



***There Is Always Time
for Safety***

Time Table No. 2

**FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYEES ONLY**

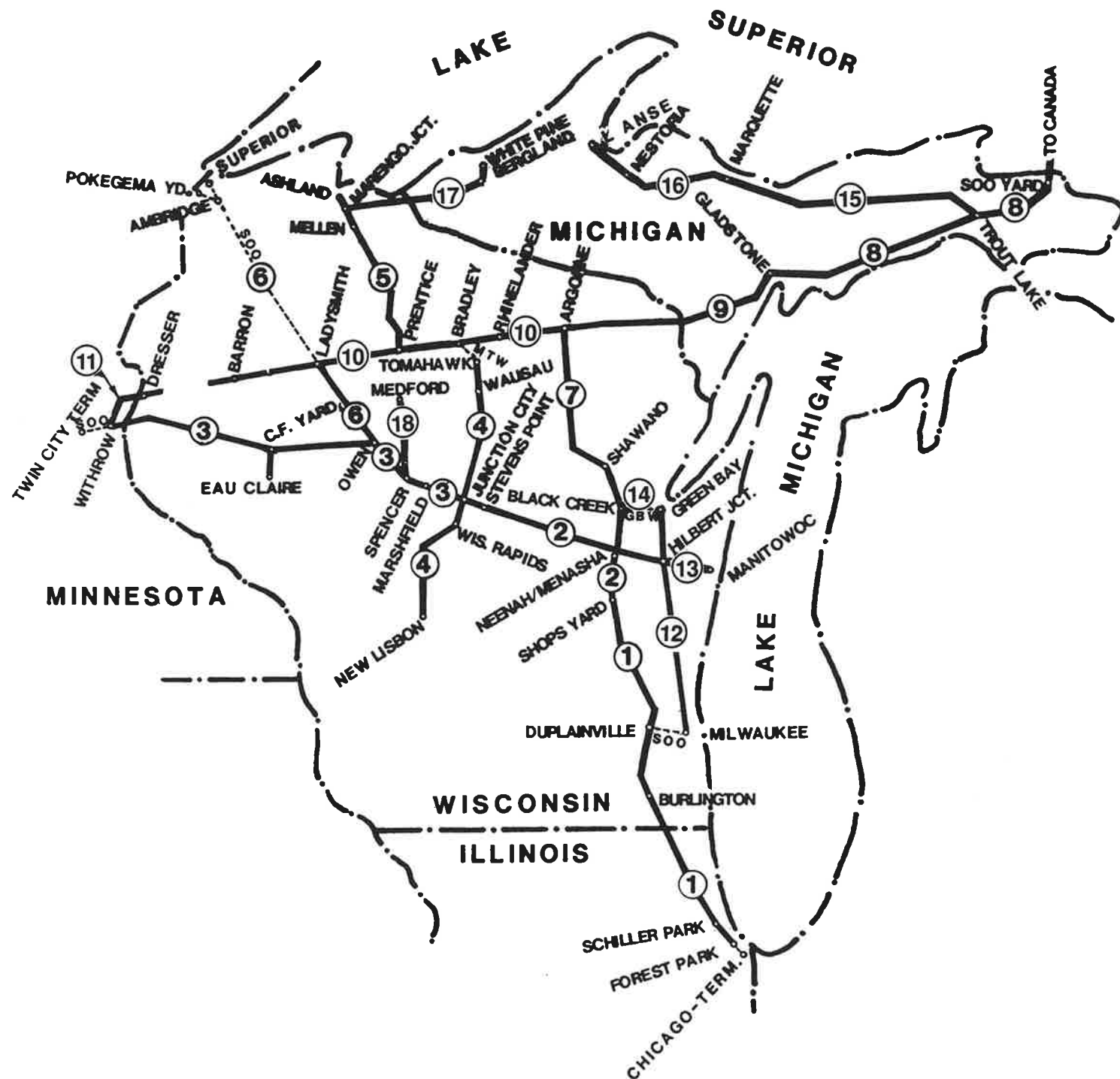
**Effective 0001 Central Standard Time
October 11, 1990
OUR THIRD ANNIVERSARY**

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Vice President and
General Manager**

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WISCONSIN CENTRAL LTD.

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WESTWARD

EASTWARD

Milepost Location	Station Number	Siding Length	STATIONS	Distance from Shops Yard
	BO016		BARR YARD	172.5
			20.3 48th Avenue T	152.2
10.9	CM011		(Madison St.) FOREST PARK	147.5
15.5			4.6 TOWER B-12 (Soo Crossing) IY	142.9
17.0	CM017	Yard	1.5 SCHILLER PARK BY	141.4
19.9			2.9 JCT. 20 Y	138.5
22.8	CM023		0.6 DES PLAINES (CNW Crossing)	135.6
23.4			5.6 DEVAL I	135.0
29.0	CM030	9557▲	5.4 WHEELING	129.4
34.4	CM034		3.6 PRAIRIE VIEW I	124.0
38.0	CM038	4795▲	2.0 LEIGHTON (EJE Crossing)	120.4
40.0	CM040		4.0 MUNDELEIN (Soo Crossing) A	118.4
44.0			1.5 GRAYS LAKE	112.9
45.5	CM046		5.5 LAKE VILLA	107.4
51.0	CM051	5490▲	4.3 ANTIOCH	103.1
55.3	CM055		3.0 TREVOR	100.1
58.3	CM058		2.8 SILVER LAKE	97.3
61.1	CM061	5390▲	5.0 WHEATLAND	92.2
66.1	CM066		5.2 NESTLE	87.1
71.3			1.4 BURLINGTON	85.7
72.7	CM073	5160▲	5.0 HONEY CREEK	80.7
77.7	CM078		2.9 MIDWAY	77.8
80.6	CM081		5.6 MUKWONAGO	72.2
86.2	CM086		4.7 VERNON	67.5
90.9	CM091	5125▲	6.3 GRAND AVE.	61.2
97.2			0.5 WAUKESHA BY	60.7
97.7	CM098	8723▲	4.9 DUPLAINVILLE (Soo Crossing) U	55.8
102.6	CM103	5064▲	4.0 SUSSEX	51.8
106.6	CM107		4.2 COLGATE	47.6
110.8	CM111		6.9 RUGBY JCT. (Jct. WSOR) J	40.7
117.7	CM118	7788▲	4.9 SLINGER (WSOR Crossing) I	35.8
122.6	CM123		6.9 ALLENTON	28.9
129.5	CM130		4.8 MARSH	24.1
134.3	CM134	4905▲	4.0 THERESA	20.1
138.3	CM138		4.5 LOMIRA	15.6
142.8	CM143		4.3 BYRON	11.3
147.1	CM147	5297▲	6.2 VALLEY SIDING	5.1
153.3	CM153	6068▲	1.6 (FRVR Crossing) A	3.5
154.9			1.2 FOND DU LAC	2.3
156.1	CM156	Yard	2.3 SHOPS YARD BTY	0.0
158.4	CM158	Yard		

▲Controlled Siding

Between Forest Park and Barr Yard be governed by CSX timetable and rules when operating over BOCT trackage.

Radio Channels

Channel 3 Road
Channel 2 Shops Yard

TWC is in use between Tower B-12 and Forest Park.

BLOCK SYSTEM LIMITS

CTC and ABS are in use between Jct. 20 and east switch Shops Yard.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	50
Forest Park — Tower B-12	30
Tower B-12, over R.R. crossings	20
Tower B-12 — Jct. 20	20
MP 16.26 (Jct. 16) through turnout of switch	20
MP 18.54 (Jct. 19) through turnout of switch	20
Jct. 20 — MP 23.3	40
MP 21.2 (Birchwood Ave.) — MP 23.2 (Woodlawn Ave.), if stopped within these limits, after starting, and until engine has passed these limits	10
MP 23.3 — MP 23.5, Deval, over R.R. crossings	30
MP 23.5 — MP 24.2	40
Wheeling, through turnout of dual control switches and through siding	25
Wheeling, Hogan Farwell Track	5
Except 2 MPH around curve near Plastic Packaging. No more than 3 loads to be handled at one time around this curve.	
MP 64.2 — MP 64.4 (curve)	45
MP 71.3 — MP 72.9, through Burlington	20★
(Before accelerating, rear of train must be through curve between MP 72.1 and MP 72.3.)	
Burlington, around curve into S.P.E. Warehouse (Six-axle locomotives must not be used on tracks into this plant)	3
MP 86.5 — MP 87.1 (curves)	40
MP 96.7 — MP 97.2 (curves)	30
Waukesha, between Grand Ave. (MP 97.2) and MP 100.7	20★
MP 100.7 — MP 102.6	35
Duplainville, connection track to Soo Line	10
MP 111.3 — MP 112.8 (curves)	45
MP 147.0 — MP 154.0	40
MP 154.0 — MP 157.4, between west siding switch Valley Siding and east yard switch Shops Yard	20★
Fond du Lac, Midland Spur	5
COLD WEATHER SPEED RESTRICTIONS	
Temperature -25 degrees F or colder	30

FRA EXCEPTED TRACKS

Burlington: all Nestle spur trackage
Waukesha: all trackage on the PDC Line

ENGINE WHISTLE/BELL SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

- Forest Park to, and including, Camp McDonald Road (MP 26.86)
Except:
1. Schiller Park, near intermodal facility, sound whistle and engine bell freely.
2. Morrison Ave. (MP 25.4)

MP 36.05 Hwy. 45 (2300 to 0600 only)

MP 37.37 Butterfield Road (2300 to 0600 only)

Burlington, between, but not including, River Road (MP 67.3) and Spring Prairie Road (MP 73.8)

Waukesha, between, but not including, Highway 59 (MP 95.2) and Payne and Dolan crossing (MP 99.3)

Fond du Lac, between, but not including, Pioneer Road (MP 154.5) and Subway Road (MP 160.5)

TRACK WARRANT PROVISIONS

Shops Yard Trains enroute to Milwaukee must obtain a Soo Line track warrant at Shops Yard.

YARD LIMITS

West MP	East MP
19.9	Schiller Park 15.4
101.4	Waukesha 95.9
159.6	Shops Yard 157.4

FLAG PROTECTION (Rule 99).

Minimum flagging distanceone mile

MOVEMENT OVER PUBLIC CROSSINGS

Fond du Lac, Midland Spur: All movements over Western Avenue, Hickory Street, Grove Street and 11th Street must be protected by a flagman per Rule 103.

At Allenton: Street crossing on House Track, stop and cross under flag protection.

At Waukesha: When switching at Waukesha Lime and Stone and RTE, all movements must stop before crossing Highway 164 and provide red flag or red lighted fusee protection by day and red lighted fusee protection by night against vehicular traffic until entire movement has been completed and then extinguish fusees when used.

SWITCH POSITIONS

At Shops Yard: Highline main track switch located just east of the yard office may be left lined for either position

The following main track switches may be left lined and locked in either position:

- MP 11.1 (Washington Blvd).
- MP 16.26 (Jct. 16)
- MP 18.54 (Jct. 19)

STOP INDICATION

When the interlocking signals display STOP at:

- SOO crossing one mile east of Grays Lake, MP 44.0
- FRVR crossing at Fond du Lac, MP 154.9.

Comply with Rule 312(3). If a more favorable signal indication is not received, proceed at restricted speed to the next signal. Rule 312(1) does not apply at the above signals.

DEVAL INTERLOCKING

When eastward absolute approach signal or interlocking signals indicate STOP, train will be governed by instructions received from control operator at Deval tower per Rule 312(2). Rule 312(1) will not apply.

DUPLAINVILLE INTERLOCKING

All switches and signals on Soo Line trackage are under exclusive control of the Soo Line control operator (train dispatcher) at Milwaukee. Switches and signals on WC trackage are under joint control of the Soo Line and WC control operators.

Trains stopped at signals governing movement to or from Soo Line main track must be governed by instructions received from Soo Line control operator at Milwaukee.

Trains stopped at signals on WC trackage must be governed by instructions received from WC control operator (train dispatcher) at Stevens Point. (WC control operator will confer with Soo Line control operator before authorizing movement into the interlocking.)

DUAL CONTROL SWITCHES

At Waukesha, eastward trains, when instructed by the control operator to hand operate the dual control switch at the west end of Waukesha, may move to a point 20 feet from that dual control switch in order to hand operate.

At Slinger, westward trains, when instructed by the control operator to hand operate the dual control switch at the east end of Slinger, may move to a point 20 feet from that dual control switch in order to hand operate.

At Leighton, westward trains, when instructed by the control operator to hand operate the dual control switch at the east end of Leighton, may move to a point 20 feet from that dual control switch in order to hand operate.

LOCATION OF ELECTRIC LOCKS

Des Plaines	Both Ends of former Siding
Des Plaines	Beck Brick Spur
Prairie View	Both Ends of former Siding
Mundelein	Both Ends of former Siding
Midway	Both Ends of former Siding
Waukesha	Amron Spur
Sussex	Both Ends of former Siding
Rugby Jct.	Both Ends of House Track
Rugby Jct.	West End of Transfer Track
Allenton	Both Ends of House Track
Theresa	Both Ends of former Siding
Lomira	East End of House Track
Lomira	Quadgraphic Spur
*Fond du Lac	FRVR Transfer Switch

*Lock must be released by control operator.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 54.10 Antioch	Hot Box Drag Equip.	Stevens Point Dispatcher's Office (Alarm light on site)
MP 78.70 Honey Creek	Hot Box Drag Equip. Hot Wheel	Radio Talker
MP 131.2 Allenton	Hot Box Drag Equip. Hot Wheel	Radio Talker

ENGINE RESTRICTIONS

At Byron, SD-45 locomotives cannot be operated on house track.

4 CHICAGO SUB

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
CM015	Franklin ParkEast end	15.3
CM033	Johnson & JohnsonEast end	31.2
	AptakisicEast end	33.9
	North Shore Gas	
	Co. SpurWest end	42.2
	SCM SpurWest end	42.7
	METW ConnEast end	85.1
	Thiensville LumberWest end	101.6
	Big BuckEast end	101.7
	Pipkorn SpurWest end	102.0
	Spur 105Both end	105.5
	Wickes Spur (Spur 145) West end	144.8
	Quadgraphic SpurWest end	145.3

PLOVER SUB

WESTWARD	Milepost Location	Station Numbers	STATIONS	Distance from Stevens Point	EASTWARD
	GBW 0.0	PLO06	PLOVER TY	4.7	
BETWEEN WHITING AND PLOVER BE GOVERNED BY GB&W TIMETABLE AND RULES					
	GBW 2.7 WC 2.0		(GBW Crossing) WHITING G TY	2.0	
	WC 0.0	CM249	STEVENS POINT Y	0.0	

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	10

YARD LIMITS

West MP	East MP
0.0	Stevens Point - Whiting2.2

ENGINE RESTRICTIONS
SD-45 locomotives are not permitted on this subdivision.

WEIGHT RESTRICTIONS
Between Stevens Point and Plover, Gross weight = 263,000 lbs. unless special permission obtained from GB&W Railroad.

NEENAH SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance from Stevens Point	EASTWARD
	158.4	CM158	Yard	SHOPS YARD BTY	90.8	
	164.0	CM164	6445	VAN DYNE 5.6	85.2	
	172.0	CM172	5339▲	OSHKOSH 8.0	77.2	
	176.6			(FRVR Crossing) 4.6	72.6	
	178.3	CM178	6383▲	WINNEBAGO 1.7	70.9	
	186.4	CM186	Yard	NEENAH 8.1 (Jct. Shawano & Manitowoc Subs)	62.8	
	199.4	CM199		DALE 1.6	49.8	
	201.0	CM201	6152▲	ANTON 6.3	48.2	
	207.3	CM207		FREMONT 6.1	41.9	
	213.4	CM213	6419▲	WEYAUWEGA 7.4	35.8	
	220.8	CM221		WAUPACA 6.6	28.4	
	227.4	CM227		SHERIDAN 5.0	21.8	
	232.4	CM232	7925▲	NELSONS 1.2	16.8	
	233.6	CM234		AMHERST 8.0	15.6	
	241.6	CM242		CUSTER 1.7	7.6	
	243.3	CM243		STOCKTON 5.9	5.9	
	249.2	CM249	Yard	STEVENS POINT BIKTY (GBW Crossing)	0.0	

▲Controlled Siding

Radio Channels
Channel 1 Road
Channel 2 Shops Yard, Neenah and Stevens Point

BLOCK SYSTEM LIMITS
CTC and ABS are in use between west switch Shops Yard and east switch Stevens Point.

SIGNAL INDICATIONS
At the east end of Stevens Point the westward absolute signal will display the following Rule 240 restricting aspects:
Lined for A-1 (Red over Lunar over Red)
Lined for A-2 (Red over Red over Lunar)
Lined for MT (Red over flashing Red over Red)

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	50
Van Dyne, on siding	5
MP 167.9 — MP 171.3.....	25
Oshkosh: MP 171.3 — MP 172.....	20
MP 172 — MP 175.2.....	10
MP 175.2 — MP 175.8.....	20
MP 175.8 — MP 176.7.....	25
Neenah, between dual control switches (MP 184.7 — MP 187.9)	20 ★
On running track	20
Bridge 209.95 (Gills Landing).....	30
Stevens Point, between Hoover Rd (MP 246.8) and Stock Lumber switch (MP 249.5)	20 ★

FRA EXCEPTED TRACKS
Waupaca: All Low Line, Foundry and Husky trackage.

NEENAH SUB

ENGINE WHISTLE SIGNALS
At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:
Neenah
Oshkosh

YARD LIMITS

West MP	East MP
159.6	Shops Yard157.4
187.8	Neenah184.5
	Neenah (Shawano Sub)360.8
	Neenah (Manitowoc Sub)3.0
249.3	Stevens Point247.1

FLAG PROTECTION (Rule 99).
Minimum flagging distance.....one mile

DRAW BRIDGES
* Fox River Oshkosh, MP 173.56 Interlocked
Wolf River at Gills Landing, MP 209.95 Locked
*When control operator is on duty, eastward trains departing Winnebago and westward trains departing Van Dyne must notify the control operator by giving an approximate arrival time at the bridge.

NEENAH
Trains (over 10 cars) are not to cross Lake or Main Streets between 0740 and 0800, except Saturdays, Sundays and Holidays. Trains or yard engines with less than 10 cars may cross these streets between these times, providing they do not block the streets for longer than one minute. Good judgment must be used in order that several movements will not be made over these streets within short intervals of time.

EXCEPTIONS TO SWITCHES AT JUNCTIONS
Neenah, East & West WyeLined for Running Track
Neenah, North WyeLined for East leg of Wye
Neenah, Shawano Sub Jct (on west end of running track)Lined for Shawano Sub

SWITCH POSITIONS
Shops Yard: Highline main track switch located just east of the yard office may be left lined for either position.

The following main track switches may be left lined in either the normal or reverse position:
Stevens Point: Switch at east end of the "B" yard, located near the Plover River Bridge (must be locked).

Crossover switches in front of yard office.

STOP INDICATION
Oshkosh (Tower CF) — when the absolute signal operated in conjunction with gate displays STOP at the FRVR crossing at MP 176.6 operate push button (behind westward signal or across track from eastward signal). If a more favorable signal indication is not received, proceed at restricted speed to the next signal. Rule 312(1) does not apply.

NEENAH SUB 5

Oshkosh (drawbridge, MP 173.56) — When control operator is not on duty, if a train is stopped for a signal displaying a STOP indication, after stopping, train may proceed to the drawbridge, stop short, and then comply with Rule 312(2), paragraph 2. Rule 312(1) does not apply.
If eastward absolute signal located just east of drawbridge displays a STOP indication, proceed at restricted speed to the next signal. Rule 312 (1) does not apply.

LOCATION OF ELECTRIC LOCKS
Van DyneBoth Ends of Siding
Winnebago (MP 177.7)West End of Spur
NeenahDixie Spur
Neenah (MP 189.7)Warehouse Specialists Spur
WaupacaBoth Ends of former Siding
CusterBoth Ends of House Track
CusterMengels Gravel Pit Spur
StocktonBoth Ends of former Siding

At Oshkosh: After leaving city limits at Oshkosh, engineer will make a brake application to determine if air pressure on rear of train decreases. If a brake pipe reduction does not occur, train must be stopped and train checked for closed angle cocks. Trains not equipped with telemetry devices shall make a running set and release of the train's air brakes to determine that brakes respond properly.

ENGINE RESTRICTIONS
At Waupaca, SD-45 locomotives cannot be operated on Low Line and Foundry No. 1 tracks.

At Weyauwega, SD-45 locomotives cannot be operated on Presto tracks.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 216.48 Weyauwega	Hot Box	Stevens Point Dispatcher's Office

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
CM204	Readfield (spur)	East end 204.0

6 SUPERIOR SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	Distance From Stevens Point	STATIONS	
	249.2	CM249	Yard	0.0	STEVENS POINT (GBW Crossing)	BIKTY
	253.4	CM253		4.2	ROCKY RUN	
	260.1	CM260	6180▲	10.9	(Jct. Valley Sub) JUNCTION CITY (WC Crossing)	AJT
	264.7	CM265		15.5	MILLADORE	
	272.3	CM272	6170▲	23.1	AUBURNDALE	
	280.9	CM281	14475▲	31.7	MARSHFIELD	Y
	289.4	CM289	6390▲	40.2	SPENCER (Jct. Medford Sub)	JT
	297.0	CM297	3850	47.8	RIPLINGER	
	308.5	CM309	5258▲	59.3	OWEN (Jct. Minneapolis Sub)	J
	320.4	CD320	2393	71.2	LUBLIN	
	328.2	CD328	4026	79.0	GILMAN	
	340.3	CD340		91.1	SHELDON	
	346.9	CD347		97.7	*CONRATH	
	353.3	MS130	Yard	104.1	(WC Crossing) LADYSMITH (Jct. Bradley Sub)	BGT TY
	363.7	CD364		114.5	MURRY	
	369.1	CD369		119.9	EXELAND	
	370.9	CD371	4025	121.7	WEIRGOR	
	377.1	CD377		127.9	LEMINGTON	
	389.4	CD389	3707	140.2	STONE LAKE	
	400.5				HAYWARD JCT. (Jct. CNW Hayward Sub)	J
	402.6	CD403	2812	153.4	STANBERRY	
	412.6	CD413	4132	163.4	CHITTAMO	
	420.9	CD421	4459	171.7	GORDON	
	421.8	CD422		172.6	TREGO JCT.	J
	430.5	CD430	6469	181.3	SAUNTRY	
	439.8	CD440	3287	190.6	HAWTHORNE	
	454.9	CD454	Yard	205.7	SOUTH ITASCA	JY
	19.4	CD455		209.4	AMBRIDGE (WC Crossing)	
	18.0		Yard	210.8	DWP POKEGAMA YARD	
	11.2		Yard	217.6	STEELTON	
	S454.8	CD455		209.4	AMBRIDGE (DMIR Crossing)	IY
	S457.5	CD458	Yard	212.1	STINSON YARD	AGK TY

EASTWARD

Between South Itasca and Steelton-be governed by DMIR timetable and rules.
 ▲Controlled Siding
 *Spur switch at east end
Radio Channels
 Channel 3 Road
 Channel 2 Stevens Point Yard
 TWC is in use between Owen and South Itasca.

SUPERIOR SUB

BLOCK SYSTEM LIMITS
 CTC and ABS are in use between west switch Stevens Point and jct. switch Owen.
 ABS is in use between Ambridge and Stinson Yard.
 Before fouling or using the Ambridge Block (Signal governing westward movement, Ambridge interlocking to Stinson Yard), verbal permission must be received from the WC train dispatcher at Stevens Point.
 Normal position for the dual control switch at Ambridge is for straight movement on the Superior Sub. Movements requiring reverse position of this switch must notify DMIR control operator (train dispatcher) AFTER obtaining the Ambridge Block.
 Owen - At the west end of owen, the absolute signal adjacent to the siding governs westward movement from the siding to the main track. It does not govern straight-away movement down No. 1 track.

SPEED RESTRICTIONS MPH
 MAXIMUM SPEED40
 Stevens Point, between Hoover Rd (MP 246.8) and Stock Lumber switch (MP 249.5).....20*
 MP 259.7 - MP 259.9 through Junction City20*
 MP 280.1 - MP 281.1 through Marshfield20*
 MP 308.7 Owen, Junction switch when lined for the Minneapolis Sub30
 LOADED UNIT TRAINS OF 50+ CARS:
 MP 308.5 - MP 342.025

LOADED UNIT TRAINS OF 50+ CARS AND TRAINS EXCEEDING 8500 TONS:
 MP 388.3 - MP 421.525
 MP 432.0 - MP 441.610
 MP 353.2, Ladysmith,10*
 crossing highway No. 8 and Miner Ave.
 MP 308.5 - MP 342.030
 MP 388.3 - MP 407.335
 MP 432.0 - MP 441.625
 Ambridge - Stinson Yard25
 except east (south) of DMIR crossing10

COLD WEATHER SPEED RESTRICTIONS
 Temperature -25 degrees F or colder30
 Temperature -10 degrees F to -25 degrees F
 MP 308.5 - MP 341.930
 Temperature -25 degrees F or colder
 MP 308.5 - MP 341.925
 MP 388.3 - MP 421.525
 MP 432.0 - MP 441.610

DWP and SOO operate between Ambridge and Stinson Yard.

CLOSE CLEARANCE
 At Marshfield, employees riding on side of equipment watch for close clearance at cement pillar at MP 2.34 adjacent to 29th St. on industrial park spur.

SUPERIOR SUB

At Owen, close clearance from crossover switch at west end siding to No. 2 track switch. Cars or engines on No. 2 track or west end siding must not be met or passed between these points.
FRA EXCEPTED TRACKS
 Marshfield - All trackage on the Water Works Spur. Old Nekoosa Main. All yard tracks except #1 and #2 tracks.
TRACK WARRANT PROVISIONS
 Stevens Point C.F. Yard (Mpls. Sub) Trains enroute to the Paynesville Sub of the Soo Line Railroad must obtain Soo Line track warrant at Stevens Point or C.F. Yard via FAX machine from the Soo Line operator at St. Paul Yard.
YARD LIMITS

West MP	East MP
249.3.....	Stevens Point.....247.1
281.1.....	Marshfield280.1
354.5.....	Ladysmith (Superior Sub).....352.0
128.5.....	Ladysmith (Bradley Sub)130.9
(CNW).....	South Itasca452.0
(SOO).....	Ambridge-Stinson YardS452.3

FLAG PROTECTION (Rule 99).
 Minimum flagging distanceone mile
EXCEPTION:
 MP 442.0 to MP 452.0 Westward directiontwo miles
MOVEMENTS OVER PUBLIC CROSSINGS
 At Marshfield, on the Water Works Spur: By order of the Public Service Commission: "The railroad shall provide train crew flagman protection for all train movements across the intersection of 14th Street with tracks of the railroad at grade in the City of Marshfield."
SWITCH POSITIONS
 The following main track switches may be left lined in either the normal or reverse position:
 Stevens Point - Switch at east end of the "B" yard, located near the Plover River Bridge (must be locked).
 Crossover switches in front of yard office.
 Ladysmith, on the Bradley Sub, the west wye switches for the southwest and northwest wyes may be left lined and locked for last position used.
STOP INDICATION
 At Junction City, when automatic interlocking signals display STOP at the WC crossing, first comply with Rule 312(1). If a more favorable signal indication is not received, comply with Rule 312(3) before proceeding.
 At Ambridge, trains stopped at absolute signals must communicate with DMIR train dispatcher.

SUPERIOR SUB 7

312(2) Ambridge - A push button has been installed at the crossing to allow a train switching the Koppers spur to return to the balance of its train when it has been left west of the interlocking limits and the entire head portion of the train proceeds beyond the westward absolute signal. If there are no opposing movements on the conflicting route, the push button will light an amber light in the push box, which is the train's proceed signal to cross back through the interlocking onto its train. If rear portion of train is left inside the interlocking limits, per rule 323, while switching Koppers spur, the signal for movement out of the Koppers spur will not clear each time entire movement goes west of it. However, eastward movement may then be made by this signal without the need to communicate with the DMIR control operator each time such movement is necessary.
 When a westward train leaves the rear portion of its train east of the interlocking limits and operates to Kopper's Spur to do switching, the return move must not be made until authorized by the control operator (DMIR dispatcher).

LOCATION OF ELECTRIC LOCKS
 Spencer.....East End of Old Ashland Main
 Spencer.....West Wye Switch
 RipplingerBoth Ends of Siding
 OwenHouse Track
 Ambridge (on the Stinson Spur).....Koppers Spur

ENGINE RESTRICTIONS
 At Ladysmith, SD-45 locomotives cannot be operated in the Paper Mill Yard.
 At Ambridge, Engines must not go beyond Stop-board located 2,755 ft. from switch of track leading to treating plant at Ambridge.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 277.00 Between Auburndale and Marshfield	Hot Box	Stevens Point Dispatcher's Office
MP 303.55 (Atwood)	Hot Box Drag Equip. Hot Wheel	Radio Talker

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Locations	Mile Post
CM 284	Berg Spur (2 Spurs).....West end	283.7
	East end	284.0
CD 335	DonaldEast end	335.1
	Mosinee Spur.....East end	418.4

8 MEDFORD SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	Distance from Spencer	STATIONS	EASTWARD
	289.8	CM289		0.0	(Jct. Marshfield Sub) SPENCER JY	
	296.6	CA297		6.8	UNITY	
	300.5	CA301		10.7	COLBY	
	303.0	CA303	Yard	13.2	ABBOTSFORD	
	307.0	CA307		17.2	DORCHESTER	
	312.1	CA312		22.3	STETSONVILLE	
	316.6	CA317	Yard	26.8	MEDFORD	

Radio Channel 3
TWC is in use between Spencer and Medford.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
Medford: MP 316.0 — MP 317.4	10

YARD LIMITS
West MP East MP
290.9 Spencer 289.8

FLAG PROTECTION (Rule 99).
Minimum flagging distanceone-half mile

MOVEMENT OVER PUBLIC CROSSINGS
At **Abbotsford**, Cedar Street on Wye and First Street crossing on Old Athens Line, Stop and cross under flag protection.

At **Medford**, Division and State streets on tracks other than main track, provide protection per Rule 103.

ENGINE RESTRICTIONS
SD-45 locomotives cannot be operated between Spencer and Medford.

At **Abbotsford** — Only one diesel unit may be operated on tracks serving the Milling Company. If more than one unit, hold on to sufficient cars so switching can be accomplished without having engine on curve.

Engines must not go across lime unloading pit on west end of wye.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
CA 294	Midland Spur West end	293.5

DRESSER SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	Distance From Withrow	STATIONS	EASTWARD
	62.9	MS063			AMERY	
	56.3	MS056			WANDEROOS	
	47.7	MS048	Yard		DRESSER TY (Jct. Dresser Spur)	
	42.8	MS043	2687		OSCEOLA	
	33.2	MS033			MARINE	
	28.2	MS028	3094		MAPLE ISLAND	
	23.7	MS024	3546		WITHROW JY (Jct. Marshfield Sub)	

Radio Channel 3
TWC is in use between Withrow and Amery.

BLOCK SYSTEMS LIMITS
ABS is in service between MP 39.74 and MP 42.45 between Marine and Osceola.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25

FRA EXCEPTED TRACKS
Dresser: Dresser Spur, including Trap Rock Plant and all yard tracks north of junction switch.

TRACK SIDE WARNING DETECTOR
Slide detector fences are in service between MP 40 and MP 42 between Marine and Osceola. If slide is detected, a radio will transmit an intermittent tone for five seconds to alert train crews.

Automatic Block Signals will also be caused to display Restricted Proceed indications. Trains proceeding on a Restricted Proceed indication should advise Dispatcher if any unsafe condition is noted in the slide area.

YARD LIMITS
West MP East MP
46.7 Withrow 24.6
..... Dresser 48.7

FLAG PROTECTION (Rule 99).
Minimum flagging distanceone mile

DRESSER SPUR
Trains will move in accordance with Rule 105 not to exceed 10 MPH.

Osceola Industry Park (MP 44.33) — Switch spiked. Arrangements must be made with section foreman for use.

ENGINE RESTRICTIONS
At **Amery**, SD-45 locomotives cannot be operated over track No. 4 (Pea Spur) and track No. 5 (Mill Spur).

MINNEAPOLIS SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	Distance From Stevens Point	STATIONS	EASTWARD
	308.5	M309	5258Δ	59.3	OWEN J (Jct. Superior Sub)	
	310.5	CM311		61.3	*WITHEE	
	320.5	CM321	6033	71.3	THORP	
	327.2	CM327	3704	78.0	STANLEY	
	332.6	CM333		83.4	BOYD	
	338.7	CM339	6281	89.5	CADOTT	
	344.4	CM344		95.3	BATEMAN	
	350.2			101.1	(CNW Crossing) AY	
	352.2	CM352	Yard	103.1	C.F. YARD BTY	
	358.8	CM359		109.7	HOWARD	
	362.0	CM362		112.9	ALBERTVILLE	
	369.0	CM369	5958	119.9	COLFAX	
	379.4	CM379	4180	130.3	WHEELER	
	386.2	CM386		137.1	BOYCEVILLE	
	389.9	CM390	6322	140.8	DOWNING JCT.	
	399.3	CM399	6051	150.2	EMERALD	
	413.5	CM414	5273	164.4	NEW RICHMOND	
	421.1	CM421		172.0	SOMERSET	
	432.1	MS024	3546	183.0	WITHROW J (Jct. Dresser Sub)	
	18.1	MS018		188.6	BALD EAGLE AY (BN Crossing)	
	11.8	MS012	Yard	194.9	CARDIGAN JCT TY	
	7.7	MS008	Yard	199.0	NEW BRIGHTON ATY (MNR Crossing)	
	4.3			202.4	CENTRAL AVENUE Y	
		MS003	Yard	203.3	SHOREHAM T	
		MS001	Yard	204.7	(BN-Northtown)	

Between Withrow and Shoreham- be governed by Soo Line timetable and rules.

▲Controlled siding
*Spur Switch At West End

Radio channels
Channel 3 Road SOO Channel 1
BN Channel 2

TWC is in use between Owen and Withrow.

BLOCK SYSTEM LIMITS
Owen is the west end of CTC on the Superior Sub.

Owen - At the west end of Owen, the absolute signal adjacent to the siding governs westward movement from the siding to the main track. It does not govern straight-away movement down No. 1 track.

MINNEAPOLIS SUB 9

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 308.7 Owen, Junction switch when lined for the Minneapolis Sub	30
MP 350.9 - MP 351.4, C.F. Yard	10
MP 371.6 - MP 372.6	30
MP 410.3 - MP 413.8	30
(Westward trains may resume normal speed when engine passes MP 413.8)	
MP 424.3 - MP 424.8 over St. Croix Bridge (all brakes must be fully released while passing over bridge)	25
Withrow, between west siding switch and east switch of east crossover	20*
Through junction switch crossover	25
COLD WEATHER SPEED RESTRICTIONS	
Temperature -25 degrees F or colder	30

CLOSE CLEARANCE
At **Owen**, close clearance from crossover switch at west end siding to No. 2 track switch. Cars or engines on No. 2 track or west end siding must not be met or passed between these points.

TRACK WARRANT PROVISIONS
C.F. Yard Trains enroute to the Paynesville Sub of the Soo Line Railroad must obtain Soo Line track warrant at Stevens Point or C.F. Yard via FAX machine from the soo Line operator at St. Paul Yard.

YARD LIMITS
West MP East MP
353.5 C.F. Yard 350.2
..... Withrow (Dresser Sub) 24.58

FLAG PROTECTION (Rule 99).
Minimum flagging distanceone mile
EXCEPTION:
MP 358.0 to yard limit C.F. Yard Eastward directiontwo miles

MOVEMENTS OVER PUBLIC CROSSINGS
At **C.F. Yard** - All movements must stop and cross under flag protection at the following locations:

Main Street crossing at foot of bridge located on spur track serving downtown industries.

Spur tracks crossing River Street serving Zutter's and Packerland.

ENGINE RESTRICTIONS
At **Chippewa Falls**, do not operate engine over Northern Wisconsin Colony and Training School track scale (Home Park).

SD-45 locomotives cannot be operated on track to Amoco plant.

10 MINNEAPOLIS SUB

At New Richmond, SD-45 locomotive cannot be operated on Friday Canning tracks and Domain Industries track.

At Stanley, SD-45 locomotives cannot be operated on the Moon track.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 384.92 Boyceville	Hot Box	Stevens Point Dispatcher's Office (Alarm light at site.)

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
CM 349	Trindal Spur.....West end	311.0
CM 357	Home Park.....East end	348.7
	Wheaton-Peaking	
	Plant Spur.....West end	356.9

RICE LAKE SUB

WESTWARD	Milepost Location	Station Numbers	Distance From Cameron	Siding Length	STATIONS		EASTWARD
	49.9	MS096	0.0	4008	(WC Crossing) CAMERON (Jct. Bradley Sub)	A	
	56.6	RL007	6.7		RICE LAKE 24.1		
	80.7	RL081	30.8	6800	SPOONER 6.3	BY	
	87.0				TREGO (Jct. CNW Hayward Sub)	JY	
	0.0	RL087	37.1		10.6 LAKESIDE		
	10.6		47.7		9.3 WASCOTT		
	19.9	RL107	57.0		6.0 TREGO JCT. (Jct. Superior Sub)	JY	
	25.9	CD422	63.0				
	421.8						

WC ownership ends at MP 49.0.
CNW ownership begins at MP 49.0.

Radio Channel 3

TWC is in use between Cameron (MP 49.0) and Trego Jct.

SPEED RESTRICTIONS	MPH
Maximum Speed	25
MP 79.0 - Trego	10

YARD LIMITS

West MP	East MP
87.0.....Spooner - Trego	79.0
25.9.....Trego Jct.	24.4

FLAG PROTECTION (Rule 99)

Minimum flagging distanceone mile

WHITE PINE SUB

WESTWARD	Milepost Location	Station Numbers	STATIONS		Distance From Marengo Jct.	EASTWARD
	14.0	WP014	WHITE PINE	TY	76.9	
	269.5	MQ270	14.0 BERGLAND	T	62.9	
	287.6	MQ288	18.1 THOMASTON		44.8	
	299.2	MQ299	11.6 NORTH IRONWOOD		33.2	
	312.1	MQ312	12.9 SAXON		20.3	
	332.4	CA424	20.3 MARENGO JCT. (Jct. Ashland Sub)	JT	0.0	

*Spur-Switch at east end.

Radio Channel 3

TWC is in use between Marengo Jct. and White Pine.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	20
MP 332.4- MP 332.1	10

YARD LIMITS

West MP	East MP
13.8.....White Pine	14.4

FLAG PROTECTION (Rule 99)

Minimum flagging distanceone-half mile

MOVEMENTS OVER PUBLIC CROSSINGS

At White Pine, Road crossing in White Pine yard must be protected by a member of the crew on the ground at the crossing for movements between 0530 and 0630 daily.

EXCEPTION TO SWITCHES AT JUNCTIONS

Marengo Jct. - Jct. (south wye) switch may be left lined and locked for last position used.

SWITCH POSITIONS

At Marengo Jct., wye switch on White Pine Sub may be left lined and locked for last position used.

DERAILS

White Pine - Derail is installed at west end of yard.

OPERATING ON GRADES / RETAINERS

Trains operating between Bergland and White Pine MUST be governed by instructions contained in Air Brake and Train Handling Rules.

ENGINE RESTRICTIONS

SD-45 locomotives are not permitted on this subdivision.

VALLEY SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	STATIONS		Distance From Junction City	EASTWARD
	0.0	VY000		NEW LISBON	UTY	63.2	
	11.1	VY011		11.1 SOUTH NECEDAH	J	52.1	
	32.3	VY032	2124	21.4 BABCOCK		30.7	
	43.9	VY044		11.4 NEKOOSA JCT.	JTY	19.3	
	49.4	VY049	Yard	5.4 (Jct. Vesper Spur) WISCONSIN RAPIDS (GBW Crossing [2])	G GY	13.9	
	63.3	CM260		13.9 (WC Crossing) JUNCTION CITY (Jct. Marshfield Sub)	AJTY	0.0	
	78.5	VY079	1265	5.3 MOSINEE		15.2	
	83.7	VY084		2.3 WESTON	T	20.5	
	86.3	VY086		2.3 ROTHSCHILD	Y	22.8	
	89.6			3.7 (CNW Crossing)	G Y	26.5	
	91.1	VY091		1.9 WAUSAU	BTY	28.4	
	97.3	VY097		5.7 BROKAW		34.1	
	109.9	VY110		13.5 MERRILL		47.6	
	132.8	VY133	Yard	22.3 (MTW Crossing) TOMAHAWK	GTU	69.9	
BETWEEN TOMAHAWK AND BRADLEY BE GOVERNED BY MT&W TIMETABLE AND RULES.							
		MS198	2879	5.5 BRADLEY (Jct. Bradley Sub)	JY	75.4	

Radio Channels

Channel 3 Road
Channel 2 Wisconsin Rapids

TWC is in use between New Lisbon and Tomahawk.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
ON LOADED UNIT TRAINS ONLY:	
MP 13.1 — MP 15.9	25
MP 32.8 — MP 44.4	25
MP 56.3 — MP 57.8	25
MP 79.2 — MP 81.4	25
New Lisbon, both Legs of Wye	15
MP 11.3 — MP 13.1	30
Tork Spur, Rule 105 applies	15
MP 63.3, over railroad crossing Junction City	20 *
MP 72.3 — MP 72.8	25
MP 85.5 — 89.5	30
Wausau, over Fifth and Sixth Street crossings	10 *
MP 93.0 — MP 97.3	30
MP 97.3 — MP 97.7	25
MP 97.7 — MP 108.5	30
MP 108.5 — MP 132.0	25
Tomahawk, MTW crossing	10
COLD WEATHER RESTRICTIONS	
Temperature -25 degree F or colder (New Lisbon - Wausau)	30
Temperature -10 degrees F or colder (MP 93 — MP 108.5)	25

VALLEY SUB

11

FRA EXCEPTED TRACKS

Wausau - All Kick Bush trackage.
Merrill - All West Merrill Main trackage and Lincoln Wood trackage.

ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Wausau, between and including McDonald St. (MP 90.1) and River View Ct. (MP 93.8) (1900 to 0700 only).

YARD LIMITS

East Location	West Location
MP 0.0	New Lisbon
MP 43.2	Nekoosa Jct. - Wisconsin Rapids
MP 63.0	Junction City
MP 89.5	Wausau
MP 132.0	Tomahawk

FLAG PROTECTION (Rule 99)

Minimum flagging distanceone mile

MOVEMENT OVER PUBLIC CROSSINGS

At Nekoosa, all movements over First Street crossing must be protected per Rule 103.

SWITCH POSITIONS

New Lisbon — Normal position of treating pond switch on east leg of Wye is for movements on the east leg of Wye.

New Lisbon — Normal position of the North Wye switch is for movement on the west leg of the Wye.

Junction City - MT switch to east wye may be left lined and locked for last position used.

TRACKSIDE WARNING DETECTORS

Location	Type	Read Out
MP 36.4 (Cranmore)	Hot Box	Stevens Point Dispatcher's Office

ENGINE RESTRICTIONS

SD-45 locomotives are not permitted at the following locations:

New Lisbon, south leg of wye.

Wisconsin Rapids, CPI trackage.

Wausau, James River Corp.

Merrill, all industries

Tomahawk to Bradley, all trackage of the MTW railroad.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
VY045	Port Edwards	East end 44.6
VY079	Mathy Spur	Both ends 76.5
VY088	Schofield	East end (2) 88.0
		East end 88.5
	Sprague	West end 21.4

12 ASHLAND SUB

WESTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Prentice
345.6	MS171	Yard	(Jct. Bradley Sub) PRENTICE (WC Crossing) GJT	0.0
357.9	CA358	2725	PHILLIPS 12.3	12.3
371.7	CA372		FIFIELD 13.8	26.1
376.0	CA376	Yard	PARK FALLS 4.3 TY	30.4
381.8	CA382		BUTTERNUT 5.8	36.2
391.6	CA392		GLIDDEN 9.8	46.0
398.4	CA398		MORSE 6.8	52.8
410.0	CA410	Yard	MELLEN 11.6 BTY	64.4
417.3	CA417		HIGH BRIDGE 7.3	71.7
422.3	CA422		MARENGO 5.0	76.7
423.1	CA423		MARENGO JCT. (Jct. White Pine Sub) 0.8 JT	77.5
434.6	CA434	Yard	ASHLAND 11.5 TY	89.0

EASTWARD

ASHLAND SUB

EXCEPTIONS TO SWITCHES AT JUNCTIONS

Prentice, Jct. switchLined for Ashland Sub
 Mellen - Junction (South wye) switch may be left lined and locked for last position used.

BRADLEY SUB

WESTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Bradley
242.7	MS244	Yard	ARGONNE (Jct. Shawano & Pembine Subs) JTY	45.1
236.6	MS237		ATKINS 6.1	39.0
227.2	MS227		STARKS 9.4	29.6
216.8	MS217	Yard	RHINELANDER 10.4 BTY	19.2
208.8	MS209		WOODBORO 8.0	11.2
199.7	MS200		HEAFFORD JCT. 9.1	2.1
197.6	MS198	2879	BRADLEY (Jct. Valley Sub) 2.1 JY	0.0
186.0	MS186	2230	TRIPOLI 11.6	11.6
179.1	MS179	2725	BRANTWOOD 6.9	18.5
170.7	MS171	Yard	(Jct. Ashland Sub) PRENTICE (WC Crossing) GJTY	26.9
158.7	MS159		CATAWBA 12.0	38.9
155.8	MS156		KENNAN 2.9	41.8
149.3	MS149		HAWKINS 6.5	48.3
140.6	MS141		GLEN FLORA 8.7	57.0
135.7	MS136		TONY 4.9	61.9
129.8	MS130	Yard	(WC Crossing) LADYSMITH (Jct. Superior Sub) B GJT	67.8
121.3	MS121		BRUCE 8.5	76.3
114.1	MS114		WEYERHAUSER 7.2	83.5
100.6	MS101		CANTON 13.5	97.0
96.1	MS096		(Jct. Rice Lake Spur) CAMERON (CNW Crossing) A	101.5
91.0	MS091	Yard	BARRON 5.1	106.6
85.4	MS085		POSKIN 5.6	112.2
81.0	MS081		ALMENA 4.4	116.6

EASTWARD

BRADLEY SUB

Radio Channel 3
 TWC is in use between Almena and Argonne.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	40
MP 80.5 — MP 81.8.....	10
MP 81.8 — MP 90.7.....	25
MP 90.7 — MP 91.0.....	10
MP 91.0 — MP 114.3.....	25
Ladysmith, over West 2nd St.	12 ★
Ladysmith (MP 130.9) — MP 169.4.....	30
MP 169.4 — MP 171.1.....	20
MP 169.4 (Highway 13).....	10 ★
MP 170.7, over old highway No. 13 crossing at Prentice	6 ★
MP 171.1 — MP 180.2.....	30
MP 196.6 — Argonne.....	25
Rhineland, Highway "W" road crossing 400 ft. west of MP 218.....	20

COLD WEATHER SPEED RESTRICTIONS	MPH
Temperature -10 degrees F to -25 degrees F	
MP 130.9 — MP 169.4.....	25
MP 180.2 — MP 196.6.....	30
Temperature -25 degrees F or colder.....	25

FRA EXCEPTED TRACKS
 Cameron to Rice Lake - All trackage on the Rice Lake Spur.
 Prentice: All tracks other than MT.

CARS ON MAIN TRACK
 At Hawkins, switch to track serving NORCO Windows may be left lined for last position used. MT may be fouled by cars at this location.

DERAIL ON MAIN TRACK
 At Rhineland, derail is located on main track just west of Hwy. 17 at MP 219.25. MT may be fouled by cars at this location.

YARD LIMITS	West MP	East MP
128.5.....Ladysmith.....		130.9
354.5.....Ladysmith (Superior Sub).....		352.4
169.4.....Prentice.....		171.4
196.6.....Bradley.....		198.5
216.0.....Rhineland.....		219.3
241.2.....Argonne.....		
243.0.....Argonne (Shawano Sub).....		
		Argonne (Pembine Sub).....244.7

FLAG PROTECTION (Rule 99).
 Minimum flagging distanceone mile

RAILROAD GRADE CROSSINGS	Location	Railroad	Signals
MP 99.82, 3 miles east of Rice Lake (Rice Lake Spur)		CNW	Auto. Interlocked

At Prentice — trains and engines need not stop at railroad crossing stop sign if hand proceed signal is received from an employee of the company who must be standing at the crossing. An understanding must first be reached with the employee who is to give hand proceed signal that he will protect the crossing against any conflicting movements.

BRADLEY SUB 13

MOVEMENTS OVER PUBLIC CROSSINGS
 At Rhineland, all movements over Phillip Street crossing on track serving Rhineland Paper Company must be protected by a member of the crew on the ground at the crossing until front of movement has passed over the crossing.

Do not occupy Highway 17 crossing with any part of train until it is ascertained that signals are operating. If signals do not actuate protection must be provided per Rule 103(A).

At Ladysmith, Pope & Talbot track crossing 9th St. must be flagged until crossing is occupied.

Rice Lake, all movements over the following streets on the outskirts of Rice Lake must be protected by a crew member per Rule 103:

- South Street — Approximately 100 feet south of the south switch of track serving the Fink Industry.
- Coleman Street — Approximately 1300 feet south of switch to Penny Spur Track presently serving Shell and Texaco Oil Companies.

EXCEPTION TO SWITCHES AT JUNCTIONS
 Argonne, East WyeLined for Shawano Sub
 Argonne, South Wye (on Shawano Sub).....Lined for East leg of Wye
 PrenticeLined for Ashland Sub
 Bradley (west siding switch)Lined for Valley Sub

SWITCH POSITIONS
 The following main track switches may be left lined and locked in either the normal or reverse position:
 Ladysmith — West wye switch for the northwest wye.
 Hawkins — Switch to track serving NORCO Windows. MT may be fouled by cars at this location.
 Rhineland — East and west lead switches. Switch to Marplex.

ENGINE RESTRICTIONS
 At Ladysmith, SD-45 locomotives cannot be operated in the Paper Mill yard.
 At Rhineland, SD-45 locomotives cannot be operated on tracks serving Rhineland Paper Company.
 Rice Lake Spur, SD-45 locomotives cannot be operated over this track.

RICE LAKE SPUR (Cameron to Rice Lake)
 Trains will move in accordance with Rule 105 not to exceed 10 MPH.

OTHER TRACKS NOT SHOWN AS STATIONS	Station Number	Switch at	Mile Post Locations
RL007	Rice Lake.....	Various	102.8
	(Rice Lake Spur)		
	Spur 231.....	East end	231.7

14 SHAWANO SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance from Neenah	EASTWARD
	242.7	MS244	Yard	(Jct. Pembine & Bradley Subs) ARGONNE JTY	118.5	
	249.0	SH249		CRANDON	112.2	
	259.9	SH260	1197	WOODLAWN	101.3	
	269.0	SH269	1442	LILY	92.2	
	282.8	SH283		WHITE LAKE	78.4	
	296.8	SH297		NEOPIT	64.4	
	306.6	SH307		GRESHAM	54.6	
	312.6	SH313	4562	THORNTON	48.6	
	317.6	SH318	Yard	(CNW Crossing) SHAWANO AY	43.6	
	331.3	SH331	3168	NAVARINO	29.9	
	334.8	SH335		NICHOLS	26.4	
	341.1	SH341		(Jct. Green Bay Sub) BLACK CREEK (GBW Crossing) AJY	20.1	
	346.2	SH346	2479	CENTER VALLEY	15.0	
	350.4	SH350		MACKVILLE	10.8	
	355.8	SH356	Yard	APPLETON	5.4	
	361.2	CM186	Yard	NEENAH (Jct. Neenah Sub) BJTY	0.0	

Radio Channels

Channel 1 Road, Neenah - Lily
Channel 3 Road, Lily - Argonne
Channel 2 Neenah

TWC is in use between Argonne and Neenah.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 269.0 — MP 296.0	25
MP 355.2 — MP 361.2	30
COLD WEATHER SPEED RESTRICTIONS	
Temperature -25 degrees F or colder	30
Temperature -10 degrees F to -25 degrees F MP 323.6 — MP 356.0	30
Temperature -25 degrees F or colder MP 323.6 — MP 356.0	25

CLOSE CLEARANCE

At Neopit, look out for close clearance on Track No. 4 (Planer Track) account fire hydrant located approximately three car lengths from switch on main track side. Fire hydrant is protected by posts painted yellow.

ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Neenah

SHAWANO SUB

YARD LIMITS	West MP	East MP
	243.0	Argonne
		Argonne (Pembine Sub)
	241.2	Argonne (Bradley Sub)
	319.0	Shawano
	341.8	Black Creek
	361.2	Neenah

FLAG PROTECTION (Rule 99).
Minimum flagging distanceone mile

MOVEMENT OVER PUBLIC CROSSINGS

At Black Creek, eastward movements approaching Hwy. 47 from the connection track to the GBW must protect Hwy. 47 in accordance with Rule 103(A).

SWITCH POSITIONS

Black Creek — Switches on siding must be lined and locked for movement from main track through crossover to GBW connection.

EXCEPTION TO SWITCHES AT JUNCTIONS

Argonne, East WyeLined for Shawano Sub
Argonne, South Wye
(on Shawano Sub)Lined for East leg of Wye
Black Creek, Main track crossover switch may be left lined and locked for last position used.
Neenah, Shawano Sub switch
(on west end of running track)Lined for Shawano Sub

DERAILS

Mackville - Derails are in use on BOTH sides of the tank car spot at U.S. Plant Foods.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
SH352	Golpers Spurs (2)	East end 352.1
	Spur 357	West end 356.9
	Sturm's Spur	East end 358.2
	Northern Contractors Spur	West end 358.5

PEMBINE SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	Distance from Gladstone	STATIONS	EASTWARD
	342.7	MS343	Yard	0.0	GLADSTONE BTY	
	339.4	MS340		3.3	LARCH Y	
	337.9	MS338	3067	4.8	NORTH ESCANABA	
	325.1	MS325	2360	17.6	EUSTIS	
	310.5	MS311	2612	32.2	HERMANVILLE (CNW Crossing) G	
	306.5	MS307	4776	36.2	MALACCA	
	298.5	MS298		44.2	KREMLIN	
	289.5	MS290	4173	53.2	PEMBINE (ELS Crossing) G Y	
	279.6	MS280		63.1	DUNBAR	
	278.8	MS279	4165	63.9	CORBETT	
	270.3	MS270		72.4	GOODMAN	
	265.6	MS266	2370	77.1	ARMSTRONG CREEK	
	256.3	MS256	2780	86.4	CAVOUR	
	253.7	MS254		89.0	N.B.N.R. JCT. (NBNR Crossing) G	
	242.7	MS244	Yard	100.0	ARGONNE JTY (Jct. Shawano & Bradley Subs)	

*Spur switch at DunbarEast end

Radio Channels

Channel 3 Road
Channel 2 Gladstone

TWC is in use between Gladstone and Argonne.

AT PEMBINE AND HERMANVILLE

A large thermometer is in use. Trains must ascertain the temperature before departing and be governed accordingly in regard to temperature governing speed restrictions.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 338.1 — MP 338.4	25
MP 291.2 — MP 295.0 (curves)	35
MP 269.0 — MP 288.0 (curves)	35
MP 253.7 — N.B.N.R. Jct. between absolute signals ..	25
COLD WEATHER SPEED RESTRICTIONS	
Temperature -10 degrees F to -25 degrees F	
MP 242.0 — MP 303.0	30
MP 303.0 — MP 331.0	25
MP 331.0 — MP 342.7	30
Temperature -25 degrees F or colder	25

PEMBINE SUB 15

YARD LIMITS	West MP	East MP
	338.4	Gladstone
	288.0	Pembine
		Argonne
	243.0	Argonne (Shawano Sub)
	241.2	Argonne (Bradley Sub)

FLAG PROTECTION (Rule 99).
Minimum flagging distanceone mile

Exception:

MP 281.5 to MP 296.5Eastward directiontwo miles (Exclusive of Pembine Yard limits)

MOVEMENT OVER PUBLIC CROSSINGS

At Gladstone, do not occupy U.S. Highway 2/41 on the Skelly or Buckeye tracks with any part of train until it is ascertained that signals are operating. If signals do not actuate, protection must be provided per Rule 103 (A).

EXCEPTION TO SWITCHES AT JUNCTIONS

Argonne, East Wye Lined for Shawano Sub
Argonne, South Wye
(on Shawano Sub) Lined for East leg of Wye

SWITCH POSITIONS

The following main track switches may be left lined and locked in either the normal or reverse position:

Gladstone — East and west lead switches, including west end crossover. East and west extension switches.

ENGINE RESTRICTIONS

At Kremlin, do not operate engine over scale on east end of loading track at "GAF" Plant.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
MS339	Groos	East end 339.0
MS250	Spur 250	West end 250.1

16 SOO SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Gladstone	EASTWARD
	493.3	MS493	Yard	SOO YARD BTY	150.6	
	483.2	MS483		DAFTER	140.5	
	475.6	MS476		KINROSS	132.9	
	470.5	MS471	3560	RUDYARD	127.8	
	459.1	MS459		DICK	116.4	
	449.7	MS450	Yard	(WC Crossing) TROUT LAKE (Jct. Newberry Sub) G JTY	107.0	
	441.5	MS442		CAFFEY	98.8	
	435.7	MS436		GARNET	93.0	
	431.5	MS432	4059	GILCHRIST	88.8	
	422.0	MS422		ENGADINE	79.3	
	419.4	MS419	3069	SWIFT	76.7	
	415.9	MS416		GOULD CITY	73.2	
	406.2	MS406		INLAND	63.5	
	404.1	MS404	3353	BLANEY	61.4	
	398.5	MS399		GULLIVER	55.8	
	386.7	MS387	5434	MANISTIQUE T	44.0	
	375.0	MS375		COOKS	32.3	
	366.8	MS367	3517	ISABELLA	24.1	
	362.2	MS362		NAHMA	19.5	
	354.3	MS354		ENSIGN	11.6	
	348.8	MS349		RAPID RIVER	6.1	
	342.7	MS343	Yard	GLADSTONE BTY	0.0	

*WC main track ends in Canada at MP 495.32

Radio Channels
 Channel 3 Road
 Channel 2 Gladstone
 TWC is in use between Soo Yard and Gladstone.

At Manistique and Trout Lake — A large thermometer is in use. Trains must ascertain the temperature before departing and be governed accordingly, in regard to temperature governing speed restrictions.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Soo Yard, over 4th Ave., 11th Ave. and 20th St. (First, second and third crossings east of west yard limit sign)	10 ★
Soo Yard, over bridge between Sault Ste. Marie, Michigan, and Sault Ste. Marie, Ontario.....	10
No train operation will be permitted when winds exceed 50 MPH.	
Kinross, track into Kincheloe Industrial Park.....	10
MP 449.67, over railroad crossing Trout Lake	20
COLD WEATHER SPEED RESTRICTIONS	
Temperature -10 degrees F to -25 degrees F	30
Temperature -25 degrees F or colder	25

Measured mile = MP 363 – MP 364
 MP 487 – MP 486

SOO SUB

FRA EXCEPTED TRACKS
 Soo Yard - Downtown Track

YARD LIMITS
West MP **East MP**
 491.2Soo Yard (Canada) 495.32
 448.2Trout Lake (Soo Sub) 450.9
 28.6Trout Lake (Newberry Sub) 26.1
 338.4Gladstone 345.0

FLAG PROTECTION (Rule 99).
 Minimum flagging distanceone mile

ENGINE WHISTLE SIGNALS
 At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:
 Soo, Ontario, Canada

MOVEMENTS OVER PUBLIC CROSSINGS
At Kinross — Account rust build up on rails, all trains must provide flag protection before moving train over U.S. Highway No. 2 crossing at Kinross unless it is known that crossing signals are activated and operating properly.

SWITCH POSITIONS
 The following main track switches may be left lined and locked in either the normal or reverse position:
Soo Yard — West lead switch and East lead switch, new yard.
Gladstone — East and west lead switches, including west end crossover. East and west extension switches.

WEIGHT RESTRICTIONS
Soo Yard — Weight restrictions on bridge between Sault Ste. Marie, Michigan, and Sault Ste. Marie, Ontario, and power canal bridge at Soo yard.

Freight Cars:

No. Axles	Length	Max. Gross Wt. lbs.
4	37 ft. and longer	241,000

Diesel Units:
 Not to exceed 263,000 lbs.
 As long as the above weight restrictions are met, 2 or more diesel units can be coupled together.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
MS477	Kincheloe.....Both ends	476.2
MS345	Kipling.....Both ends	344.8
MS399	Mead Spur.....West end	399.0

NEWBERRY SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Marquette	EASTWARD
	27.5	MS450	Yard			
	43.0			RACO JCT.	107.7	
	46.8	MQ047		NEWBERRY Y	96.0	
	58.5	MQ059	Yard	McMILLAN	87.3	
	67.2	MQ067		SENEY	75.0	
	79.5	MQ080		SHINGLETON	49.9	
	104.6	MQ105		WETMORE	42.0	
	112.5	MQ113		MUNISING JCT. (Jct. Munising Spur)	37.8	
	116.7	MQ117		AU TRAIN	29.5	
	125.0	MQ125		DEERTON	18.8	
	135.7	MQ136		SIDING 145	9.4	
	145.1	MQ145		MARQUETTE BTY	0.0	
	154.5	MQ155	Yard			

Radio Channel 3

At Trout Lake, large thermometer is in use. Trains must ascertain the temperature before departing and be governed accordingly, in regard to temperature governing speed restrictions.

TWC is in use between Trout Lake and Marquette.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED 40.....	40
MP 27.65, over railroad crossing Trout Lake	20
MP 27.5 (Trout Lake) — MP 112.5.....	25
Newberry, Hospital Branch.....	10
MP 151.9 — MP 154.2.....	25
Marquette, MP 154.2 to 5th Street	10
COLD WEATHER SPEED RESTRICTIONS	
Temperature -10 degrees F to -25 degrees F	
MP 112.5 — MP 151.9	30
Temperature -25 degrees F to colder	
MP 112.5 — MP 151.9	25

FRA EXCEPTED TRACK
Newberry — all High Line trackage
Forest Center — all trackage to Cliffs Forest Products
Munising Jct. to Munising — all trackage on the Munising Spur

YARD LIMITS
West MP **East MP**
 156.5Marquette152.7
 59.1Newberry57.3
 447.6Trout Lake (Soo Sub)450.9
 28.6Trout Lake (Newberry Sub)26.1

FLAG PROTECTION (Rule 99).
 Minimum flagging distance between:
 Trout Lake and Wetmoreone-half mile
 Wetmore and Marquetteone mile

NEWBERRY SUB 17

MOVEMENTS OVER PUBLIC CROSSINGS
At Forrest Center — When atmospheric or other conditions serve to substantially reduce visibility and the opportunity for the motoring public to clearly perceive the indications of the flashing light signals, stop before crossing Highway M-28 and provide red lighted fuse protection to vehicular traffic until entire movement has been completed and then extinguish fuses.

This protection is mandatory during daylight hours as well as during darkness. Reflectorized signs have been placed on the premises of Timber Products Mich. These two signs clearly state: "TRAINMEN FLAG ALL CROSSINGS."

103(C). MC MILLAN
 No railroad cars should be spotted on the siding west of the County Road crossing. No railroad cars should be spotted less than 200 feet east of the County Road crossing.

MUNISING SPUR (Munising Jct. to Munising)
 Trains will move in accordance with Rule 105 not to exceed 10 MPH.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
MQ108	Forrest Center.....East end	108.1
MQ097	Spur 97.....West end	97.3
MQ088	Spur 88.....West end	87.9
MQ081	Spur 81.....West end	81.7
MQ080	Spur 80.....West end	80.4
MQ060	Dollarville.....East end	60.1

WESTWARD	Milepost Location	Station Numbers	Distance From Marquette	Siding Length	STATIONS	
	154.5	MQ155	0.0	Yard	MARQUETTE	BTY
	162.0	MQ162	7.5		MORGAN	Y
	162.9	MQ163	8.4		DIAMOND JCT.	JY
BETWEEN DIAMOND JCT. AND HUMBOLDT BE GOVERNED BY LS&I TIMETABLE AND RULES						
	182.9	MQ183	28.5		HUMBOLDT	
	185.7	MQ186	31.3		CHAMPION	
	198.0	MQ198	43.6		*THREE LAKES	
	200.9	MQ201	46.5	Yard	(Jct. Sidnaw Sub) NESTORIA	JT
	0.0	MQ201	46.5	Yard	NESTORIA	JT
	7.3	HT 007	53.8		SUMMIT	
	8.9	HT 009	55.4		HERMAN	
	17.0	HT 017	63.5	Yard	LANSE	Y
	21.9	HT 022	68.4		BARAGA	

*Spur switch at west end.

Radio Channel 3

TWC is in use between Marquette and Diamond Jct. and between Humboldt and Baraga

BLOCK SYSTEM LIMITS

CTC and ABS are in use between Soo Jct. and Diamond Jct. (CTC controlled by LS&I operator at Eagle Mills.)

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		40
Marquette, 5th Street to MP 154.2		10
MP 156.5 — MP 161.5		25
Except: Eastward, MP 160.5 to Marquette		15
At L'Anse, over Hwy. U.S. 41 on Celotex track		7
Nestoria — Baraga (MP 21.4)		25
Except: Westward, Herman to L'anse		15
COLD WEATHER SPEED RESTRICTIONS		
Temperature -10 degrees F to -25 degrees F		
Marquette — Nestoria		30
Temperature -25 degrees F or colder		25

YARD LIMITS

West MP		East MP
17.9	Lanse	16.3
162.9	Diamond Jct. — Morgan	161.5
156.5	Marquette	152.7

FLAG PROTECTION (Rule 99).

Minimum flagging distance one mile
EXCEPTION:
 MP 160.0 to 157.0 Eastward direction..... two miles
 Summit to Lanse Westward direction two miles

MAINTENANCE OF WAY EQUIPMENT RESTRICTIONS

Snow Plows, Jordan Spreaders, Flangers and Dozers will not be operated in revenue trains.

OPERATING ON GRADES / RETAINERS

Trains operating between,
 Marquette and Morgan
 Summit and L'Anse
 MUST be governed by instructions contained in Air Brake and Train Handling Rules.

ENGINE RESTRICTIONS

SD-45 locomotives are not permitted on the Sidnaw Spur.

OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Switch at	Mile Post Locations
HT015	Spur D-15	East end 015.2
MQ194	Imperial Mine Spur	East end 194.2
MQ184	Mesabi Blasting Spur.....	West end 183.7
EM001	Hogan Ore Yard.....	Both ends 164.7
SIDNAW SPUR		
MQ215	Covington	Both ends 215.0
MQ224	Sidnaw.....	East end 223.8

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS:

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

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

§174.24 Shipping Papers.

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

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

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

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

§172.205 Hazardous waste manifest.

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

§174.26 Notice to train crews of placarded cars.

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

PLACARDING

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

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

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

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS			TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Residue placarded tank cars:	Cars placarded:

PLACARDS ARE IDENTIFIED BY:
COLOR, SYMBOL AND HAZARD CLASS NUMBER

(standard)
1005

(alternate)
1005

- EXPLOSIVES
- GASES
- FLAMMABLE LIQUIDS
- FLAMMABLE SOLIDS
- OXIDIZING MATERIALS
- POISONOUS, INFECTIOUS
- RADIOACTIVE MATERIALS
- CORROSIVE MATERIALS
- ORM (-A, -B, -C, -D, -E) (other regulated material)

UN/NA numbers (example 1005) are used for emergency response operations, to assist in commodity identification. They may be displayed either on an orange panel adjacent to a "standard" placard or in the center rectangle of an "alternate" placard. UN/NA numbers shown on this page are for illustration purposes, only.

CANADIAN PLACARDS

Poison Gas Gaz toxique 2

Some compressed gasses are classified differently in Canada.

Waybills accompanying these shipments to or from Canada will show the Canadian hazard classification "Poison Gas 2.3" or "Corrosive Gas 2.4" and the car will be placarded with the corresponding Canadian placard.

CORROSIVE GAS 2.4

Tank cars placarded Canadian POISON GAS 2.3 or CORROSIVE GAS 2.4 shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS and CHLORINE.

POSITION IN TRAIN RESTRICTIONS				MUST NOT BE NEXT TO:	NO RESTRICTIONS	
Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113			
•	•	•	•	Must not be nearer than the sixth car from the engine, occupied caboose, or passenger car.		
•	•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose, or passenger car.		
•	•	•	•	Engine, occupied caboose, or passenger car		
• (1)	• (1)	• (1)	• (1)	Car occupied by guard or escort		
•	•	•	•	Loaded plain flat car		
• (2)	• (2)	• (2)	• (2)	Bulkhead flat car or open top car with shiftable load.		
• (3)	•	• (4)	• (4)	Loaded TOFC/COFC flat car		
•	•	• (5)	• (5)	Car loaded with vehicles		
•	•	•	•	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern.		
•	•	•	•	Car placarded EXPLOSIVES A		
•	•	•	•	Car placarded POISON GAS		
•	•	•	•	Car placarded RADIOACTIVE		
•	•	•	•	Any loaded placarded car (other than COMBUSTIBLE or same placard)		
SWITCHING RESTRICTIONS						
•	•	•	• (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling.		
•				Must be separated from engine by at least one non-placarded car		
			•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow		

NOTES

Cars with same placards may be placed next to each other.

- A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
- Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- Cars placarded EXPLOSIVES A may be placed next to each other.
- Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
- Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
- Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
- Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS, CHLORINE, Canadian POISON GAS 2.3 and Canadian CORROSIVE GAS 2.4 (depicted in shaded areas, above).

MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.

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

§174.8 INSPECTION

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

§174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.
- (c) The safety valves on a tank car may not be tested while the car is loaded. Whenever a test of the safety valves or tank becomes due while a loaded car is in transit, unless the car is leaking or in a manifestly insecure condition, it must be forwarded to its destination, carded on each side with a card exhibiting the following notice:
Safety valves overdue for test:
Tank overdue for test:
Moving under authority of 49 CFR 174.9(c).
A prompt report of each such movement, showing the identifying initials and number of each car, must be made to the Bureau of Explosives by the carrier carding the cars.

§174.10 Inspection of cars at interchange.

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

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

SWITCHING AND TRAIN PLACEMENT

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

In addition, switching restrictions applied by the Wisconsin Central governing the switching of placarded tank cars, such as, loaded placarded tank cars containing "FLAMMABLE GAS," "NON-FLAMMABLE GAS," "CHLORINE," Canadian Poison Gas 2.3, or Corrosive Gas 2.4 are outlined by the chart in the shaded boxes on the reverse side of this form.

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

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

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

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

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

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

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS		Distance from Neenah	↑ EASTWARD
	44.2	MA044	Yard	MANITOWOC	GY	44.2	
	32.5	MA033		VALDERS		32.5	
	27.1	MA027		COLLINS		27.1	
	17.2	MA017		(WC Crossing) HILBERT (Jct. Plymouth Sub)	TY	17.2	
	2.1	MA002	Yard	MENASHA	AY	2.1	
	0.0	CM186	Yard	NEENAH	BJTY	0.0	

Radio Channels
Channel 1 Road
Channel 2 Neenah - Menasha

TWC is in use between Neenah and Manitowoc.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
MP 0.0 — MP 2.8	10
At Menasha from north end of Bridge U-734 to 50 feet south of bridge on Canal Street spur	5
MP 30.5, over bridge	10
MP 42.5 to end of track Manitowoc (MP 44.3)	10

ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:
Neenah and Menasha

YARD LIMITS

West MP	East MP
0.0	Neenah — Menasha
16.7	Hilbert
170.8	Hilbert (Plymouth Sub)
42.5	Manitowoc

FLAG PROTECTION (Rule 99).

Minimum flagging distance one-half mile

DRAW BRIDGES

Menasha, MP 1.3 Stop Signs
Manitowoc (Two Bridges), MP 43.61 & 43.83 Stop Signs

MOVEMENT OVER PUBLIC CROSSINGS

At Menasha, over Garfield Ave., Valley Road, Washington and River Streets, stop and cross under flag protection.

105. At Manitowoc — Main track terminates at west end of Bridge H-43-A. This is the third river bridge west of the depot. All tracks east of Bridge H-43-A are considered yard tracks. Rule 105 applies.

312(3). At Menasha — (FRVR Railroad Crossing, Mile Post 1.2) — for movements to and from the FRVR Transfer Lead located within the interlocking limits, the following will apply: Eastward to FRVR Transfer Lead — after passing the eastward absolute signal, subject to applicable interlocking rules, line the switch for movement and proceed.

Westward from FRVR Transfer Lead — The absolute signal governing westward movements on the main track also applies to movements entering the main track from the FRVR Transfer Lead connecting track.

If no conflicting movement is evident, line the switch for movement to the main track, then push button on westward absolute signal mast. Proceed when indication to proceed is received. If signal continues to display a stop indication, operate the time release at the railroad crossing in accordance with Rule 312(3). Switch must be lined and locked for the main track after movement is completed.

ENGINE RESTRICTIONS

SD-45 locomotives are not permitted on this subdivision.

At Menasha, engines must not be moved in refinery building of the James River Corp.

JOINT TRACK WITH CNW

Manitowoc — Includes tracks serving Kurth Malting Co. Lead at west end to be kept clear, except during actual switching operations. Under adverse weather conditions flag protection must be provided.

24 GREEN BAY SUB

WESTWARD	Station Numbers	Siding Length	STATIONS	Distance From Black Creek	EASTWARD
	GB197		GREEN BAY ABⓄJY	22.7	
			0.6 (GBW Crossing)	A	22.1
		4456	1.6 HOWARD		20.5
		4500	7.2 ONEIDA		13.3
			6.8 SEYMOUR		6.5
	SH341		6.5 BLACK CREEK (Jct. Shawano Sub)	AJY	0.0

Between Black Creek and Green Bay be governed by GB&W timetable and rules.

SPEED RESTRICTIONS	MPH
Reis Coal Co. track crossing located 1,000 feet north of Drawbridge at Green Bay.....	10
CNW crossing at east end of train yard at Green Bay	5
Drawbridge U-222 over Fox River 0.6 miles south of CNW crossing Green Bay	5
Green Bay MP 197.3 — MP 200	10

YARD LIMITS

West MP	East MP
200.9	Green Bay
342.5	Black Creek (Shawano Sub)

SWITCH POSITIONS

Green Bay — GBW connection track switch at MP 198.4 may be left lined and locked in last position used.

Black Creek — Switches on siding must be lined and locked for movement from main track through crossover to GBW connection.

EXCEPTION TO SWITCHES AT JUNCTIONS

Black Creek — Main track crossover switch may be left lined and locked for last position used.

MOVEMENT OVER PUBLIC CROSSINGS

At Green Bay at Fisk and Dousman Streets, located 500 feet west of MP 199, color light type indicators are in service, located to the right of the track on both sides of the street crossings governing eastward and westward train movements over the crossing.

When yellow is displayed, traffic lights are at stop and rail movements may be made over the crossing.

When red is displayed, the following will govern: Push buttons for manual control of the traffic lights are located on masts of the indicators. When indicator displays red after a train movement has approached to within 100 feet of the crossing, a member of the crew must operate the push button. If the indicator continues to display red, movement must be made as prescribed by Rule 103. Train and engine movements must not exceed 10 MPH approaching and passing over the street crossing.

At Green Bay movements must not proceed over Twelfth Avenue crossing until flag protection has been provided as prescribed by Rule 103.

At Black Creek, eastward movements approaching Hwy. 47 from the connection track to the GBW must protect Hwy. 47 in accordance with Rule 103(A).

GREEN BAY SUB

MAIN TRACK PERMISSION

At Green Bay, the GBW Railroad main track between CNW connection switch at west end of Fox River Bridge and Irwin Avenue and both switch and track of Charmin south lead will be used jointly by GBW and WC trains and engines. WC crews must obtain permission from GBW train dispatcher before entering these tracks.

RAILROAD GRADE CROSSINGS

At Green Bay, the normal position of the crossing gate at the Reiss Coal Company track crossing, located 1,000 feet west of the drawbridge, is against movements on the Coal Company track.

At Green Bay, two railroad gates are in service east of main track at entrance to Fort Howard Paper Co. Warehouse III approximately 200 feet north of Reiss Coal Co. gate at Green Bay. Locks on these gates must be locked in normal position when switching has been completed. The normal position of these gates is across the Fort Howard Paper Co. tracks clear of the main track.

DRAWBRIDGES

At Green Bay, during the period the drawbridge is in operation, when either the eastward or westward signal governing movements over the drawbridge displays a Stop indication, train and engines must ascertain from the bridge tender that the bridge is in proper position and movement must then be made at restricted speed.

At Green Bay, Piggyback Strip, Blue Flags by day and Blue lights by night shall be placed on the east and west ends of the Piggyback Strip tracks when being used by Strip employees. When so protected, permission must be obtained from the employee in-charge who will be responsible for removal of the flags/lights and their replacement after switching is completed.

PLYMOUTH SUB

WESTWARD	Milepost Location	Station Numbers	STATIONS	Distance From Green Bay	EASTWARD
	86.6	ML086	MUSKEGO YARD BKRTY	110.6	
			0.5 CUT-OFF	IY	110.1
			88.2 GRAND AVE.	IY	109.0
			4.1 GLENDALE		104.9
			1.1 NORTH MILWAUKEE	JTY	103.8
		GB093	1.4 CANCO	J	102.4
		GB107	12.0 CEDARBURG		90.4
			6.5 SAUKVILLE		83.9
			6.2 FREDONIA		77.7
			5.8 RANDOM LAKE		71.9
			4.9 ADELL		67.0
			9.0 PLYMOUTH		58.0
			6.8 ELKHART LAKE		51.2
			5.9 KIEL		45.3
			3.6 NEW HOLSTEIN		41.7
			7.0 CHILTON		34.7
		MA017	7.5 HILBERT ⓄJTY (WC Crossing) (Jct. Manitowoc Sub)		27.2
			12.7 GREEN LEAF		14.5
			4.9 DE PERE		4.9
			4.9 (Drawbridge) (FRVR Crossing) GREEN BAY (GBW Crossing)	ABⓄJY	0.0

Radio Channel 1

TWC is in use between Canco and Green Bay.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED.....	25
MP 113.5 — MP 118.7	35
MP 183.0 — Green Bay	10

For Speed Restrictions and Special Instructions at Green Bay, see Green Bay sub.

ENGINE WHISTLE SIGNALS

Between MP 196 and MP 193 between Green Bay and Depere, in the Township of Allouez, engineer will not sound the whistle except when necessary to prevent injury to persons or damage to property or when necessary to warn or signal employees or the public.

YARD LIMITS

West MP	East MP
96.0	North Milwaukee
170.8	Hilbert
16.7	Hilbert (Manitowoc Sub)
200.9	Green Bay

FLAG PROTECTION (Rule 99).

Minimum flagging distanceone mile

PLYMOUTH SUB 25

MOVEMENT OVER PUBLIC CROSSINGS

At Spur 16, movements over Highway 167 between MP 101 and MP 102 must be protected as prescribed by Rule 103.

Between Hilbert and Green Bay, do not occupy road crossings equipped with automatic devices until it is known they are working properly. Protection must be provided as required by Rule 103(A).

At Forrest Jct., movements over Highway 10 must be protected as prescribed by Rule 103.

At Green Leaf, movements over Highway 96 must be protected as prescribed by Rule 103.

At De Pere, movements over Bonier Street must be protected as prescribed by Rule 103.

MOVEMENT AUTHORITY — PERMISSION

Between Grand Ave. and North Milwaukee trains will move per Rule 105 with permission from the Soo Line General Yardmaster at Muskego Yard. Soo Line timetable and rules apply.

CLEARANCE RESTRICTIONS

Employees will not ride on side of cars:

At Cedarburg, inside Lumber shed, Cedarburg Materials Company.

At Saukville, at Freeman Chemical.

OTHER TRACKS NOT SHOWN AT STATIONS

Station Number	Switch at	Mile Post Locations
GB098	Brown Deer	Both ends 98.4
GB101	Mequon.....	West end 100.5
GB102	Thiensville	Both ends 102.2
GB109	Grafton	Both ends 108.9
GB134	Waldo	Both ends 134.1

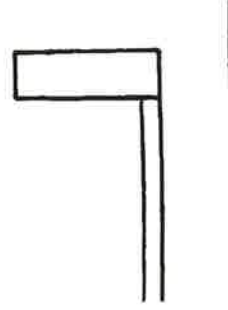
26 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

ROADWAY SIGNS

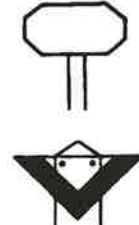


"STATION 1-MILE" SIGN

This sign is placed 1 mile from exterior station grounds switches except where yard limit boards occur signs shall be placed one mile from yard limit board.



SNOW PLOW CLEARANCE SIGN



FLANGER SIGNS

GENERAL DESCRIPTION OF SIGNALS

Block and interlocking signals, as far as practicable, are located adjacent to, or over the track which they govern. Two signals may be bracketed and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.

When a track intervenes to the right between a signal and the track governed, a stub post with the prescribed marker will be placed to the right of the signal.

When a track intervenes to the left between a signal and the track governed, a stub post with the prescribed marker will be placed to the left of the signal.

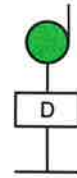
Following symbols are used in diagrams of signal aspects:

- To indicate number plate;
- To indicate flashing light;
- To indicate color light signal;
- Line indicates position of semaphore arm.

DISTANT SIGNALS

228.

— Green



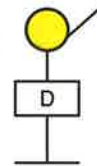
NAME — DISTANT SIGNAL CLEAR.

Indication — Proceed.

If a train or engine is delayed between Distant Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.

229.

— Yellow



NAME — DISTANT SIGNAL APPROACH.

Indication — Approach next signal prepared to stop short of next signal or switch point indicator.

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS 27

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS
230	<p>FIG. 1 2 3 4</p>
232	<p>FIG. 1 2 3 4</p>
233	<p>FIG. 1</p>
235	<p>LUNAR</p> <p>FIG. 1 2</p>
236	<p>FIG. 1 2 3 4</p>
237	<p>FIG. 1 2</p>
239	<p>FIG. 1 2</p>
240	<p>LUNAR</p> <p>FIG. 1 2 3 4 5 6 7</p>
241	<p>FIG. 1 2</p>
242	<p>FIG. 1 2 3 4</p>

BLOCK AND INTERLOCKING SIGNALS

NAME	INDICATION
Clear	Proceed.
Advance Approach	Proceed prepared to pass next signal not exceeding 40 MPH.
Approach Diverging	Approach next signal prepared to proceed on diverging route at prescribed speed.
Approach Restricting	Proceed prepared to pass next signal at restricted speed.
Approach	Proceed prepared to stop at the next signal. Trains exceeding 40 MPH must immediately reduce to that speed.
Diverging Clear	Proceed on diverging route at prescribed speed.
Diverging Approach	Proceed on diverging route at prescribed speed prepared to stop at the next signal.
Restricting	Proceed at restricted speed.
Restricted Proceed	Proceed at restricted speed.
Stop	Stop.

SPEED RESTRICTIONS

ALL SUBDIVISIONS	MPH
Speed restrictions marked with a ★ (star) on subdivision pages indicates that the restriction applies only until engine has passed. Resume Speed Sign, where used, modified accordingly.	
Freight trains over 100 tons/OB (Applies only to trains over 3,000 tons)	40
Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform or multi-platform car is considered one car.	
To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.	
Trains handling ore loaded in open top equipment other than ore cars	40
Trains handling ore cars loaded or empty	30
Trains handling air side dump cars	40
Through turnout of all switches, except where another speed is prescribed:	
Dual Control switches and spring switches	20
All other switches	10
Unless otherwise provided by subdivision speed restrictions, all tracks other than main track except CTC Controlled Sidings	10 20
When temperature exceeds or is expected to exceed 95 degrees F, speed must be reduced 10 MPH below the authorized timetable speed but not exceeding 30 MPH on any subdivision. This restriction does not apply where maximum speed is 25 MPH or less.	
Train crews are responsible to make periodic checks for temperature (either from dispatchers or other employees enroute or by information received enroute from other types of temperature displays) in order to comply with this requirement.	
Locomotive servicing and car shop repair track areas	5
Trains handling scale test cars unless otherwise provided	25
Locomotives with friction bearings when handled in a train	25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, pile drivers, cranes, etc., except wreckers	
Except: On Eau Claire Spur, all pivoting machines	30 10

WRECKERS

Wreckers with boom end trailing and boom car behind 25 *

* Unless a different speed is required as directed by Mechanical Dept. supervisor. Conductor will confer with this supervisor to determine speed desired.

Wreckers must not exceed 10 MPH over Bridge 124.96 at Au Train.

Wreckers must not be operated over:
 Vaughn Ave. Bridge at Ashland
 Power Canal at Sault Ste. Marie
 Rice Lake Spur on the Bradley Sub.

Trains Handling Jordon Spreaders, ditching machines, cut wideners and snow plows of all types except flangers 40

WELDED RAIL TRAINS

Trains handling equipment designated for continuous welded rail when loaded must not exceed a maximum speed of 30 MPH and through turnouts and crossovers must not exceed a maximum speed of 10 MPH. This equipment must be handled at the rear of the train when loaded or empty.

Welded rail trains must be inspected at every opportunity by train and engine crews to assure that all hold-down devices and other material are in proper position on the cars. If necessary, additional stops must be made enroute to make such inspections. Equipment must not be switched with or humped and must not be cut off in motion. No other equipment must be allowed to couple into this equipment while in motion.

EQUIPMENT RESTRICTIONS

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

Soo Line work equipment and supply cars bearing initials SOOR must be located on the rear of the train handling.

Pivoted, rotating or swinging machinery, derricks, cranes, piledrivers, etc., moving in trains on own wheels will be handled only on instructions of Chief Train Dispatcher. Copy of message authorizing movement must be fastened to each waybill, copy given to engineer and conductor handling in road trains, and copy given to train dispatcher over whose territory machine moves. Conductors of trains handling such machines must not permit trains to proceed without such authority. Machine must be handled in rear of trains not more than five cars from last car in train when practicable (See Speed Restrictions).

The boom end of the machine must be trailing whether the boom is attached or not.

When conditions require, such as handling of wrecker, instructions of Mechanical Department supervisor in charge will govern.

HELPER ENGINES

When pusher engines are required at the rear of trains to assist on restrictive grades the following guidelines will apply:

- 1) Extreme care must be exercised in all pusher service movements.
- 2) The Throttle should be advanced only to minimum position required to assist the head end in starting and moving the train.
- 3) Not more than 12 powered axles may be used to push trains. If pusher consists exceeds 12 powered axles, the excess units must be isolated.
NOTE: SDL-39 units are to be considered 4 axle units in the application of this restriction.
- 4) If it becomes necessary to isolate a unit, the one furthest from the train must be isolated.
- 5) A) When pusher consist totals 3000 horsepower or less, not to include units isolated, the throttle handle must be reduced to the sixth position or lower while entire train is passing through crossovers or turnouts.
B) When pusher consists exceeds 3000 horsepower, not to include units isolated, the throttle handle must be reduced to the fourth position or lower while entire train is passing through crossovers or turnouts.
C) The throttle handle will not be advanced until the entire pusher consist has passed through the crossover or turnout.
- 6) When locomotives not equipped with coupler alignment devices are used in the pusher consist, they must be at least the second unit behind the rear car. However, if the pusher consist is only one unit, this restriction does not apply.
- 7) Trainmen on the rear of trains must ride the pusher consist, and the train will be stopped at the summit so trainmen may transfer to the caboose.

JUDGING SPEED

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

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

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

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

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

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

30 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

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

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

DEFINITION

FRA Excepted Track: A segment of track that is identified in special instructions or general orders where;

1. No train shall be operated at speeds in excess of 10 MPH;
2. No revenue passenger train shall be operated; and
3. No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations (49 CFR).

Restricted Speed — is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

J. In the event service is rendered in excess of the twelve hours permitted by law for any reason whatever, conductor or foreman will wire the applicable district office a complete report, providing all details. Wire must be sent within twenty-four hours.

Q: AUTHORIZED ABBREVIATIONS

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

2. Continental time is in use.
3. In order to obtain the correct time from any touch tone phone, dial 1-800-338-8463,
After receiving dial tone, dial Access Number 10101.
After receiving second dial tone, dial TIME (8463).
At any company phone, you may simply dial TIME (8463).
- 4(c). When subsequent subdivision general orders are issued, the changed portion will be underlined.
6. **TIMETABLE CHARACTERS:** The following characters placed in the Timetable Station column indicate:

A — Automatic interlocking

B — General Orders.

G — Gate, normally lined against conflicting route.

ⓐ — Gate, lined against this subdivision.

ⓑ — Gate, left lined in position last used or crossing protected by stop signs.

I — Manual Interlocking

J — Junction

K — Standard Clock

T — Turning Facility

Y — Yard Limits in effect continuously

Ⓨ — Yard Limits not in effect continuously

Rule 10 as shown in the General Code of Operating Rules is cancelled and rewritten as follows:

10. Temporary Restrictions: A yellow flag will be displayed not less than 2 miles, when practicable, in advance of each location where train movement is to be restricted by track bulletin, track warrant or general order due to track conditions or structures. A yellow-red flag will be displayed not less than 2 miles, when practicable, in advance of each location where train movement is to be restricted by track bulletin, track warrant or general order due to track conditions, structures, men or equipment. Restriction specified by track bulletin, track warrant or general order must be complied with until rear of train has passed green flag or train has cleared limits of the restriction when green flag is not displayed.

When yellow or yellow-red flag cannot be placed 2 miles in advance of restriction due to close proximity to a terminal, a junction or for other reasons, the train dispatcher must be informed of actual location of yellow or yellow-red flag. Such information must be included in track bulletin, track warrant or general order.

When yellow flag is displayed and restriction is not specified by track bulletin, track warrant or general order, speed must be reduced 2 miles beyond yellow flag to 10 MPH. When yellow-red flag is displayed and restriction is not specified by track bulletin or track warrant, speed must be reduced, proceeding prepared to stop short of flagman, red flag, or men and equipment fouling track 2 miles beyond yellow-red flag and not exceeding 10 MPH. Speed may be resumed only after rear of train has passed:

- (1) a green flag; or,
- (2) a point 4 miles from the yellow or yellow-red flag and crew has ascertained from the train dispatcher that there is no track bulletin or track warrant restricting movement at that location.

A green flag displayed will indicate the end of the restriction.

When a series of locations requiring reduced speeds are so closely spaced that the green flags will overlap the yellow and/or yellow-red flags, a yellow or yellow-red flag will be placed in advance of each location. Only one green flag will be placed at the leaving end of the last location.

10(C). Also applies to yellow-red flags

10(E). PERMANENT SPEED SIGNS



FIGURE 1

These signs will not apply to trains restricted to a slower speed by track bulletin, track warrant, general order, timetable or other instruction.

Speed control signs located beyond the clearance of the switch at junctions and at the beginning of each subdivision will indicate the maximum speed permitted from that point.



FIGURE 2

NAME - SPEED SIGN.

Sign located on right or left side of track governed. When speed is being reduced, speed begins at a point one mile from sign.

NAME - RESUME SPEED SIGN

Sign located on right or left side of track governed.

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS 31

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

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

Rule 82 as written in the General Code of Operating Rules is cancelled and rewritten as follows:

82. REVERSE MOVEMENTS: All reverse movements by a train must be made at restricted speed prepared to stop short of men or equipment.

Reverse movements, except in yard limits, must not be made without flag protection or authority from the control operator or train dispatcher.

It will not be necessary for a crew member to ride the leading end of a reverse movement provided that the movement:

1. Will not move over public road crossings.
2. Does not exceed two train lengths.
3. Does not exceed 10 MPH.

If communication with the control operator is not available, and a reverse movement is made WITHIN a block in CTC territory under flag protection, the flagman must go back a sufficient distance to stop a following train moving at restricted speed.

90. Rule 90 is added to as follows:

After passing the last station, but not less than two miles before reaching the first switch of the station where a meeting point has been established, the engineers of the trains involved must contact each other by radio, when practicable, to determine that both train crews have a common understanding of the meeting point.

93. Second paragraph is changed to read:

Movements within yard limits must be made at restricted speed, unless the main track is known to be clear by a block signal indication which does not require movement at restricted speed.

102. Whenever a derailment occurs and the crew is instructed to handle the head portion of their train beyond the point of derailment, the train crew must inspect all cars before movement is made, paying particular attention to journal boxes, shifted loads, side bearing clearances, etc.

Engineers must inspect all units in their engine consist.

After inspections are completed, Dispatchers must be notified of the inspection results before proceeding.

The same applies to the rear portion of a train involved in a derailment. Before cars are moved, it must be ascertained that the cars have been inspected and, if not, train crews must inspect cars the same as shown above.

102. Item 2, is changed to read:

(2) Inspection must be made of all cars and units and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail and train is complete before proceeding. If known that train brake pipe pressure is being restored by observing caboose gauge, end of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made to determine that equipment and track are in safe condition.

103(A). MOVEMENT OVER ROAD CROSSINGS

All movements on or from sidings or other auxiliary tracks over a public crossing protected by automatic devices will not obstruct crossing until protective devices are operating for 20 seconds unless a crew member is on the ground at the crossing to warn traffic until crossing is occupied. The 20 second wait is not required when crossing is protected by gates in a fully lowered position.

When a road crossing equipped with automatic warning devices is known to be malfunctioning, unless a flagman is on duty, trains must stop and hand flag the crossing even though the devices are operating. This applies even though gates are in fully lowered position.

104(A). A main track switch must not be lined for the diverging movement of an approaching train or engine unless the employee attending the switch is sure of the identity of the train or engine and knows that the purpose of the movement is to use the turnout.

104(E). A switch equipped with a switch point lock pedal is identified with a yellow stripe on both sides of the switch stand. The pedal must be depressed before operating switch.

104(F). REPORTING CLEAR

When it is required to report trains clear of the main track, the report must not be made until the switch has been locked in normal position.

104(K). Engines will not move onto or over the live rail of track scales.

Rule 105 is changed to read:

105. MOVEMENT OTHER THAN MAIN TRACK: Except on track where a block system is in effect, trains or engines using other than main track must move prepared to stop within one half the range of vision short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined.

106(1). The general direction and government of a train will be vested in the engineer instead of the conductor.

312(1). In first sentence delete: "unless train has been granted track and time limits on track governed by that signal."

312(3). Cancel second paragraph and add the following four paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting routes.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train or engine is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

315(A). Rule 315(A) as written in the General Code of Operating Rules is cancelled in its entirety and rewritten as follows:

If control operator is unable to line dual control switch to desired position, or control machine does not indicate that switch is lined and locked, before authorizing train to proceed, he must instruct a crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points, it must be returned to power unless otherwise instructed by control operator.

351. Third paragraph modified to the extent that: Track and time does not relieve trains of complying with Rule 312(1) at all Stop signal indications unless otherwise provided in subdivision special instructions.

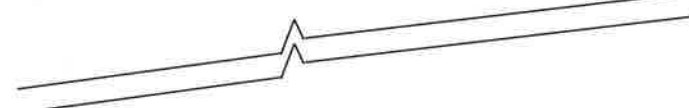
Track Bulletin Form A will be substituted by Form D.

WC Railroad Track Bulletin Form D

_____ Subdivision

No. _____ Date _____

To _____ At _____



OK _____ Copied by _____ Dispatcher _____

455. Last paragraph changed to read: Yellow-red flags must be displayed as prescribed by Rule 10 as modified by special instructions.

505. BASE AND WAYSIDE RADIO STATIONS

Note:

All Wisconsin Central radios shall be activated by "Dispr. 2" tone only. On 97 Channel Radios, the tone display should read, "18". Soo Channel 3 between Ladysmith and Superior will be activated with "Dispr. 1" tone and on 97 Channel Radios, the tone display should read "20".

Station	Location	M.P.	Channel	Period of Operation	Control Point
Schiller Park		17.0	3	Continuous	Stevens Point & Schiller Park
Des Plaines		22.8	3	Continuous	Deval Tower
Grays Lake		45.5	3	Continuous	Stevens Point
Waukesha		97.7	3	Continuous	Stevens Point & Waukesha
Byron		144.5	3	Continuous	Stevens Point
Shops Yard		158.4	1, 2, 3	Continuous	Yard Office
Oshkosh		173.56	1, 2	Irregular	Draw Bridge
Neenah		186.4	1, 2	Continuous	Stevens Point
Neenah		186.4	1, 2, 3	Continuous	Neenah
Sheridan		227.4	1	Continuous	Stevens Point
Stevens Point		249.2	1, 2, 3	Continuous	Yard Office
Blenker		267.7	3	Continuous	Stevens Point
Owen		308.6	3	Continuous	Stevens Point & Owen
Albertville		362.0	3	Continuous	Stevens Point
Emerald		399.3	3	Continuous	Stevens Point
Withrow		23.7	3	Continuous	Stevens Point
Ladysmith		129.8	2, 3	Continuous	Stevens Point & Ladysmith
Stone Lake		353.3			
Solon Springs		389.4	Soo 3	Continuous	Stevens Point
Superior		429.1	Soo 3	Continuous	Stevens Point
Superior		459.0	Soo 2, 3	Continuous	Stevens Point & Superior
Irma		124.0	3	Continuous	Stevens Point
Mellen		407.0	3	Continuous	Stevens Point
Gladstone(bluff)		342.5	3	Continuous	Stevens Point
Gladstone(depot)		342.7	2, 3	Irregular	Gladstone
Tesch			3	Continuous	Stevens Point
Pembine		289.5	3	Continuous	Stevens Point
Argonne		244.0	3	Continuous	Stevens Point
White Lake		283.0	1	Continuous	Stevens Point
Shawano		317.6	1	Irregular	Depot
Lunds		324.5	1	Continuous	Stevens Point
Cedarburg		106.8	1	Irregular	Cedarburg
Plymouth		139.2	1	Irregular	Plymouth
Hilbert		170.0	1	Irregular	Hilbert
Green Bay		197.2	1, 2	Irregular	Green Bay
(Cranmore)		36.4	3	Continuous	Stevens Point
Wisconsin Rapids		49.4	2, 3	Irregular	Wisconsin Rapids

616. Employees governed by the General Code of Operating Rules must have Wisconsin Central Form 119, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

628. FLAT SPOTS

Locomotives must not be set out without authority from the train dispatcher.

630. Modified by the addition of the following:

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

631. TOFC

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

807. Wisconsin Central crews on trains involved in grade crossing accidents or other similar incidents should cooperate with law enforcement authorities. Crew members are not required to provide driver's license and should, instead, present the authorities with their crew identification card. Crew members are also not required to submit to drug or alcohol testing requested by such authorities; however, they are encouraged to do so. Whenever the question of testing is raised by local authorities, the crew should immediately contact the train dispatcher. Additionally, the train dispatcher must be contacted if the train is to be detained for an extended period of time.

TRACK CAR LINE-UPS

Track car line-ups will be issued by the train dispatcher and sent via fax machine to appropriate locations. Additional copies can then be made by using a duplicating machine. If necessary, the line-up can be transmitted via phone to another party. The party receiving this line-up will repeat it back to the person issuing it, who must check for accuracy.

DUPLICATION OF TRACK CAR LINE-UPS

Line-ups may be duplicated mechanically at all stations subject to the following:

Copies must be legible and without omission. Employee will not be required to repeat to the train dispatcher when additional copies of the line-up are made, but is responsible to know that all duplicated copies are clearly legible and without omission and must initial each copy of the line-up in the lower right hand corner to indicate that it has been checked for accuracy. Copies which are not legible or do not contain the entire original line-up must be destroyed immediately.

Should the duplicating machine fail to reproduce exact legible copies or become otherwise inoperative, its use will be discontinued immediately for line-up reproduction purposes. Additional copies of existing line-up or any new line-ups will then be (re)copied as necessary and repeated to train dispatcher.

FACSIMILE MACHINES

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

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

FAX machines are located as follows:

Ashland	715-682-5726
Burlington	414-763-4789
C. F. Yard	715-723-4982
Shops Yard	414-922-3265
Gladstone	906-428-3270
Green Bay	414-432-8314
Hilbert	414-853-3039
Ladysmith	715-532-6640
Marquette	906-226-7676
Neenah	414-722-7710
Newberry	906-293-5335
New Brighton	612-633-8763
Muskego Yard	414-274-8219
Park Falls	715-762-2472
Plymouth	414-892-4045
Pokegema Yard	715-394-7573
Soo Yard	906-632-7940
Schiller Park	312-671-3839
Shawano	715-526-9317
Stevens Point (Dispatcher's Office)	715-345-2488
Stevens Point (Yard Office)	715-345-2589
Stevens Point (OCC)	800-426-3488
Trout Lake	906-569-3210
Rhineland	715-369-2479
Waukesha	414-547-6350
Wausau	715-848-8172
Wisconsin Rapids	715-423-5151

OCC PHONE NUMBERS

Gladstone	(906) 428-4020
Neenah	(414) 729-2804
Sault Ste. Marie	(906) 632-2243
Schiller Park	(708) 671-3831
Shops Yard	(414) 929-6013
Stevens Point	(715) 345-2575
Waukesha	(414) 929-6019
Wisconsin Rapids	(715) 345-2559

TRACKSIDE WARNING DETECTORS

HOT BOX DETECTORS — RECORDER TYPE

These detectors measure the heat of each journal as it passes the "Detector" and transmit a reading to the train dispatcher's office.

When the reading indicates a hot journal, the train dispatcher will notify the train to stop and inspect a particular journal or journals. Each journal to be inspected will be identified by car count, wheel count (1, 2, 3 or 4) and rail (north or south).

When the reading indicates a warm journal, the train dispatcher will notify the train crew to watch the journal closely and identify it by car count, wheel count and rail. When practicable, train crew will advise the train dispatcher the initial and number of car they were notified to watch and the total number of cars in train.

The following will govern the handling and operation of hot box detectors and dragging equipment detectors with recorder readout.

Engineer or Conductor, when practicable, must immediately advise the train dispatcher when the train approaches or passes these detectors.

34 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

Hot box detector tapes must be closely checked by train dispatchers without delay, preferably while the tape is being actuated or immediately after train has passed the detector. When tape indicates there are no defects, engineer and conductor must be advised by radio of that fact in the following form:

“(TRAIN) O.K. BY DETECTOR AT (LOCATION)”

Engineer or conductor will acknowledge understanding.

When train has passed a hot box detector and is not advised by radio of condition of the train after a reasonable amount of time has elapsed, train must be stopped at first available means of communication and crew must contact Train Dispatcher and be governed by instructions received.

When hot box is noted on the tape, train must be given immediate instructions by radio to stop for inspection. Defective car will then be carefully located on the tape by the train dispatcher to determine its exact position and also the side of the train on which it appears. This information must then be given to a member of the crew on the train.

Information about suspected hot boxes as indicated on detector tapes but not found on physical inspection must be furnished by the train dispatcher to relieving train crews and car department employees in advance of the train to be alert for the bad order car in the vicinity indicated.

If tape is illegible or incomplete for any reason, the dispatcher must so advise the engineer and conductor giving then the information which is available and members of the crew must take additional action to closely inspect their train on all curves and there must be no failure to make good walking inspection at the next stop. If necessary, additional stops must be made for such inspection.

HOT BOX OR DRAGGING EQUIPMENT DETECTOR ON-SITE ALARM LIGHT TYPE

The on-site indication light is located on the detector bungalow and the same indication governs Eastward and Westward movements.

The green light indicates that the detector system is functioning normally. If the green light is not lit, unless otherwise provided, dispatcher must be notified.

DETECTORS WITH RADIO TALKER

The detector is a radio talker device that uses the train radio system to notify a train crew of a defect in their train. The defect can be one or more of the following: Hot box, sticking brakes or dragging equipment. The talker takes this defect information and transmits it by radio directly to the train crew.

Each radio message from this site will contain the site identification information, followed by various status messages.

Train crews must monitor the detector and must be governed by the information furnished by the radio after the train passes.

Trains approaching, passing and departing Talking Detectors must not transmit unless absolutely necessary and must be alert for transmissions from the detectors.

Examples of Radio Messages Train Crew Response

1. Wisconsin Central (location) Detector Operating	Proceed
2. Wisconsin Central (location) Detector Not Working	Notify Dispatcher at First Opportunity of Non-working Detector and Continue Moving, Watching Train Closely
†3. Hot Box South rail Axle 123	Stop Train For Inspection at Indicated Axle
4. Sticking Brakes Near Axle 175	Stop Train For Inspection Near Indicated Axle
5. Dragging Equipment Near Axle 123	Stop Train For Inspection Near Indicated Axle
6. Wisconsin Central (location) Detector No Defects	Proceed
7. Short audible alarm during passage	Prepare to stop, closely monitor the detector

The axle count given is from the head end of the train. Start with the very first axle on the head end of train and count to the axle reported as having a defect. If a defect is not located at the indicated axle, inspect two cars on either side to preclude error in counting axles.

†Sticking brakes will also activate the detector, but the indication given will be for a hot box. Multiple hot box indications adjacent to each other will probably mean sticking brakes.

Detector radio messages may describe more than one defect such as:

- First Hot Box South side Axle 123
- Second Hot Box North side Axle 84
- First Sticking Brakes Near Axle 151
- Second Sticking Brakes Near Axle 43.

All detector messages will be transmitted with priority given in following order:

1. Hot Boxes
2. Sticking Brakes
3. Dragging Equipment

Each defect message is given twice.

When an incomplete radio message is received, stop train for inspection, notifying dispatcher the results of inspection at first opportunity.

When no message is received, apply example two.

Some talking hot box detectors are programmed to broadcast the ambient temperature when the temperature exceeds 95 degrees or falls below the cold weather restrictions on the territory adjacent to the detector. See the subdivision pages for corresponding cold weather restrictions.

DEFECT INSPECTION PROCEDURES

A train stopped by a Track Side Warning Detector must not be moved until an inspection is made of the car(s) which are reported to be defective. When conditions make it impractical to make a walking inspection, as much of the train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When stopping train because of a possible journal defect, good judgement must be used as to what type of braking to use and consideration must be given to prevent journal failure caused by heavy braking or from extreme slack action.

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS 35

The wheel report or train list must not be used to locate the car in distress. It must be located by actual physical count. When train consists of any two-axle cars, each two-axle car must be counted as a separate car. When making inspection, visually inspect the entire truck for obvious mechanical defects, such as broken bolster, broken truck side, loose wheel, fouled brake rigging, sticking brakes etc. Check to be sure that hand brake is fully released.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if, inspection by a supervisor, mechanical inspector, or the engineer reveals no defect.

In the event the hot box detector indicates an abnormal condition on a diesel unit, the engineer must visually inspect the entire truck involved for defects such as fouled brake rigging, brake shoes dragging on wheel, or hand brake set. Feel the journal box, support bearing cap, and 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.

“Temp Sticks” are heat-indicating crayons that will melt whenever touched to an object that is at a temperature of 200 degrees Fahrenheit or higher. Temp Sticks may be used as indicated below when checking for defects.

HOT BOX INSPECTION — FRICTION AND ROLLER BEARING (AT HOT BOX DETECTOR SITES)

In case of hot box indication:

Friction bearing: If upon inspection the journal does not appear to be hot, open journal cover and check for: insufficient oil in journal box, insufficient oil on pad, loose bearing material, lead, smoke, odor or burned lubricator. If any of these conditions are noted, set the car out. If none are noted, apply the Temp Stick to the front edge of the journal bearing. If a liquid smear results, set the car out. If a hot journal is not detected by this examination, carefully inspect for source of heat such as sticking brakes or traction motor defects. In all cases, the cover of the journal box inspected must be left open and a red “Hot Box” tag attached. Advise the train dispatcher all details after making inspection.

Roller bearing: Apply the Temp Stick to the front face of the roller bearing adapter. If a liquid smear results, set the car out.

If crew member making inspection can find no cause for the abnormal temperature but does not have a Temp Stick to make a proper inspection for abnormal temperature, the car must be set out for further inspection by Car Dept. forces. If a buildup of grease combined with heat around the bearings or any broken parts are noted, the car or engine should be set out and the train dispatcher notified.

DRAGGING EQUIPMENT INSPECTION (at dragging equipment detector sites)

In case of dragging equipment indication: Look for equipment or material that extends below the ball of the rail. Common items to look for are hanging brake shoes, brake shoe keys, brake rigging, tie-down bands, wire or chains. Dragging equipment should be cleared for safe running, if possible, and if not safe to run, the car should be set out at the nearest point. Advise the train dispatcher of all details after making inspection.

HOT WHEEL INSPECTION (at hot wheel detector sites)

In case of hot wheel indication: Look for sticking brakes on all wheels of indicated car. Rule 627(A) applies. Advise the train dispatcher all details after making inspection.

AFTER ANY DEFECT INSPECTION IS MADE, NOTIFY THE TRAIN DISPATCHER WITH THE FOLLOWING INFORMATION:

1. Location of Detector
2. Car initial & number
3. Location in train
4. Wheel number
5. Side (north or south)
6. Findings after stop & inspection (if no defect report No Defect Found)
7. Set out station (if set out)

Bad Order Defect Codes

One of the following Bad Ordered Codes should be written under a Car ID to explain the car's defect. If a specific defect code is not shown below, write an explanation of the defect.

AB	Air Brakes — Inoperative, Air Cut Out, etc.
AD	Accident Damage — Derail / Sideswipe
BP	Bridge Plate — Bent, Broken, etc.
BR	Brake Rigging — Beam, Lever, Rods, etc.
DD	Doors / Hopper / Box — Broke, Defective, Off Rail
DG	Draft Gear — Yoke Broke / Defective
ES	Exterior Safety Appliance — H Hold, Ladder, Step
FR	Floor — Wood / Steel Defective
HB	Handbrake, Including Chain/Lever — Inop. Broken
HX	Hot Box — Friction Bearing
HR	Hot Box — Roller Bearing Overheated
KR	Coupler Broken or Defective
LK	Leaking Contents
LS	Load Shifted
OG	Outlet Gate / Valve Lo and Open Hopper
RK	Rack — Bi or Tri-Level
SU	Superstructure — End, Roof, Sides
TD	Tiedown Device — Loose / Defective
TH	Trailer Hitch Defective
TL	Train Line — Air Hose, Anglecock, etc.
TR	Truck, S-Frame, Bolster, Truck Springs
UC	Uncoupling Rod — Bent / Broken
UF	Underframe — Including Side Sills, Center Sills
WA	Wheel Axle / Defect

TONNAGE RATINGS

Unless otherwise specified by the Chief Train Dispatcher, the permissible tonnage is restricted to an amount which can be handled by 24 powered axles in the lead consist. (For helper restrictions, refer to HELPER ENGINE requirements.)

For units specially equipped for unit train service these ratings may be increased at the direction of the Chief Train Dispatcher.

Units with any traction motor cut out must be figured at one-half normal tonnage.

SUBDIVISIONS	SD 45	GP 40	GP 35/ SDL 39
Chicago Sub – Eastward			
Shops Yard to Byron	2,755	2,271	2,066
Byron to Honey Creek	4,180	3,449	3,135
Honey Creek to Lake Villa	4,750	3,919	3,563
Lake Villa to Schiller Park	5,700	4,703	4,275
Chicago Sub – Westward			
Schiller Park to Rugby Jct.	3,990	3,292	2,993
Rugby Jct. to Shops Yard	3,420	2,822	2,565
Neenah Sub – Eastward			
Stevens Point to Weyauwega	5,320	4,389	4,560
Weyauwega to Neenah	4,560	3,762	3,420
Neenah to Shops Yard	6,270	5,173	4,703
Neenah Sub – Westward			
Shops Yard to Neenah	4,560	3,762	3,420
Neenah to Anton	3,990	3,292	2,993
Anton to Stevens Point	5,225	4,308	3,919
Shawano Sub – Eastward			
Neenah to Shawano	4,845	3,995	3,634
Shawano to Argonne	3,990	3,292	2,993
Shawano Sub – Westward			
Argonne to White Lake	6,650	5,486	4,988
White Lake to Shawano	8,645	7,130	6,484
Shawano to Center Valley	6,080	5,206	4,560
Center Valley to Neenah	10,830	8,935	8,123
Pembine Sub – Eastward			
Argonne to Hermansville	5,510	4,546	4,133
Hermansville to Gladstone	6,080	5,800	5,225
Pembine Sub – Westward			
Gladstone to North Escanaba	4,845	3,995	3,634
North Escanaba to Eustis	3,990	3,292	2,993
Eustis to Kremlin	4,845	3,995	3,634
Kremlin to Goodman	3,705	3,054	2,779
Goodman to Argonne	4,038	3,316	3,016
Soo Sub – Eastward			
Gladstone to Manistique	4,608	3,786	3,444
Manistique to MP 438	5,510	4,546	4,133
MP 438 to Soo Yard	7,030	5,800	5,273
Soo Sub – Westward			
Soo Yard to MP 411	5,225	4,308	3,919
MP 411 to Manistique	7,600	6,270	5,700
Manistique to Ensign	5,035	4,152	3,396
Ensign to Gladstone	7,220	5,957	5,415
Superior Sub – Eastward			
Superior to Hillcrest	3,088	2,404	2,185
Hillcrest to Ladysmith	6,270	5,173	4,703
Ladysmith to Owen	6,460	5,330	4,845
Superior Sub – Westward			
Owen to Superior	4,750	3,919	3,563

SUBDIVISIONS	SD 45	GP 40	GP 35/ SDL 39
Marshfield Sub – Eastward			
Withrow to C. F. Yard	6,365	5,605	5,320
C. F. Yard to Boyd	3,230	2,665	2,423
Boyd to Owen	3,420	2,822	2,565
Owen to Spencer	6,460	5,330	4,845
Spencer to Stevens Point	6,650	5,486	4,988
Marshfield Sub – Westward			
Stevens Point to Marshfield	3,610	2,978	2,800
Marshfield to C. F. Yard	3,800	3,135	2,910
C. F. Yard to Howard	2,755	2,200	1,900
Howard to Withrow	3,895	3,500	3,200
Valley Sub – Eastward			
Tomahawk to Wausau	2,200	1,800	1,690
Wausau to New Lisbon	3,200	1,920	1,690
Valley Sub – Westward			
New Lisbon to Wausau	3,200	1,920	1,690
Wausau to Tomahawk	3,000	1,920	1,690
Ashland Sub – Eastward			
Ashland to Morse	2,755	2,270	2,066
Morse to Prentice	4,085	3,372	3,064
Ashland Sub – Westward			
Prentice to Morse	3,800	3,135	2,850
Morse to Ashland	7,109	5,876	5,344
Bradley Sub – Eastward			
Prentice to Rhinelander	4,600	3,795	3,450
Bradley Sub – Westward			
Rhinelander to Brantwood	4,465	3,294	2,996
L'Anse Sub – Eastward			
L'Anse to Summit	855	785	689
L'Anse Sub – Westward			
Marquette to Morgan	1,425	923	836

WHITE PINE, LANSE, NEWBERRY, SOO, PEMBINE AND SHAWANO SUBDIVISIONS

During the winter months tonnage rating modified as follows: in temperature 25 to 15 degrees above zero reduce 5%; 15 above zero to zero reduce 10%; zero to 15 below zero reduce 15% and from 15 degrees below zero or lower reduce 20%.

COMPANY DESIGNATED PHYSICIANS

CITY	NAME AND ADDRESS	PHONE NUMBER
MINNESOTA		
Fridley	Columbia Park Medical Group Fridley Plaza Clinic 6341 University Avenue, N.E. Fridley, MN 55432	(612) 571-0457
Minneapolis	Columbia Park Medical Group Columbia Park Clinic 4000 Central Ave., N.E. Columbia Heights 55421	(612) 788-9601
St. Paul	St. Paul Ramsey Occupational Health Clinic 640 Jackson Street St. Paul, MN 55101	(612) 221-3313
ILLINOIS		
Chicago	Callahan Clinic 4849 W. Fullerton Avenue Chicago, IL 60639	(312) 237-8000
	Suburban Heights Medical Clinic, S.C. 333 Dixie Highway Chicago Heights, IL 60411-1790	(312) 756-0100
	Parkside Occupational Health Center 7255 Caldwell Avenue Niles, IL 60648	(312) 647-0355
	Resurrection Immediate Care Center 4900 N. Cumberland Ave. Norridge, IL 60656	(708) 456-1600
Franklin Park	Franklin Park Medical Center 9701 W. Grand Avenue Franklin Park, IL 60131	(312) 455-3670
	Suburban Medical Clinic 9540 W. Addison Street Franklin Park, IL 60131	(312) 678-3300
Schiller Park	Schiller Park Medical Center 9651 W. Irving Park Road Schiller Park, IL 60176	(312) 678-6474
MICHIGAN		
Gladstone/ Escanaba	Doctors' Park Family Physicians, P.C. 104 Doctors' Park Escanaba, MI 49829	(906) 786-0072
L'Anse	P. E. Carmody, M.D. 615 N. Main Street L'Anse, MI 49946	(906) 524-6886
Marquette	Marquette Family Health Center 1414 W. Fair Avenue Marquette, MI 49855	(906) 228-4300
Negunee	Twin Cities Medical Center 829 Croix Street Negunee, MI 49866	(906) 475-4127
Sault Ste. Marie	Riverside Medical Clinic 550 Osborn Blvd. Sault Ste. Marie, MI 49783	(906) 632-1800

WISCONSIN

Abbotsford	Marshfield Clinic - Abbotsford Center 903 E. Spruce Street Abbotsford, WI 54405	(715) 223-2364
Ashland	Chequamegon Clinic, S.C. 206 Sixth Avenue W. Ashland, WI 54806 A.A. Koeller, M.D.	(715) 682-6622
Burlington	Burlington Clinic, S.C. 325 E. Jefferson Street Burlington, WI 53105	(414) 763-3513
	Southern Lakes Therapeutics 317 E. Jefferson Street Burlington, WI 53105	(414) 763-4830
Cedarburg	J. D. Cabatingan, M.D., S.C. N28W5901 Lincoln Boulevard P. O. Box 720 Cedarburg, WI 53012	(414) 375-2800
Chippewa	Marshfield Clinic - Chippewa Falls Center 2501 County Trunk I Chippewa Falls, WI 54729	(715) 723-8827
	C. Samuelson, M.D. 133 W. Central Street Chippewa Falls, WI 54729	(715) 723-8537
	Southside Medical Clinic 727 Maple Street P. O. Box 699 Chippewa Falls, WI 54729	(715) 723-4037
Colby	Marshfield Clinic - Colby Center 102 South 2nd Street Colby, WI 54421	(715) 223-2331
Crandon	B. S. Rathert, M.D. 101 W. Washington Street P. O. Box 278 Crandon, WI 54520	(715) 478-2413
Fond du Lac	Fond du Lac Clinic 80 Sheboygan Street Fond du Lac, WI 54935	(414) 923-7492
	St. Agnes Hospital Occupational Health Department 430 E. Division Street P. O. Box 385 Fond du Lac, WI 54936-0385	(414) 929-1990
Green Bay	Bellin Memorial Hospital Occupational Health Services 744 S. Webster Avenue Green Bay, WI 54305	(414) 433-3448
	West Side Clinic 1551 Dousman St. Green Bay, WI 54307	(414) 496-4700
Hurley	D. J. Martinetti, M.D. 327 Silver Street Hurley, WI 54534	(715) 561-2960
Ladysmith	Marshfield Clinic Ladysmith Center 906 College Avenue W. Ladysmith, WI 54848	(715) 532-6651
Manitowoc	Park Medical Health Center 601 N. 8th St. Manitowoc, WI 54220	(414) 682-4646
Marinette	Marinette-Menomonee Clinic 1510 Main Street Marinette, WI 54143	(715) 735-7421

38 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

Marshfield Marshfield Clinic (715) 387-5511
 1000 North Oak Avenue
 Marshfield, WI 54449
Menomonee Falls Medical Group (414) 251-7500
 N84W16889 Menomonee Ave.
 Menomonee Falls, WI 53051
Milwaukee Medical Surgical Clinic, S.C. (414) 671-7000
 2400 W. Lincoln
 Milwaukee, WI 53215
 Milwaukee Industrial Clinics, S.C. (414) 931-7600
 500 No. 19th Street
 Milwaukee, WI 53233
 N. F. Gordon, M.D. (414) 272-1147
 111 East Wisconsin Avenue
 Milwaukee, WI 53202
 Occupational Medical Clinics (414) 786-4422
 of America
 16351 W. Lincoln Ave.
 New Berlin, WI 53151
Mosinee Marshfield Clinic - (715) 693-6711
 Mosinee Center
 607 13th Street
 Mosinee, WI 54455
Neenah LaSalle Clinic (414) 727-4404
 411 Lincoln Street
 Neenah, WI 54956
Osceola River Valley Medical Center S.C. (715) 294-2116
 P. O. Box 218
 301 River Steet
 Osceola, WI 54020
Plover Plover Family Practice (715) 345-0990
 P. O. Box 700
 Plover, WI 54467
Plymouth Plymouth Clinic (414) 893-1411
 Family Medical Center
 2323 Eastern Avenue
 Plymouth, WI 53073
Portage Portage Clinic, Ltd. (608) 742-7161
 916 Silver Lake Drive
 Portage, WI 53901
Rhineland Rhineland Medical Center, S.C. (715) 369-7700
 1020 Kabel Avenue
 Rhineland, WI 54501
Shawano Shawano Clinic, S.C. (715) 524-2161
 117 E. Green Bay Street
 Shawano, WI 54166
Stanley Marshfield Clinic - Stanley Center (715)644-5711
 425 N. Franklin Street
 Stanley, WI 54768
Stevens Point Rice Clinic (715) 344-4120
 2501 Main Street
 Stevens Point, WI 54481
 St. Michael's Hospital (715) 346-5243
 Occupational Health Department
 900 Illinois Avenue
 Stevens Point, WI 54481
Superior Family Practice Center (715) 394-5557
 1514 Ogden
 Superior, WI 54880
 Superior Clinic (715) 392-8111
 3600 Tower Avenue
 Superior, WI 54880
Thorp Marshfield Clinic - Thorp Center (715) 669-5536
 204 W. Prospect
 Thorp, WI 54771

Waukesha W.G. Smirl, M.D. (414) 547-0088
 723 CLinton Street
 Waukesha, WI 53186
Milwaukee Milwaukee Industrial Clinic (414) 786-4422
 16351 W. Lincoln Ave.
 New Berlin, WI 53151
Wausau Wausau Medical Center (715) 847-3000
 2727 Plaza Drive
 Wausau, WI 54401
Wisconsin Rapids Doctors' Clinic of (715) 423-0122
 Wisconsin Rapids
 1041 Hill Street
 Wisconsin Rapids, WI 54494

TRACK BULLETIN FORM D



WISCONSIN CENTRAL LTD.

No _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____

OK	COPIED BY	DISPATCHER
----	-----------	------------

TRACK BULLETIN FORM B



WISCONSIN CENTRAL LTD.

No _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____

ON _____ BE GOVERNED BY RULE 455 WITHIN THE FOLLOWING LIMITS:

LINE VOID	LINE NO.	MP	LIMITS TO	MP	FROM	UNTIL	TRACK(S)	FOREMAN OR GANG NO.	STOP
	1								
	2								
	3								
	4								

OK	COPIED BY	DISPATCHER
----	-----------	------------

TRACK WARRANT



No. _____ 19 _____

To: _____ At: _____

1. Track warrant number _____ is void.
2. Proceed from _____ To _____ On _____ track.
3. Proceed from _____ To _____ On _____ track.
4. Work between _____ And _____ On _____ track.
5. Not in effect until _____ M.
6. This authority expires at _____ M.
7. Not in effect until after arrival of _____ at _____.
8. Hold main track at last named point.
9. Do not foul limits ahead of _____.
10. Clear main track at last named point.
11. Between _____ and _____
make all movements at restricted speed. Limits occupied by train or engine.
12. Between _____ and _____
make all movements at restricted speed and stop short of men or machines fouling track.
13. Do not exceed _____ MPH between _____ and _____.
14. Do not exceed _____ MPH between _____ and _____.
15. Protection as prescribed by Rule 99 not required.
16. Track bulletins in effect _____, _____, _____, _____, _____, _____, _____, _____.
17. Other specific instructions: _____

OK _____ M Dispatcher _____

Relayed to _____ Copied by _____

Limits reported clear at _____ M By _____

(Mark X in box for each item instructed.)

MULTI-CHANNEL RADIO INSTRUCTIONS

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

NOTE: If radio is not equipped with a hand microphone, when using the "XMIT" button on the front of the radio, speak within 6 inches of the radio.

RAILROAD	CHANNEL	DISPLAY	DISPATCHER CALL-IN
WC	1	45 45	Push DISP.2 button. On 97 channel radio, the tone display should read 18, then push DISP call button.
WC	2	10 10	
WC	3	79 79	
AMTRAK (Chicago)		42 42	
AT&SF	1	36 36	Select DTMF/Tone switch to Tone position. Then depress touch tone pad button #6 for DISP-1, #2 for DISP-2, #7 for DISP-3, #1 for DISP-4.
AT&SF	2	96 96	
AT&SF	3	30 30	
BN	1	66 66	Touch tone (DTMF) SEE TIMETABLE.
BN	2	70 70	
BRC	Dispr	26 26	
CP	1	91 91	
CP	2	95 91	
CP	3	21 91	
CP	4	67 67	
CP	5	81 81	
CP	6	21 81	
CP	7	95 95	
CP	8	21 95	
CHESSIE	1 Road	08 08	
CHESSIE	2 Dispr	14 14	
CHESSIE	3	28 28	
CHESSIE	4	70 70	
CHESSIE	5	12 12	
CHESSIE	6	42 42	
CHESSIE	7	42 42	
C&NW	1	52 52	Touch tone (DTMF) SEE TIMETABLE.
C&NW	3	62 62	
C&NW	4	71 71	
C&NW	5 Yard	31 31	
C&WI		78 78	
CONRAIL	Yd	64 64	
DMIR	1	16 16	
DMIR	2	46 46	
DW&P	Yard	87 87	
DW&P	Road	73 73	
EJ&E	1	16 16	
FRVR	1	49 49	
FRVR	2	15 15	
GB&W	1	76 76	
GB&W	2	64 64	
ICG	1	72 72	Call-in instructions same as WC.
ICG	2	54 54	
ICG	3	90 90	
ICG	4	78 78	
IHB	1	58 58	
MTW	1	12 12	
NS	2	76 76	
NS	3	22 22	
SOO LINE	1	84 84	DISP-1 Select DISP-1 button or select DTMF/Tone button to TONE position, then depress touch tone (DTMF) button #1. DISP-2 same as above but select #2 button.
SOO LINE	2	94 94	
SOO LINE	3	65 65	
SOO LINE	4	44 44	
SOO LINE	5	88 88	

TRACK BULLETIN FORM B

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state:

"Wisconsin Central engineer, _____ (train designation) _____, calling foreman in charge of Track Bulletin Form B Number (_____) Line No. (_____) My location is MP _____, Over."

In granting verbal authority, the following words will be used:

"This is Wisconsin Central Foreman _____ (name) (of Gang No. _____) using track bulletin No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision."

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"_____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"_____ (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed")."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following will be added:

"_____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____")."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employe giving them before they are acted upon.

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

STEVENS POINT — SYSTEM

A. L. Amundson.....Supt. of Transportation
C. J. Urban.....Manager Rules and Operating Practices
E. R. Peterson.....Manager Operating Practices-Training
T. W. Michener.....Hazardous Materials Officer

EASTERN DIVISION

J. E. Terbell.....Division Manager.....Fond du Lac, WI
J. T. Bisenius.....Mgr Locomotive.....Fond du Lac, WI
Operations
P. D. Tadych.....Superintendent.....Fond du Lac, WI
M. A. Duffert.....Trainmaster.....Neenah, WI
G. L. Lockstein.....Trainmaster.....Green Bay, WI
G. K. Wilson.....Trainmaster.....Fond du Lac, WI
J. P. McMullin.....Superintendent.....Schiller Park, IL
J. M. Ford.....Trainmaster.....Waukesha, WI
D. L. Nelson.....Trainmaster.....Schiller Park, IL
D. Thereoff.....Trainmaster.....Schiller Park, IL

MICHIGAN DIVISION

J. D. Belsky.....Division Manager.....Gladstone, MI
D. T. Shandonay.....Mgr. Locomotive.....Gladstone, MI
Operations
J. A. Johnson.....Trainmaster.....Gladstone, MI
J. G. Batho.....Trainmaster.....Sault Ste. Marie, MI
C. Jones.....Trainmaster.....Marquette, MI

WESTERN DIVISION

R. H. Henke.....Division Manager.....Stevens Point, WI
S. R. Groeschel.....Mgr. Locomotive.....Stevens Point, WI
Operations
N. O'Bradovich.....Superintendent.....Stevens Point, WI
D. L. Peterson.....Trainmaster.....Stevens Point, WI
A. K. Zorn.....General Yardmaster.....Stevens Point, WI
R. T. Butcher.....Superintendent.....New Brighton, MN
B. O. Karlberg.....Trainmaster.....New Brighton, MN
C. J. Macki.....Trainmaster.....Ladysmith, WI

TRAIN DISPATCHERS — STEVENS POINT

P. M. McNamara, Chief Dispatcher.....715-345-2461

R. L. Hamilton	J. O. Whitt	J. Paquette
W. G. Johnson	R. D. Dalum	D. J. Beyer
D. J. Binder	K. L. Eberhard	D. O. Kuhnke
G. L. Terczynski	J. A. Busa	B. R. Nachreiner

East Side.....715-345-2462.....800-338-8923
West Side.....715-345-2463.....800-338-8923
Chief Dispatcher.....715-345-2461.....800-338-8923

Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	48	1	15
8	7	30	50	1	12
10	6	0	52	1	09
12	5	0	55	1	06
15	4	0	58	1	02
18	3	20	60	1	0
20	3	0	62	0	58
23	2	36	65	0	55
25	2	24	68	0	53
27	2	12	70	0	51
30	2	0	72	0	50
32	1	52	75	0	48
35	1	43	78	0	46
38	1	35	80	0	45
40	1	30	85	0	42
43	1	24	90	0	40
45	1	20			

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

