond to the track which they control.

When train or engine movement has actuated the device and conditions require and warrant releasing highway traffic, the RED push button (for track involved) marked "RAISE" may be used to stop the devices from operating. Whenever the RED "RAISE" button has been used a crew member must remain at the control box until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

Rule 104(A) (Addition)

When a train or cars have been standing unattended over a switch not protected by a switch lock, before the train or cars are moved against the facing points of the switch inspection must be made to ascertain that the switch is properly lined for the route being used.

Rule 104(G) (Addition)

Unless specifically authorized, engines must not be operated over live rails of scale tracks.

Rule 104(J)

Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow post will identify the location of fouling point.

Rule D-107

See special instructions under Chicago Division regarding application of Rule D-107 on the Kenosha, Harvard and Geneva Subdivisions.

Rule 109 (Addition)

General Orders supersede any rules or special instructions with which they conflict.

General Orders and Special Orders will be numbered consecutively on each division beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

General Orders, Special Orders, bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

Rule D-151

Unless otherwise provided, in double track territory trains must keep to the left.

Rule 200 (Addition)

The title "Division Manager" will be the equivalent to "Superintendent" in the application of operating rules, general and special orders, train orders, clearances and all other instructions and advices.

Rule 207(A)

Train orders when copied on typewriter must be immediately removed therefrom and placed in clip-boards.

Train orders must be kept unobscured at all times and each one kept in a clip-board.

Rule 213(A)

Handing up train orders and messages to moving trains and engines by hand only is prohibited. Train order delivery forks must be used for this purpose. When a train order is to be handed up to a moving train or engine it must be done, when practicable, from the platform side and not from between tracks.

Rule 221(A)

In ABS and ATC territory, unless otherwise provided, at interlockings that do not have a train order signal, a red disc or red flag by day or red light by night, so placed at the interlocking that it can be seen from an approaching train will be used in lieu of a train order signal. When the red disc, red flag or red light is displayed, trains and engines must stop for train orders, unless Clearance is received. When delivering train orders and clearances, in this manner, a Restricting indication as prescribed by Rule 240N, will be used to advance train or engine to the point of delivery when possible.

Rules 222(D) and 222 (E) (Addition)

Color light train order signals must be lighted continuously, day and night, when train order office is open or closed. Semaphore type train order signals must be lighted at night or when visibility is restricted by weather conditions when train order office is open. Semaphore type train order signals will not be lighted when train order office is closed.

Rule 225

Upon the arrival of a train at a closed telephone station where a train is to be met or passed, if it is not in sight, the conductor must immediately communicate with the train dispatcher and report arrival of his train, giving his name, number of train or engine, and name of station or siding.

Rule 240P

The indications of the markers shown in Rule 240P apply only when the signal to which they are attached displays a Stop and Proceed aspect as shown in Rule 240B.

Rule 512(A)

A switch must not be opened to a main track when the semaphore arm is horizontal or the disc is visible in the indicator at the switch, except under flag protection. Flag protection must be provided when moving to the main track at a switch not equipped with an indicator or signal governing movement to the main track.

Rule 606 (Addition)

When a train or engine has stopped for a signal displaying a Stop indication at a manually controlled interlocking, and the control operator gives a proceed signal with a yellow flag or yellow light after examining the route to be used and ascertaining it is safe for the movement, it is not necessary for a member of the crew to communicate with the control operator if the crew member is positive that the signal given is for his train or engine.

Rule 614

The direction of a movement through an automatic interlocking must not be changed unless at least one unit or one car of the movement remains within the interlocking limits. If less than one unit or one car remains within the interlocking limits, the direction of the movement must be continued until rear of movement passes the absolute signal. A return movement into the interlocking limits must be made only on proper signal indication, except as provided by Rule 613.

Rule 713(F)

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employees can make repairs.

Rule 713(G)

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employees making inspection:

- | | | | |
|-----------------|---|----------|---|
| Hot journals | { | By Day | —Nose held with one hand and the other hand pointed toward passing train. |
| | | By Night | —Lamp swung vertically in a small circle; lamp to be held by guard wire. |
| Brakes sticking | { | By Day | —Hands shoved in sliding motion out from body. |
| | | By Night | —Same signal with lamp. |

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible. If nothing irregular is noted, proceed signal must be given to rear end of passing train. Train dispatcher must be immediately notified of any instance in which a train crew fails to exchange signals.

Rule 714 (Revised)

When car with hot box is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

When a car placarded "DANGEROUS" or "EXPLOSIVE" is found to have a warm or overheated journal, the car must be set out, regardless of whether the car is equipped with friction or roller-bearing trucks, or whether the warm journal is discovered by observation, inspection, or by operation of a hot box detector. When a car is inspected to determine if it has a warm journal it must at that time be checked to ascertain if the car is placarded "DANGEROUS" or "EXPLOSIVES".

HOT BOX DETECTORS

Rule 714(A) Location and Use of Detectors and Indicators

The locations of hot box detectors and indicators are shown in subdivision instructions. Engine or train brakes must not be applied while passing detectors unless absolutely necessary.

When the detector reveals a passing car to be in distress, the train dispatcher will actuate the indicator to display (1) three lunar lights in a horizontal row; or (2) a rotating light on, at or near the detector booth; or (3) a Restricting or Stop indication on a controlled signal used in lieu of an indicator. When these aspects are observed, the speed of the train must be immediately reduced to 10 MPH and must not be increased until the train has stopped for inspection.

When the indicator displays three lunar lights vertically, or the rotating unit is not illuminated, this indicates that no distress condition was detected.

When a restrictive indication is observed, a member of the crew must as promptly as possible communicate with the train dispatcher for instructions.

When the tape associated with the detector indicates an abnormal condition, the train dispatcher will, if practicable, communicate by radio with crew of train involved. If length of deflection (pip) warrants, the train dispatcher will instruct the crew to stop train immediately for inspection.

After train is stopped for inspection, it must not be moved unless safe to do so, as per Rule 713(C). This must be determined either by visual inspection or through communication between a crew member and train dispatcher.

After passing detector locations, crew members must be on the alert for radio communication from train dispatcher.

Head end and rear end crew members must be on the lookout for and continue to observe the indicator lights until the entire train has passed the indicator, if practicable, and must take whatever action may be required.

After train has passed the indicator engineer must carefully note the train line air gauge for any indication that the train brakes are being applied from the caboose, and must take appropriate action accordingly.

Rule 714(B) Locating Car in Distress

When a train is stopped for inspection in response to the hot box indicator or information received from the train dispatcher, a member of the crew must report the location of the journal in distress . . . facing the handbrake end of the car the journals are identified as L-1, L-2, L-3 and L-4 on the left-hand side of the car, and R-1, R-2, R-3 and R-4 on the right-hand side.

The journal in question, whether it is found to be warm but moveable, or if necessary to set the car out, should be identified by an "X" chalk-marked on the journal box cover or, in the case of a roller-bearing car, on the end of the axle. It is not necessary to identify those journals on which no abnormal condition is noted.

When the detector tape reveals an abnormal journal condition it must be noted by the train dispatcher and recorded on the daily hot box detector summary wire report, together with the journal location as reported by the crew member.

On interdivisional trains, when it is known that a car has a journal warm but moveable, information to this effect must be relayed by the train dispatcher of the division on which the condition was found to the dispatcher of the division to which the train is moving.

Rule 714(C) Steps to be Followed in making Inspection

1. The wheel report or train list must not be depended upon to locate the car in distress. It must be located by actual physical count of cars behind the engine or ahead of the caboose.
2. Visually inspect the entire truck for obvious mechanical defects, such as broken bolster, broken truck side, loose wheel, fouled brake rigging, brake set, sticking brakes, etc.
3. Feel the journal box or roller bearing adapter with a gloved hand. If either is noticeably hotter than adjacent boxes or adapters, set out the car unless it can be moved safely.
4. For friction bearings, if the journal box is not noticeably hotter, open the lid and inspect the journal for heat. If the journal end is noticeably hotter than the adjacent journal ends, set out the car unless it can be moved safely.
5. If no unusual heat has been found by previous steps, feel the hub of the wheel with a gloved hand. If this is noticeably hotter than adjacent hubs, check for fouled brake rigging, or defective brake parts. If cause of overheating cannot be corrected, set out the car unless it can be moved safely. If the hub does not seem too hot when felt with a gloved hand, feel the hub carefully with a bare hand.
6. If no unusual heat can be found by the above steps, check all journals of that car, the two cars immediately ahead of, and the two cars to the rear of the original car. Only those journals on the indicated side of the car(s) need be checked.
7. Even if no indication of heat can be found, the car should be watched carefully if left in the train. The detectors are sensitive enough to catch trouble which is just beginning and which may not be found by the steps above.
8. After all the required steps have been taken, notify the train dispatcher, indicating the car initial and number, location in train, findings, and action taken. This must be done even if no trouble can be located.
9. If inspection of car reveals no defect, and the same car produces a distress reading over a subsequent detector, the second inspection must be made by the CONDUCTOR, regardless of position of the car in the train, and the conductor must assure himself regarding condition of the car.
10. In the event the hot box detector indicates an abnormal condition on a diesel unit, visually inspect the entire truck involved for defects such as fouled brake rigging, brake shoes dragging on wheel, or hand brake set. Feel the journal box, support bearing cap, and the gear case with gloved hand. If no unusual heat is detected, feel these parts carefully with a bare hand. If any of the above are noticeably hotter than others, the unit should be set out unless it can be safely moved. It is possible, with certain locomotives, to cut out the traction motor on the axle involved, and thereby proceed with the unit in the consist.

Rule 714(D) Indicator or Communication Failure

The engineer or conductor must immediately contact the train dispatcher and report the absence of an indication on the indicator. The train dispatcher will then inform the engineer or conductor the indication of the tape associated with the detector. If the tape is negative, the train may proceed without stopping. If the tape indicates a journal in distress, train dispatcher will so inform the crew member and the crew will proceed in the same manner as when stopped required by the indication of the indicator.

When crew is unable to communicate with the train dispatcher due to weather or other conditions, members of the crew on head end and rear end of the train will make careful visual inspection of the train.

When a train has stopped in accordance with the indication of the hot box indicator, and communication between the crew and train dispatcher is not possible, crew members will make a visual inspection of their train and will be governed by their findings. The facts must be reported to the train dispatcher as promptly as practicable thereafter.

Employees must not rely solely on hot box detectors for the detection of overheated journals or other defects on their train. Operating rules and special instructions relating to inspection of their own or passing trains must be observed.

Rule 808(G)

High-cube cushion-underframe cars, tri-level cars, bi-level cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks they must be shoved a sufficient distance from the turnout to permit coupling to them safely with another long car. Single empty ore hoppers must not be handled between these cars account danger of being lifted off center when moving through turnouts.

Rule 809 (Addition)

When tank cars with non-congealed lading are set over during switching operations, the lading has a tendency to slosh around, causing the cars to move after they have been set over. In this connection, whether in yards or at way stations, the use of blocking alone to hold detached cars is not sufficient. In such cases, cars detached from other cars or set over must be secured by hand brakes and, if necessary, the wheels also blocked.

Rule 810(A) (New)

When a single piggy-back trailer is loaded on a flat car designed to carry two trailers, it must be loaded on the "B" end or front hitch of the car which places the trailer wheels toward the center of the car. Compliance with rules pertaining to inspection of train by employees on the train and by others observing passing trains will include noting single trailer on flat car to see that it is loaded in accordance with these instructions.

Rule 901

In the application of Rule 901, empty cars equipped with plug doors, refrigerator doors and hopper doors, picked up en route must have doors closed and properly secured.

TRAIN AND ENGINE HANDLING

Section of "Rock-and-Roll" Action

In this connection, the most critical speed range is between 12 and 18 MPH.

Where the maximum permissible speed is less than 18 MPH, every effort must be made to operate at not to exceed 12 MPH.

The restriction in item 2 above does not apply (a) when engine is operating at its maximum, (b) when approaching or operating on ruling grades or other ascending grades where there would be a possibility of stalling, and (c) where other conditions would impair good train handling.

Where the maximum speed is greater than 18 MPH, every effort should be made to pass through the critical 12 to 18 MPH speed range as quickly as possible.

Brake Rule 453 - Safety Control Feature (Revision)

3. The automatic brake valve handle must be placed in LAP position until application pipe pressure is restored on all units except the following:

- On units equipped with 26L brake equipment the automatic brake valve handle must be placed in emergency position until equalizing reservoir has blown down to zero.

(The reason for the above change is that a portion of the C&NW locomotive fleet is now equipped with an A-1 charging pilot cut-off valve which can not be reset in suppression position.)

Brake Rule 458 (Revision)

Brake Pipe Feed Valves

- Through passenger service operated with other than push-pull equipment . . . 110 lbs.
- Through passenger service operated with push-pull equipment . . . 90 lbs.
- Suburban passenger service . . . 90 lbs.
- Freight unit trains consisting entirely of 100-ton cars . . . 90 lbs.
- Other freight service . . . 75 lbs.
- Switch service (set for type service required but not less than) . . . 60 lbs.

Minimizing Delay Due to Sticking Brakes

Should difficulty be experienced in releasing brakes after picking up cars, or after making brake application en route, the procedures listed below should be followed:

Check feed valve for proper setting (75 lbs. psi for freight service).

Make a 20-pound service brake application. When blow at the brake valve stops if standing, or when train stops if moving, place train in emergency and wait 3 minutes.

Return brake valve to release or running position and charge train for 2 minutes after brake on caboose releases.

General

It is the duty of engineers when commencing duty to make a check of the speedometer as far as feasible by using their watch and mile posts. After a reasonable amount of time on duty they will be responsible for knowing whether or not the speedometer is accurate; if not accurate, this information must be given to relieving engineer, when practicable.

Barco speedometers are sealed with a keystone lead seal. Should an engineer receive a unit with this seal broken, report must be made promptly to the proper authority.

When engineman takes charge of a diesel unit or consist of units, in road or switching service, and one or more of the units have flat spots on wheels, report in message form must be made to the Chief Train Dispatcher from the first available point of communication.

If flat spots occur while engineer is in charge of a unit, report must be made indicating location and cause.

Engineers taking up duty will ascertain that all hand brakes are released on the engine consist and on units picked up en route.

On main track change-outs, the arriving engineer is responsible for all hand brakes being released on engine consist.

Engineers tying up will set hand brake on the control unit, as well as on units set out en route.

When an operative unit is set out, the control jumper must remain with the unit.

Taking signals through or via mirrors attached to a diesel unit or cab car is prohibited.

When engine or units are to be cut away from cuts of cars or trains consisting predominantly or entirely of cars equipped with "ABD" freight brake equipment in which the brakes are cut in, it is necessary that the train line be placed in emergency prior to the engine or units being cut away.

When pumping air, it must be known no main generator amperage is being developed, thereby causing traction motor damage.

Short time motor ratings must be adhered to and tonnage limited to that which a unit can handle within its range over the ruling grade.

Reduce throttle to fifth notch ten seconds before operating over railroad crossing.

Tonnage rating should be adjusted when necessary to cut out traction motor.

Ground protective knife switch will be sealed when leaving shops, and it must not be opened without authority from the Chief Train Dispatcher, who will first contact Mechanical Department.

En route reports must be left on engine at the end of each run.

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Slight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

	Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1 ...	28	...	35
2 ...	14	...	17.5
3 ...	9.3	...	11.6
4 ...	7	...	8.7
5 ...	5.6	...	7
6 ...	4.7	...	5.9
7 ...	4	...	5
8 ...	3.5	...	4.4
9 ...	3.1	...	3.9
10 ...	2.8	...	3.5
11 ...	2.5	...	3.1
12 ...	2.3	...	2.9
13 ...	2.15	...	2.7
14 ...	2	...	2.5

Damage as a result of rough handling makes up a large part of the claim bill for loss and damage to freight. From the railroad standpoint it is the major item in the expense. We all know that rough handling can be reduced, often eliminated.

Switch crews must function as a team. Clear signals properly given are important; talk it over—prevent rough handling—it can be done.

1. **In Multiple Track Territory:**
So far as possible, use of double track snow plows must be confined to multiple track territory and single track plows to single track territory. When it is necessary to use snow plows contrary to the above, special precautions must be taken to insure safety. Snow plows operating in multiple track territory must be stopped before meeting or being passed by other trains on an adjacent track. Snow plows not plowing snow, and equipped with flangers and the flangers are raised, are not considered "in operation" and need not stop when meeting opposing trains on adjacent track. Train dispatchers will inform crews handling snow plows as to the location of other trains and also inform other trains that snow plows are being operated, indicating between what points.
2. **In Single Track Territory:**
Positive block must be maintained ahead of and behind the snow plow, except for opposing trains meeting at points established by Form S-A train orders. This applies whether the snow plow is plowing snow, or operating otherwise with snow plow being pushed ahead of engine. Snow plow must be stopped at meeting points. Exception - train orders may be issued in an emergency to permit snow plow to reach a stalled train or engine.
3. **In ATC Territory:**
On snow plows equipped with receivers there is an emergency cable to permit snow plow to be connected to any engine equipped with automatic train control. The connecting and disconnecting of this cable must be done by an employee familiar with this work.
4. **In ATS Territory:**
Inductors in ATS territory will not clear standard wedge plows. Only modified plows may be used where train stop inductors are installed. Russell plows and Jordan ditchers must be operated so that they will clear train stop inductors which are installed 2½" above top of rail and 16½" out from gauge of rail. Suitable temporary markers are placed at train stop inductors so that operators of Russell plows and Jordan ditchers will have sufficient warning to permit clearing the inductors. In addition to main track between Chicago and Wyeville, via Milwaukee, train stop inductors are located on lines approaching junction points at Canal, Lake Bluff, St. Francis, Bay View, National Avenue, Wisconsin, Tower "BJ", Clyman Junction and Wyeville, and these instructions also apply to operating wedge plows, Russell plows and Jordan Ditchers at such junction points.
5. **Through Stations, Yards, Interlockings:**
When operating through station grounds, yards, terminals or interlockings snow plows must operate at Reduced Speed not exceeding 20 MPH to avoid accident or injury to passengers, outsiders or employees. Where snow plows are actually clearing snow through such places, alarm must be given by sounding the engine whistle, continuously if necessary, and between stations engine whistle must be sounded frequently to give warning of their approach.
In using wedge plows, personnel in charge must know that the point of plow clears the rail properly; that is, two inches. All four shoes must be in place on plows when in actual service. All concerned must see that steel plates between coil springs are in place in every instance.
Wedge plows must not be operated through interlockings equipped with derails except that the plow be stopped before passing over the derail and that the movement over the derail shall be made at slow speed so as to give the plow the opportunity of sliding over any apparatus that it may foul. In the use of wedge plows about to enter snow drifts where there is a possibility of ice existing, particular attention must be given to the facing of the drift, cleaning of flanges, etc., in order to allow the plow to go under the ice instead of over.
When snow plows are shoved through snow by diesel locomotives, a solid bottom gondola, loaded to capacity with a heavy commodity such as coal, may be placed between the locomotive and plow in order to provide more slack action and to keep the locomotive as free of snow as possible. This provision does not apply in automatic train control territory.
The forward end of all snow plows mounted on ballast or gondola cars is equipped with a shoe especially designed to prevent the cutting edge of the plow from being forced down upon the rail. As this shoe will not clear the guard rails of a self-guarded frog or switch, all plowing or deadheading operations over frogs or switches must be carefully safeguarded and made at low speed.
6. **On Freight Trains:**
A snow plow may be handled ahead of engine on freight trains as directed by the Division Manager. At his discretion, a solid bottom gondola loaded to capacity with a heavy commodity may be placed between the engine and the snow plow. Hopper type cars or drop bottom gondolas must not be used for this purpose. Good judgment must be exercised at all times in this respect, especially when opposing trains are involved.
7. **Authorized Speed:**
Speed of snow plow equipment will be specified by train order or by officer or supervisor in charge.

Rule 33 (Revised)

Employees must be suitably clothed to perform their duties safely. Unbuckled overshoes, coats, and torn or baggy clothing must not be worn. Employees engaged in work where there is a tripping or falling hazard will fasten the bottom of their trousers around the ankles. Employees must wear suitable footwear, properly maintained. The following types of footwear are prohibited:

- (a) Cowboy or Wellington boots.
- (b) Canvas shoes.
- (c) Moccasins.
- (d) Sandals and slippers.
- (e) Crepe or wedge soles.
- (f) Shoes without a definite heel.

The following employees must wear shoes which provide ankle support, and with soles sufficiently thick to provide traction and withstand puncture:

- (a) Carmen, motive power and shop personnel.
- (b) Maintenance of way and structures, communications, signal and electrical personnel.
- (c) Truckers, material handlers and yard clerks.
- (d) Train, engine and yard service employees (except uniformed personnel).

The above employees should, while on duty, wear shoes not less than seven inches (7") in height, with steel toe protection.

Rule 33(A)

Areas of the Railway Company's property may be designated as "hard hat" areas; work may be designated as "hard hat" work; jobs may be designated as "hard hat" jobs.

Personnel in "hard hat" areas, or performing "hard hat" work, or assigned to "hard hat" work must wear hard hats while on duty. Visitors in "hard hat" areas or in the vicinity of "hard hat" work that is under way are required to wear protective headgear as designated by proper authority.

Employees required to wear and use a hard hat while on duty will be provided with a hard

Hard hats must be surrendered when employee no longer has need for same or when leaving the service of the Railway Company, or upon request by proper authority.

Rule 33(B) (New)

Employees working on, about or near cars, engines or machinery of any kind; on or about track, in or around yards, stations, diesel shops or houses; car shops or repair tracks; or any place where interference with or obstruction to the employee's vision may result in a safety hazard, must wear or control the hair in such a manner that it will not in any way obstruct or interfere with the clear vision of the employee in the performance of his duties; and employees, if necessary, wear an effective hair net or restraining band while on duty to meet this requirement.

Where a style or maximum length of head or facial hair is prescribed as a standard of appearance, it will govern.

Rule 95 (Revised)

Employees are prohibited from (1) riding on the top of a moving diesel locomotive, (2) riding or working on the outside running board or walkway of a moving locomotive except to pass signals or in case of necessity and only then when it can be done with safety, and (3) from crossing from one diesel unit to another except where walkways and guard chains are provided and in place and only then when speed, weather, and other conditions permit it to be done with safety.

Rule 130(A)

Employees must not attempt to make adjustments to couplers, drawbars, knuckles or any other appliances, or to open and/or close knuckles or angle cocks on cars or engines until movement has stopped, and employees have assured themselves that further movement of the car or engine will not be caused by slack action or grade of track. When thus assured, employees must be alert to observe condition of ground, including holes, debris, ice, etc., to avoid stumbling, slipping or falling.

SAFETY MXSSAGX FOR XVXRY XMPLOYXX

Xvxn though my tpxxwritxr is an old modxl, it works quitx wxll xcept for onx of thx kxys. I havx wishxd many timxs that it workxd prxfctly. Thxrx arx 43 kxys that function wxll enough, but just onx kxy not working makxs thx diffxrxnxc.

Somxtimxs it sxmxs to mx that a safxty program is somxthng likx my tpxxwritxr ... not all thx kxy pxoplx arx working prpxrly. You may say to yoursxl, "I am onx onx pxrson. I won't makx or brxak a safxty program." But it doxs makx a diffxrxnxc bxcasx a safxty program, to bx xffxctivx, nxxds thx complxtx cooprxation of vxry pxrson rlxatxd to that program.

So thx nxxt timx you think you arx only onx pxrson and that your xfforts arx not nxxdxd, rxmxmbxr my tpxxwritxr and say to yoursxl, "I'm a kxy pxrson in our safxty program and nxxdxd vxry much."

CLEARANCE LIMITS

Maximum width and height of loaded or empty cars that will pass in safety over the main tracks listed below:

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
CHICAGO DIVISION				
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Proviso and Clinton St. *	17 0	17 0	17 0	17 0
Noble St. and Clinton St. (Low Line)	16 6	16 6	16 6	16 6
Clinton St. and North Pier (Low Line)				
See Note "A"	15 6	15 6	15 6	15 6
Clinton St. and Division St. (Low Line) *	15 3	15 3	15 3	15 3
Kedzie and Wood St. *	19 0	19 0	19 0	19 0
Wood St. and St. Charles Air Line Bridge *	18 3	18 3	18 3	18 3
Clinton St. and Evanston *	19 3	19 3	19 3	18 6
40th St. and Mayfair *	22 0	22 0	22 0	22 0
Clybourn and Mayfair *	21 3	20 9	20 3	19 6
Mayfair and Evanston *	22 0	22 0	22 0	22 0
Mayfair and Seeger *	21 3	20 9	20 3	19 6
Mayfair and Valley *	22 0	22 0	22 0	22 0
Proviso and Valley *	20 3	19 9	19 3	18 3
Forest Park and Bellwood *	18 6	18 6	18 6	18 6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.
Width of 10 ft. may be extended down to 1 ft. 9 in. above top of rail on the Kedzie to Wood St. Line and to 2 ft. 0 in. on all other lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those noted by * which are listed below:

Proviso and Clinton St.	6 ft. 0 in.
Clinton St. and North Pier (Low Line)	3 ft. 6 in.
Clinton St. and Division St. (Low Line)	4 ft. 0 in.
Kedzie and Wood St.	6 ft. 0 in.
Proviso and Barrington	3 ft. 9 in.
Clinton St. and Evanston	6 ft. 0 in.
40th St. and Mayfair	3 ft. 6 in.
Clybourn and Mayfair	6 ft. 0 in.
Mayfair and Evanston	3 ft. 6 in.

NOTE "A": Loads going through headhouse of Navy Pier must not exceed height of 15 ft. 0 in.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
ILLINOIS DIVISION				
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Proviso and West Chicago *	19 0	19 0	19 0	19 0
West Chicago and Nelson *	19 0	19 0	19 0	19 0
Nelson and Clinton	19 0	19 0	19 0	18 0
Nelson and Peoria	19 0	19 0	18 3	17 3
Peoria and E. St. Louis (Madison Yard)	19 9	19 3	18 9	18 0
DeKalb and Sycamore	22 0	22 0	22 0	22 0
DeKalb and Ladd	22 0	22 0	22 0	22 0
Ladd and Seatonville	22 0	22 0	22 0	22 0
Churchill and Spring Valley	18 3	18 3	18 3	18 3
Geneva and Aurora incl. St. Charles Spur	22 0	22 0	22 0	22 0
West Chicago and Belvidere	20 0	20 0	20 0	19 9
Belvidere and Winnebago	16 0	16 0	16 0	15 6
Elgin Jct. and East Elgin	22 0	22 0	22 0	22 0
Elmhurst and Byron *	19 6	19 6	19 6	19 6
Keithsburg and Monmouth	19 6	18 9	18 3	17 3
Monmouth and Middle Grove	20 3	20 3	20 3	20 3
Middle Grove and Farmington	19 9	19 9	19 9	19 9
Farmington and Peoria	19 6	19 0	18 3	17 6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.
Width of 10 ft. may be extended down to 2 ft. 0 in. on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those noted by * which are listed below:

Proviso and West Chicago	4 ft. 6 in.
West Chicago and Nelson	4 ft. 0 in.
Elmhurst and Byron	4 ft. 0 in.

Clearance in Rockford:

Bridges at 1st Street	17 ft. 0 in.
2nd Street	19 ft. 0 in.
3rd Street	19 ft. 3 in.
Kishwaukee Street	16 ft. 0 in.
Whitman Street on K.D. Line	22 ft. 0 in.

Routes For Points Between	Height over Top of Rail			
	8' Width	9' Width	10' Width	11'6" Width
WISCONSIN DIVISION				
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Valley and Tower KO	21 3	21 3	21 3	21 3
Tower KO and St. Francis (Via Bain)	20 9	20 9	20 9	20 9
St. Francis and Butler	19 0	18 9	18 3	17 3
Butler and Wisconsin	20 0	19 6	18 9	18 0
Menominee Belt Line	19 0	19 0	19 0	19 0
Evanston and Lake Bluff *	17 9	17 9	17 9	17 9
Lake Bluff and Waukegan	19 0	19 0	19 0	19 0
Waukegan and St. Francis	20 6	20 0	19 6	18 9
St. Francis and Washington St.	19 6	19 0	18 6	17 9
Wisconsin and Fond du Lac	20 3	19 9	19 3	18 3
Fond du Lac and North Fond du Lac	20 0	19 3	18 9	17 9
KO and Lake Bluff *	20 9	20 9	20 9	20 9
Proviso and Barrington *	21 0	20 6	19 9	18 9
Barrington and Evansville (Via Footville) *	20 3	20 3	20 3	20 3
Evansville and Madison	19 6	19 6	19 0	18 3
Madison and Elroy	20 6	20 0	19 6	18 6
Wyeville and Winona	20 3	19 9	19 6	15 3
Butler and Clyman Jct.	20 0	19 6	18 9	18 0
Clyman Jct. and Wyeville	20 0	20 0	19 9	18 6
Belton and Madison	21 6	21 6	21 6	21 6
Madison and Fennimore-Lancaster	18 3	18 3	18 3	18 3
Montfort Jct. and Cuba City-Platteville	22 0	22 0	22 0	22 0
Afton and Janesville	21 0	21 0	21 0	21 0
Janesville and Fond du Lac	20 6	20 6	20 6	20 6
Crystal Lake Jct. and Lake Geneva	16 3	16 3	16 3	16 3
East Elgin and Crystal Lake	17 3	17 3	17 3	17 3
Bain and Kenosha	21 9	21 9	21 9	21 9
Harvard and Evansville (Via Clinton Jct.)	19 3	19 3	18 9	17 9
Medary Jct. and La Crosse	22 0	22 0	22 0	22 0
Trempealeau and Galesville	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. on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those indicated by * which are listed below:

Evanston and Lake Bluff	5 ft. 3 in.
KO and Lake Bluff	3 ft. 6 in.
Proviso and Barrington	3 ft. 3 in.
Barrington and Evansville (via Footville)	3 ft. 9 in.

Routes For Points Between	Height over Top of Rail			
	8'	9'	10'	11'6"
	Width Ft. In.	Width Ft. In.	Width Ft. In.	Width Ft. In.
IOWA DIVISION				
Clinton and Clinton Ice House	18 9	17 11	17 1	
Clinton and Belle Plaine	19 0	18 9	17 9	
Stanwood and Tipton	22 0	22 0	22 0	
Otis and Beverly (via Cedar Rapids)	20 0	19 6	19 0	18 3
Belle Plaine and Marshalltown	19 6	19 3	18 9	17 9
Marshalltown and Ames	21 9	21 9	21 9	21 9
Ames and Missouri Valley	19 6	19 6	19 3	18 6
Missouri Valley and Council Bluffs	20 0	19 6	18 9	18 0
Missouri Valley and Fremont	20 3	19 9	19 3	18 3
Bennington and Irvington	21 0	21 0	21 0	21 0
Irvington and Dodge St.	19 3	18 6	17 9	16 6
Dodge St. and South Omaha	19 3	18 6	17 9	16 6
Sioux City (22nd St. Yard) and Omaha	20 0	19 6	16 6	16 6
Fremont and Norfolk	22 0	21 6	21 0	20 3
Irvington and Omaha	21 6	21 6	21 6	21 6
Fremont and Lincoln	19 3	19 3	19 3	19 3
Lincoln and Seward	20 0	20 0	20 0	19 0
Seward and Superior	22 0	22 0	22 0	22 0
Blair and Lyons	22 0	22 0	22 0	22 0
Sioux City (22nd Street) and Wayne	18 9	18 3	16 3	16 3
Emerson and Thurston	22 0	22 0	22 0	22 0
Wakefield and Crofton	21 0	21 0	21 0	21 0
Fort Dodge and Des Moines	21 3	21 3	21 3	21 3
Hope and Lanyon	21 3	21 3	21 3	21 3
Maple River and Carnarvon	22 0	22 0	22 0	22 0
Carnarvon and Ida Grove	21 0	21 0	21 0	21 0
Carnarvon and Holstein	21 0	21 0	21 0	21 0

Close clearance west end Missouri River Bridge R-2 will not clear anyone on side of car or leaning out of engine cab, coach or caboose windows, on either side.

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 3 ft. 1 in. above top of rail on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those indicated by * which are listed below:

Missouri Valley and Council Bluffs	3 ft. 9 in.
Fremont and Lincoln	3 ft. 3 in.
Sioux City (22nd Street) and Wayne	3 ft. 6 in.

Routes For Points Between	Height over Top of Rail			
	8'	9'	10'	11'6"
	Width Ft. In.	Width Ft. In.	Width Ft. In.	Width Ft. In.
LAKE SHORE DIVISION				
Butler and Manitowoc via Sheboygan Station	19 3	19 3	19 0	18 3
Sheboygan Cut-off	17 0	17 0	17 0	17 0
Sheboygan and Kohler	20 6	20 0	19 6	19 0
Kohler and Plymouth	22 0	22 0	22 0	22 0
Manitowoc and Green Bay	19 3	19 3	19 3	18 3
Manitowoc and Forest Jct.	20 9	20 9	20 9	20 9
Manitowoc and Two Rivers	20 0	19 6	19 0	18 3
Green Bay and Escanaba	20 3	19 9	19 3	18 3
Oconto and Oconto Falls	22 0	22 0	22 0	22 0
Escanaba and Ishpeming	19 0	18 6	18 0	17 0
Ishpeming and Martins Landing	21 6	21 6	21 6	21 6
North Fond du Lac and Oshkosh	20 6	20 0	19 3	18 3
Oshkosh and Green Bay	22 0	22 0	22 0	22 0
Fond du Lac and North Fond du Lac	20 0	19 3	18 9	17 9
Fond du Lac and Wisconsin Rapids	20 0	19 3	18 9	17 9
Wisconsin Rapids and Marshfield	20 6	20 3	19 9	19 3
Wisconsin Rapids and Port Edwards	22 0	22 0	22 0	22 0
Port Edwards and Nekoosa	22 0	22 0	22 0	22 0
N. Oshkosh and Hortonville	22 0	22 0	22 0	22 0
Appleton and Hortonville	22 0	22 0	22 0	22 0
Hortonville and Eland	21 6	21 6	21 6	21 6
Eland and Ashland via Mercer	17 9	17 9	17 9	17 9
Monico and Watersmeet	22 0	22 0	22 0	22 0
Conover and Phelps	22 0	22 0	22 0	22 0
Green Bay and Eland	21 0	21 0	21 0	20 0
Pulaski and Scott Lake	22 0	22 0	22 0	22 0
Kelly and Rothschild	22 0	22 0	22 0	22 0
Marshfield and Eland	18 6	18 6	18 6	18 6
Powers and Iron River	19 3	19 3	19 3	19 3
Quinneseec and Niagara	17 9	17 6	17 0	16 6
Iron River and Wakefield	22 0	22 0	22 0	22 0
Wakefield and Hurley	17 6	17 6	17 6	17 6
Wakefield and Connerville	22 0	22 0	22 0	22 0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 11 feet 6 inches may be extended down to 3 ft. 0 in. above top of rail on all lines except at Ashland where minimum is 4 ft. 6 in. above top of rail.

Routes For Points Between	Height over Top of Rail			
	8'	9'	10'	11'6"
	Width Ft. In.	Width Ft. In.	Width Ft. In.	Width Ft. In.
TWIN CITIES DIVISION				
Elroy and Wyeville	22 0	21 9	21 3	19 6
Wyeville and Northline	20 3	20 3	20 3	20 3
Northline and E. St. Paul (West Bound)	19 6	19 6	19 6	18 6
Northline and E. St. Paul (East Bound)	19 0	19 0	19 0	17 9
E. St. Paul and BN Jct. (Westminster St.)	18 9	18 9	18 9	17 9
BN Jct. (Westminster St.) and East Mpls.	19 0	19 0	19 0	19 0
East Mpls. and West Mpls. via Nicollet Island	18 9	18 9	18 9	18 9
East Mpls. and Mpls. (Lyndale Ave. S.) "B", "F"	16 6	16 6	14 0	0 0
Mpls. Ry. Transfer and Glenwood Jct. "E"	16 6	16 6	16 6	16 0
Minneapolis and Golden Valley "E"	16 6	16 6	16 6	16 0
Mpls., Lyndale Ave. S. and 1st Ave. N. (East Bound) "B" and "F"	16 6	16 6	14 3	14 0
Mpls., Lyndale Ave. S. and 1st Ave. N. (West Bound) "B" and "F"	16 9	16 9	14 0	0 0
Mpls., 1st Ave. N. and 20th Ave. S. (East Bound)	16 9	16 9	16 9	16 9
Mpls., 1st Ave. N. and 20th Ave. S. (West Bound)	16 6	16 6	16 6	16 6
Mpls., 20th Ave. S. and St. Paul (Miss. St. Yard)	20 0	20 0	20 0	20 0
St. Paul, Miss. St. Yard and 4th St. Yard "F"	16 3	15 3	14 6	12 6
Hopkins and Merriam	21 0	21 0	21 0	21 0
Mpls. (Lyndale Yd.) and Hopkins	19 9	19 9	19 9	19 9
E. St. Paul (Westminster St.) and Union Depot	20 0	20 0	20 0	20 0
St. Paul Union Depot and Chestnut St. "C"	19 0	19 0	19 0	0 0
St. Paul (Chestnut St.) and Western Ave.	22 0	22 0	22 0	22 0
Western Ave. Yd. and Mankato	21 3	21 3	21 3	21 3
Mankato and Sioux City	20 6	20 0	19 6	18 9
South St. Paul and State St., St. Paul	22 0	22 0	22 0	22 0
State St., St. Paul and Hoffman Ave. Yard	20 0	19 3	18 9	17 9
State St., St. Paul and East St. Paul	18 6	18 6	18 0	17 0
South St. Paul and Randolph	21 6	21 6	21 6	21 6
Farbault and Red Wing	21 6	21 6	21 6	21 6
Waterville and Morristown	22 0	22 0	22 0	22 0
Merrillan and Marshfield	21 0	20 6	20 0	19 0
Em. Claire and Spooner	19 9	19 6	19 0	18 3
Spooner and Trego	22 0	22 0	22 0	22 0
Trego and Duluth	20 0	20 0	20 0	19 9
Northline and Spooner	21 9	21 9	21 9	21 9
Trego and Ashland	19 9	19 3	18 6	17 6
Ashland and Washburn	19 6	19 0	18 9	18 0
Washburn and Bayfield	22 0	22 0	22 0	22 0
Black River Falls and Levis	22 0	22 0	22 0	22 0
Fairchild and Mondovi	20 9	20 9	20 9	20 9
Menomonie Jct. and Menomonie "D"	18 6	18 0	17 6	10 0
Chippewa Falls and Cornell	20 0	19 6	19 0	18 3
Madison and Stillwater	20 6	19 9	19 3	18 6
Hopkins and Madison	19 9	19 3	18 6	17 6
Winthrop and Klossner	21 3	21 3	21 3	21 3
Winthrop and Mitchell	18 6	18 0	17 6	17 0
Heron Lake and Lake Wilson	22 0	22 0	22 0	22 0
Ingham Lake and Currie	22 0	22 0	22 0	22 0
Madelia and Lewisville	22 0	22 0	22 0	22 0
Lake Crystal and Winnebago	22 0	22 0	22 0	22 0
St. James and Hanska	22 0	22 0	22 0	22 0

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. above top of rail on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those noted by * which are listed below:

Trego and Duluth	5 ft. 0 in.
Elroy and Wyeville	3 ft. 9 in.

NOTE "B": Loads 11 feet wide can be handled from 3 ft. 0 in. above top of rail to 13 ft. 6 in. above top of rail.

NOTE "C": Loads 11 feet wide can be handled from 3 ft. 6 in. above top of rail to 19 ft. 0 in. above top of rail.

NOTE "D": Loads 11 feet wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 6 in. above top of rail.

(continued on next page)

NOTE "E": Loads 11 feet wide can be handled from 2 ft. 9 in. above top of rail to 16 ft. 3 in. above top of rail.

NOTE "F": Cars coming within the limits of the outline for Plate "C" can move unrestricted on all lines except:

East Minneapolis and Minneapolis (Lyndale Ave. So.).
St. Paul, Mississippi St. Yard and 4th Street Yard.
Minneapolis (Lyndale Ave. So.) and 1st Ave. North (Eastbound).
Minneapolis (Lyndale Ave. So.) and 1st Ave. North (Westbound).

Routes For Points Between	Height over Top of Rail			
	8' Width Ft. In.	9' Width Ft. In.	10' Width Ft. In.	11'6" Width Ft. In.
CENTRAL DIVISION				
Merriam and Waseca	21 6	21 6	21 6	21 6
Waseca and Albert Lea	21 0	21 0	21 0	21 0
Albert Lea and Mason City	19 3	19 3	19 3	19 3
Mason City and Marshalltown	19 3	18 9	18 3	17 17
Marshalltown and Oskaloosa	19 0	18 6	18 0	17 17
Clear Lake Jct. and Hayfield	22 0	22 0	22 0	22 0
Albert Lea and Ft. Dodge	17 9	17 9	17 9	17 17
Ormsby and Estherville	22 0	22 0	22 0	22 0
Minerva Jct. and Roland	22 0	22 0	22 0	22 0
Oskaloosa and Albia	18 9	18 9	18 3	17 17
Clutier and Mason City	19 9	19 3	18 6	17 17
Mason City and Sanborn	21 3	20 6	20 0	18 18
Hayfield and Mason City	22 0	22 0	22 0	22 0
McIntire and Rochester	22 0	22 0	22 0	22 0
Winona and Eyota	20 3	19 9	19 6	15 15
Eyota and Owatonna	22 0	22 0	22 0	21 21
Owatonna and Waseca	16 6	16 6	16 6	16 16
Waseca and Mankato	21 9	21 9	21 9	21 21
Mankato and Sleepy Eye	22 0	21 3	20 6	19 19
Sleepy Eye and Sanborn	22 0	22 0	22 0	22 0
Sanborn and Huron	20 0	19 6	19 0	18 18
Wren and Hawarden	22 0	22 0	22 0	22 0
Hawarden and Iroquois	20 3	19 9	19 0	18 18
Eyota and Plainview	22 0	22 0	22 0	22 0
Wabasso and Marshall	22 0	22 0	22 0	22 0
Sanborn and Wanda	22 0	22 0	22 0	22 0
Sleepy Eye and Redwood Falls	22 0	22 0	22 0	22 0
Tracy and Gary	22 0	22 0	22 0	22 0
Wabasso and Vesta	22 0	22 0	22 0	22 0
Sioux Valley Jct. and Doland	22 0	22 0	22 0	22 0
Farnhamville and Jewell	18 9	18 6	18 0	17 17
Ames and Jewell	19 3	19 3	19 3	19 19
Jewell and Eagle Grove	20 3	19 6	18 9	17 17
Eagle Grove and Algona	21 6	21 6	21 6	21 21
Algona and Ledyard	19 3	19 3	19 3	19 19
Burt and Halfa	22 0	22 0	22 0	22 0
Eagle Grove and Dakota City	22 0	22 0	22 0	22 0
Dakota City and Alton	20 6	20 0	19 6	18 18
Alton and Hawarden	21 0	21 0	21 0	21 21
Tama and Whitten	22 0	22 0	22 0	22 0
Whitten and Iowa Falls	20 6	20 3	19 9	19 19
Iowa Falls and Alden	18 6	18 0	17 6	17 17
Lawn Hill and Jewell	21 3	21 3	21 3	21 21
Blue Earth and Elmore	22 0	22 0	22 0	22 0
Fairmont and Truman	22 0	22 0	22 0	22 0

Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines.

Routes For Points Between	Height over Top of Rail			
	8' Width Ft. In.	9' Width Ft. In.	10' Width Ft. In.	11'6" Width Ft. In.
MISSOURI DIVISION				
Dubuque and Oelwein	20 0	20 0	20 0	16 0
Oelwein and Des Moines	20 3	19 9	19 6	17 0
Des Moines and Kansas City	18 9	18 6	18 3	0 0
Oelwein and Randolph	19 6	19 6	19 6	19 6
Oelwein and Clarion	20 6	20 6	20 6	20 6
Mason City and Clarion	22 0	22 0	22 0	22 0
Clarion and Harlan	20 0	20 0	19 0	6 0
Cedar Falls Jct. and Cedar Falls	21 6	21 6	21 6	21 6
E. Ft. Dodge and Flugstad	21 3	21 3	21 3	21 3
Terrill and Tara	20 9	20 9	20 9	20 9
Tara and W. Des Moines	20 6	20 6	20 6	20 6
W. Des Moines and Hull Ave.	19 3	19 3	18 9	14 6
Hull Ave. and Ames Jct.	22 0	22 0	22 0	22 0
Alexander and Kanawha	22 0	22 0	22 0	22 0
Hull Ave. and Des Moines	20 3	20 0	19 6	17 0
First Jct. and Granger	17 3	16 6	15 9	14 6

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines.
Width of 10 ft. may be extended down to 2 ft. 0 in. on all lines.

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. on all lines except between Des Moines and Kansas City, where 11 ft. 0 in. may be handled from 2 ft. 9 in. to 17 ft. 6 in. above top of rail.

Routes For Points Between	Height over Top of Rail			
	8' Width Ft. In.	9' Width Ft. In.	10' Width Ft. In.	11'6" Width Ft. In.
WESTERN DIVISION				
Norfolk and Crawford	21 9	21 3	20 9	20 3
Crawford and Ilco	21 0	21 0	21 0	21 0
Ilco and Shoshoni	19 9	19 3	18 9	18 0
Shoshoni and Lander	17 0	16 9	16 3	15 0
Chadron and Rapid City	19 6	19 0	18 9	18 0
Rapid City and Belle Fourche	18 0	17 6	17 0	16 3
Belle Fourche and Bentonite	22 0	22 0	22 0	22 0
Huron and Ft. Pierre	21 3	20 6	19 9	19 0
Ft. Pierre and Rapid City	17 6	17 0	16 9	16 3
Huron and Redfield	22 0	22 0	22 0	22 0
Redfield and Oakes	22 0	22 0	22 0	22 0
Norfolk and Winner	20 9	20 0	19 6	18 6
Oakdale and Elgin	20 6	20 6	20 6	20 6
Blunt and Gettysburg	22 0	22 0	22 0	22 0
Redfield and Frankfort	20 3	19 9	19 3	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 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except between Crawford and Ilco where minimum is 3 ft. 6 in. above top of rail.

ADDITIONAL CLEARANCE AND WEIGHT RESTRICTIONS

- (A) Loads exceeding 220,000 lbs. gross weight must have wheels of 36-inch diameter or be on cars with six or more axles.
- (B) The following cars must have written clearance authority from Chief Train Dispatcher:
 1. Loaded or empty cars exceeding 17 feet high above top of rail, except open cars loaded with automobiles.
 2. Loaded or empty cars exceeding 11 feet 6 inches wide.
 3. Cars of 35 feet or less in length, except ore cars.
 4. Cars under 40 feet in length having a gross weight over 220,000 lbs.
 5. Cars of greater weights and dimensions than shown for the line specified in the above tables or shown on the subdivision page.
- (C) Cars having maximum gross weight over 263,000 lbs. to 315,000 lbs. uniformly loaded and at least 64 ft. 8 in. over strikers may be carried on two-axle trucks with minimum axle spacing of 6 ft. 0 in. and 38-inch diameter wheels or three-axle trucks.
- (D) Trainmen and yardmen must know and will be held responsible that cars do not exceed the indicated weight, width and height before placing them in trains or hauling them over the line.

COMPANY MEDICAL DOCTORS

C&NW Medical Department
17 No. Clinton Street
Chicago, Illinois 60606
Phone (312) 332-2121 Ext. 6427
Thomas H. Davison, M.D. — Medical Director
J. K. Stack, M.D. — Chief Surgeon

C&NW Dispensary Hours
7:30 a.m. to 5:00 p.m. daily except
Saturday, Sunday and holidays

Northwestern Memorial Hospital
303 E. Superior Street
Chicago, Illinois
Phone (312) 944-4200

LOCATION	COMPANY DOCTORS	OFFICE PHONE
Aberdeen, S. D.	Carson Murdy, M.D., 423 S. Lincoln	225-7464
Antigo, Wis.	Antigo Medical Center, 1111 Langlade Rd. J. W. Lambert, M.D., 718 7th Ave. General Clinic, 837 Clermont St.	623-3761 623-3090 623-2351
Appleton, Wis.	Wm. Hale, M.D., 420 E. Longview St. C. B. Neidhold, M.D., 103 W. College Ave. R. V. Landis, M.D., 210 N. Park	733-3754 733-7367 733-5547
Ashland, Wis.	W. E. Bargholtz, M.D., 206 - 6th Ave. W.	682-6622
Austin, Minn.	David P. Anderson, M.D., 101 - 14th Ave.	433-7351
Belle Fourche, S. D.	John H. Davis, M.D., 830 Kingsbury St. S. F. Sherrill, M.D., 1301 - 8th Ave.	892-2671 892-2505
Belvidere, Ill.	M. P. Dommers, M.D., 1101 N. State St.	544-3112
Benld, Ill.	D. J. Zerbolio, M.D., 215½ E. Central Ave.	835-4353
Black River Falls, Wis.	Krohn Clinic, 610 W. Adams St.	284-4311
Boone, Ia.	John Anderson, M.D., 6th & Marshall Sts. J. F. Murphy, M.D., 6th & Marshall Sts. W. E. Rouse, M.D., 6th and Marshall Sts. A. W. Puntteney, M.D., 601 Citizens Natl. Bank R. L. Wicks, M.D., 527 Marshall	432-2335 432-2335 432-2335 432-5644 432-2335
Casper, Wyo.	E. Lee Brubaker, M.D., 1657 E. 2nd St. N. E. Morad, M.D., 137 S. Wolcott St.	265-2772 234-5343
Cedar Rapids, Ia.	J. F. Stiles, M.D., 811 - 5th Ave. SE T. J. Schueller, M.D., 811 - 5th Ave. SE W. R. Finn, M.D., 811 - 5th Ave. SE G. L. Schmit, M.D., 120 - 3rd Ave. SW Wm. Basler, M.D., 2701 - 1st Ave. SE	365-7581 365-7581 365-7581 365-8616 365-7521
Chadron, Neb.	Doctor's Clinic, 255 Chadron Ave. Wm. Robinson, M.D., 600 Main St. L. H. Hoevet, M.D., 300 Shelton St.	432-3388 432-4333 432-5521
Chicago, Ill.	St. Joseph's Clinic, 4809 W. Chicago Ave.	261-1400
Clinton, Ia.	Medical Assoc. Clinic, Springdale Drive	243-2511
Council Bluffs, Ia.	Cogley Clinic, 417 E. Washington Ave. J. G. Kruml, M.D., 414 Bennett Bldg.	328-1801 322-6697
DeKalb, Ill.	DeKalb Medical Center, 901 N. 1st St.	756-4849
Des Moines, Ia.	D. W. Coughlan, M.D., 2800 Ingersoll Ave. A. L. Nelson, M.D. and J. B. Frazer, M.D., 811 Savings and Loan Bldg.	244-4208 244-2127
Dubuque, Ia.	D. K. Packard, M.D., 1200 Main St.	583-3571
Duluth, Minn.	C. M. Smith, M.D., 415 Medical Arts Bldg.	722-3907
Eagle Grove, Ia.	G. B. Hogenson, M.D., 121 N. Iowa St. M. J. Schaeferle, M.D., 111 N. Commercial Ave.	448-4575 448-3203
Eau Claire, Wis.	P. J. Finucane, M.D., 1620 Ohm Ave.	834-2035
Edwardsville, Ill.	J. C. Collins, M.D. and W. E. Delicate, M.D., 117 W. Linden St.	656-3015
Elmhurst, Ill.	(See Northlake, Ill.)	
Escanaba, Mich.	R. L. Hockstad, M.D., Doctor's Park J. R. LeMire, M.D., Doctor's Park W. A. LeMire, M.D., 1106 - 1st Ave. H. Q. Groos, M.D., 316 S. 5th St.	786-4628 786-7471 786-1244 786-3365
Fond du Lac, Wis.	D. Twohig, M.D. and John Yockey, M.D., 80 Sheboygan St. E. V. Smith, M.D., 525 E. Davison St.	921-7400 922-1900
Fort Dodge, Ia.	W. B. McTaggart, M.D., 1214 Central Ave.	576-2641
Fremont, Neb.	Wm. Eaton, M.D., 230 E. 22nd St. R. C. Reeder, M.D., 212 First Natl. Bank Bldg.	721-4170 721-1160
Friendship, Wis.	Roche-A-Cri Clinic	339-3326
Green Bay, Wis.	J. A. Killins, M.D., 123 N. Military St. O. A. Stiennon, M.D., 130 E. Walnut St.	494-3421 432-3490

LOCATION

Hales Corners, Wis.
Hopkins, Minn.
Huron, S. D.
Iron Mountain, Mich.
Iron River, Mich.
Ironwood, Mich.
Ishpeming, Mich.
Kansas City, Mo.

Kaukauna, Wis.

Kenosha, Wis.

LaCrosse, Wis.

Madelia, Minn.

Madison, Wis.

Manitowoc, Wis.

Mankato, Minn.

Marinette, Wis.

Marshalltown, Ia.

Mason City, Ia.

Milwaukee, Wis.

Minneapolis, Minn.

Missouri Valley, Ia.

Newman Grove, Neb.

New Ulm, Minn.

Norfolk, Neb.

Northlake, Ill.

Oelwein, Ia.

Omaha, Neb.

Oshkosh, Wis.

Oskaloosa, Ia.

Pekin, Ill.

Pierre, S. D.

Racine, Wis.

Rapid City, S. D.

Rhineland, Wis.

Riverton, Wyo.

COMPANY DOCTORS

D. F. Pierce, M.D., 12001 W. Woods Rd.
J. A. Blake, M.D., 15 - 9th Ave. S.
Huron Clinic, 111 - 4th St.
Paul Hohm, M.D., 455 Kansas SE
W. H. Huron, M.D., 106 W. "B" St.
R. C. Retallack, M.D., 415 - 3rd Ave.
Rex Harrington, M.D., 512 N. Douglas
R. G. Williams, M.D., 524 Mather St.
Graham Owens, M.D., 4117 Broadway
K. L. Shireman, M.D., 6518 Independence Ave.

G. A. Behnke, M.D. and G. L. Boyd, M.D.,
1015 W. Wisconsin Ave.

Roman Bilak, M.D., 6032 - 40th Ave.

Adolf Gundersen, M.D. and Sigurd Gunderson, M.D.,
1836 South Ave.

Herbert Boysen, M.D., 17 Central Ave. N.
T. W. Tormey, M.D. and G. A. Benish, M.D.,
16 N. Carroll St.

F. K. Dean, M.D., 1313 Fish Hatchery Rd.

R. W. Hammond, M.D., 902A Jay St.

T. H. Rees, M.D., 104 N. 8th St.

Mankato Clinic, 501 Holly Lane

R. W. Kearney, M.D., 329 S and L Bldg.

W. C. Stillwell, M.D., 223 Rhine St.

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LOCATION

Rockford, Ill.

St. James, Minn.

St. Joseph, Mo.

St. Paul, Minn.

Sheboygan, Wis.

Sioux City, Ia.

Sioux Falls, S. D.

Spooner, Wis.

Sterling, Ill.

Superior, Wis.

Tama, Ia.

Tracy, Minn.

Waterloo, Ia.

Watertown, S. D.

Waukegan, Ill.

Wausau, Wis.

Wauwatosa, Wis.

Waverly, Ia.

West Chicago, Ill.

Winterset, Ia.

Worthington, Minn.

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845-7231

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771-5080

352-4340

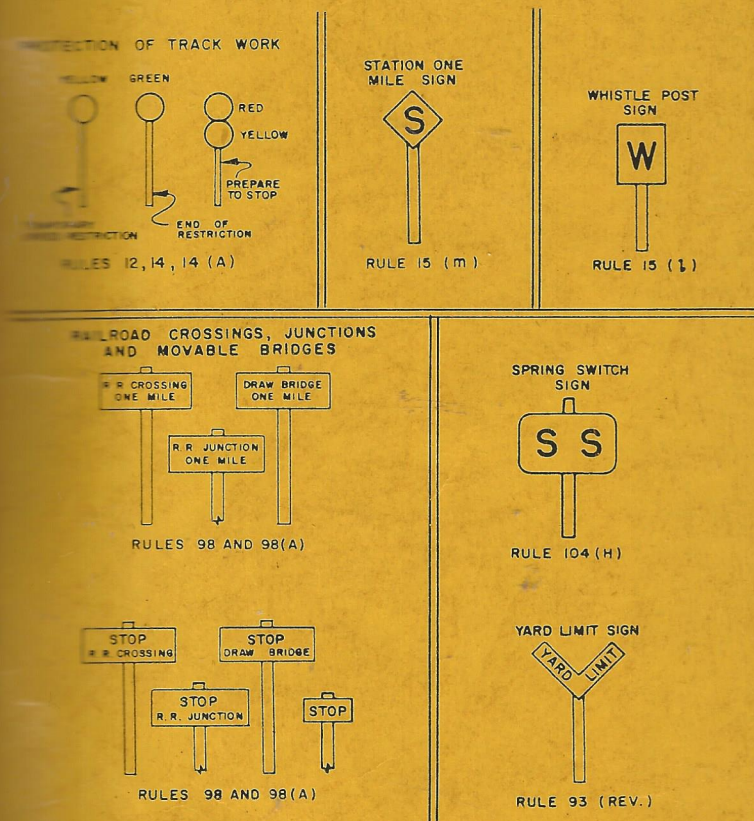
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ROADWAY SIGNS



SAFETY IS.....**NO ACCIDENT**

TAKE PRIDE IN RULES OBSERVANCE

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

APPLICATION OF CONSOLIDATED CODE RULES 14 AND 14(A) AND
FORM Y TRAIN ORDER

FORM Y (REVISED)
MAINTENANCE OF WAY CONDITIONAL STOP

MEN AND EQUIPMENT ON _____ TRACK BETWEEN MP _____
AND MP _____ LOCATED BETWEEN _____ (Station) _____ AND
_____ (Station) _____ FROM _____ M UNTIL _____ M ALL TRAINS
ON _____ TRACK PROCEED THROUGH THESE LIMITS AT
REDUCED SPEED NOT EXCEEDING _____ MPH UNLESS A
DIFFERENT SPEED IS VERBALLY AUTHORIZED BY EMPLOYE
IN CHARGE OR ENTIRE TRAIN HAS PASSED A GREEN FLAG

When a train or engine finds a red flag displayed to the right of the track (to the left of the track in double track or three or more track territory where trains keep to the left) as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red flag unless:

- (1) a proceed signal given with a yellow flag or yellow light is received, or
- (2) verbal permission is received.

In the application of Rule 14, Rule 14(A) and Form Y train order, the procedures prescribed below must be followed when the employe in charge verbally authorizes a train to pass a red flag without stopping, or after stopping, or verbally authorizes a train to proceed through the limits of a Form Y train order at a different speed from that specified in the train order.

EMPLOYE IN CHARGE: "CNW section foreman (or other title) calling engineer of CNW
(train number or extra designation) about order No. (Form Y) "

ENGINEER: "This is engineer of CNW _____"

EMPLOYE IN CHARGE: "No. _____ (or Extra _____) may pass red flag at _____ (location) _____
without stopping on order No. _____"

or

"No. _____ (or Extra _____) may pass red flag at _____ (location) _____
on order No. _____" (To be used if train has stopped for red
flag).

A different speed from that specified in the Form Y train order may be verbally authorized by adding to either of the above: "Proceed at Reduced Speed not exceeding _____ MPH." Under this authority the train is still required to proceed at Reduced Speed through the limits of the Form Y train order,

or

When the condition for which the Form Y train order was issued has been corrected and it is safe to do so, with the men and equipment being clear of the main track, the employe in charge may authorize the train to proceed at normal speed by stating, "Proceed at normal speed." In this case the train is not required to proceed at Reduced Speed.

When the employe in charge has authorized a train to pass a red flag without stopping, or after stopping, or has authorized a train to proceed at a different speed or at normal speed, the instructions must be repeated by the engineer.

A green flag indicates the end of the restriction.

SAFETY IS IN YOUR HANDS