

DIVISION OFFICERS

B. J. Wilkes **Division Superintendent** **Stevens Point, WI**
 T. M. Kelly Asst. Division Superintendent Stevens Point, WI
 J. M. Donahue Asst. Superintendent-Staff Stevens Point, WI
 D. L. Peterson Terminal Trainmaster Stevens Point, WI
 R. M. Denny Trainmaster Stevens Point, WI
 P. M. McNamara Chief Train Dispatcher Stevens Point, WI
 D. L. Lobermeier Supt's. Chief Clerk Stevens Point, WI
 W. H. Schneider Terminal Superintendent Schiller Park, IL
 R. A. Schiltz Terminal Trainmaster-Agent Schiller Park, IL
 S. R. Weigner Regional Mgr. Intermodal Schiller Park, IL
 R. C. Degman Asst. Regional Mgr. Intermodal/
 Terminal Trainmaster Schiller Park, IL
 C. C. Rust Assistant Superintendent Fond du Lac, WI
 Trainmaster Fond du Lac, WI
 J. C. Roth Terminal Manager-Agent Neenah, WI
 J. D. Belsky Trainmaster Gladstone, MI
 C. J. Macki Asst. Trainmaster-Agent Gladstone, MI
 J. A. Bredesen Asst. Trainmaster-Agent Chippewa Falls, WI
 J. P. Pozarski Official Agent Rhinelander, WI
 J. G. Batho Official Agent Sault Ste. Marie, MI
 G. A. Nilsen Eastern Regional Engineer Stevens Point, WI
 D. J. Tepp Manager of Shops Fond du Lac, WI
 A. D. Golla Supv. Car and Locomotive Svc. Stevens Point, WI
 J. J. Livieri Supv. Car and Locomotive Svc Superior, WI
 J. E. Loberg Supv. Car and Locomotive Svc Schiller Park, WI

TRAIN DISPATCHERS - STEVENS POINT, WI

J. E. Dettman L. B. Kapitan R. D. Dalum
 N. A. Borg A. E. Kunst K. L. Eberhard
 T. M. Hagen G. L. Terczynski J. A. Busa
 R. L. Hamilton C. J. Popelka J. Paquette
 W. G. Johnson J. O. Whitt D. L. Romundson
 D. J. Binder R. J. McCorkle

Stevens Point Dispatcher's Office:
 715-344-5328

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



**SOO LINE
 RAILROAD
 COMPANY**

**EASTERN
 DIVISION**

**TIMETABLE
 AND
 SPECIAL
 INSTRUCTIONS
 NO. 10**

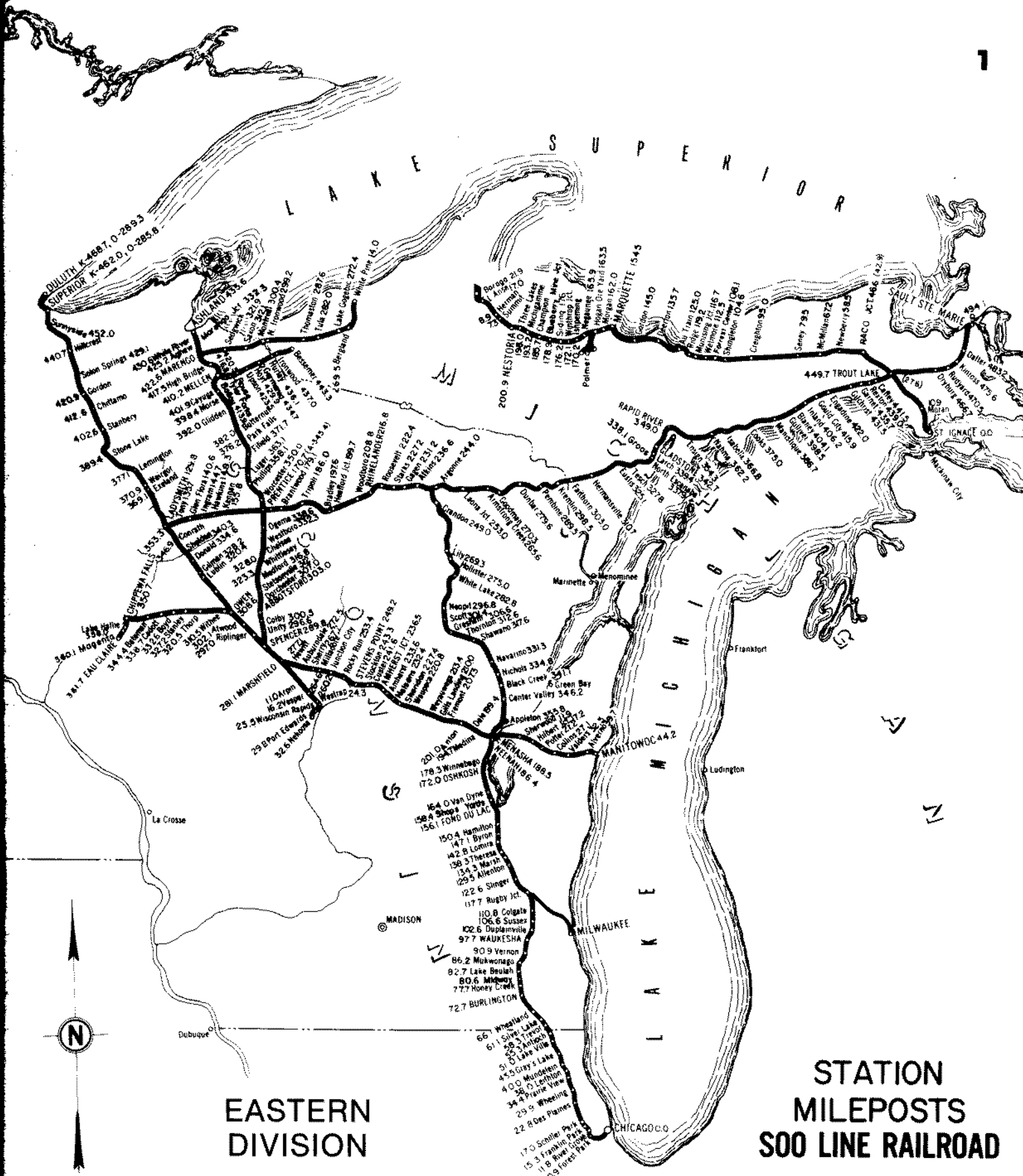
**EFFECTIVE 12:01 A.M.
 CENTRAL STANDARD TIME,
 SUNDAY, MARCH 27, 1983**

For the government and
 information of employees only.

Vice President Operations
C. C. LEARY

General Superintendent
J. M. FANDRICH

Director of Transportation-Operations
D. J. LYONS



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FIRST SUBDIVN

WESTWARD ↓	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From Shops Yard	Rule 6(A)	EASTWARD ↑
	10.9	0462		(East End Dbl. Trk.) FOREST PARK 4.4	147.5	Y	
	15.3	0458		FRANKLIN PARK 1.7	143.1	IY	
	17.0	0456	Yard	(West End Dbl. Trk.) SCHILLER PARK 5.8	141.4	BCFKP QRTWYZ	
	22.8	0450	79	DES PLAINES 5.2	135.6	IPQ	
	28.0			(East End 2 Main Trks.) McKINLEY 1.9	130.4	P	
	29.9	0443		WHEELING (West End 2 Main Trks.) 4.5	128.5	P	
	34.4	0439	64	PRAIRIE VIEW 3.6	124.0	P	
	38.0	0435	▶ 90	LEITHTON 2.0	120.4	IP	
	40.0	0433	89	MUNDELEIN 5.5	118.4	P	
	45.5	0427		GRAYS LAKE 5.5	112.9	APQ	
	51.0	0422	▶ 101	LAKE VILLA 4.3	107.4	P	
	55.3	0418	13	ANTHOCH 3.0	103.1	P	
	58.3	0415	31	TREVOR 2.8	100.1		
	61.1	0411	▶ 100	SILVER LAKE 5.0	97.3	P	
	66.1	0407	69	WHEATLAND 6.6	92.2	P	
	72.7	0400	▶ 98	BURLINGTON 5.0	85.7	AP	
	77.7	0395		HONEY CREEK 2.9	80.7	P	
	80.6	0393	90	MIDWAY 5.6	77.8	P	
	86.2	0387	18	MUKWONAGO 4.7	72.2	P	
	90.9	0382	▶ 98	VERNON 6.4	67.5	P	
	97.3			C&NW JCT. .04	61.1	APY	
	97.7	0375	▶ 167*	WAUKESHA 2.7	60.7	BFKOT PQWYZ	
	100.4			P.D.C. JCT. 2.2	58.0	APY	
	102.6	0370	▶ 97	DUPLAINVILLE 4.0	55.8	CIPQ	
	106.6	0366		SUSSEX 4.2	51.8	P	
	110.8	0362	68	COLGATE 6.9	47.6	P	
	117.7	0355	▶ 150	RUGBY JCT. 4.9	40.7	JP	
	122.6	0350	▶ 83	SLINGER 6.9	35.8	IP	
	129.5	0343		ALLENTON 4.3	28.9	P	
	134.3	0339	▶ 98	MARSH 4.0	24.1	P	
	138.3	0335	70	THERESA 4.5	20.1	P	
	142.8	0330		LOMIRA 4.3	15.6	P	
	147.1	0326	▶ 98	BYRON 3.3	11.3	PQ	
	150.4	0323		HAMILTON 2.9	8.0	P	
	153.3	0320	▶ 115	VALLEY SIDING 2.8	5.1	P	
	156.1	0317	28	FOND DU LAC 2.3	2.3	AMP	
	158.4	0315	Yard	SHOPS YARD	0.0	BCFKIMP QRTWYZ	

▶ Controlled Siding

*Controlled siding at Waukesha extends between Waukesha and P.D.C. Jct.

FIRST SUBDIVN

CTC and ABS are in service between Schiller Park (Jct. 20) and east switch Shops Yard.

Double Track from Forest Park to Schiller Park ends at Junction 16. Single Track extends from Junction 16 on the "Gauntlet Track" to the beginning of CTC at MP 19.85 (Jct. 20).

Between McKinley and Wheeling two main tracks in service, designated from south to north as Track 1 and Track 2.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Between Forest Park and Schiller Park	20
MOVEMENTS AGAINST CURRENT OF TRAFFIC:	
Westward trains from 100 feet east of east switch of Forest Park crossover on BOCT tracks to Madison St. crossing	20
Between MP 21.22 (West edge of Birchwood Ave.) and MP 23.19 (West edge of Woodlawn Ave.) located between Schiller Park and McKinley — if stopped within these limits, upon starting and until engine has passed these limits	10
MP 28 to MP 29.9—Track No. 2 (North Track) between Wheeling and McKinley	25
MP 28 to MP 29.9—Diverging movements over dual control switches	25
Mundelein—Through the village limits extending between Butterfield Road (MP 37.37) and MP 41 ..	35
MP 70 to MP 72.88—Located between Wheatland and siding east switch Burlington	20
Burlington—Around curve into S.P.E. Warehouse (6-axle engines must not be used on tracks into this plant)	3
Between westbound absolute signal C&NW Jct. Waukesha and westbound absolute signal P.D.C. Jct.	20
MP 100.51—CMStP&P crossing at P.D.C. Jct., between absolute signals	30
Allenton—Street crossing on House Track	Stop Cross under Flag Protection
MP 154.05 to MP 159.5—Between siding west switch at Valley Siding and west switch of yard at Shops Yard	20

3. TIME COMPARISON

Conductors of eastward trains originating at Schiller Park may compare time with operator by telephone. Time watches compared must be registered on Form 1091.

15. ENGINE WHISTLE SIGNALS

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

Schiller Park	Waukesha
Des Plaines	Milwaukee
Burlington	Fond du Lac

83(A). TRAIN REGISTER EXCEPTIONS

Schiller Park—Upon request operators will register for conductors.

FIRST SUBDIVN

FIRST SUBDIVN

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83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

- Forest Park** Rule 83(B) does not apply.
- Schiller Park** Rule 83(B) does not apply to eastward trains, engines and transfers originating.
All westward trains must obtain clearance.
- Milwaukee** All westward trains departing Milwaukee will obtain a Soo Line Clearance at North Milwaukee Tower and will not require an initial clearance at Rugby Jct.
- Shops Yard** Helper engines between Shops Yard and Byron will be cleared as C&E Helper Engine (number). A separate clearance must be obtained by the helper engine listing thereon all orders in effect in the territory in which movement will be made.

Eastward trains that are to enter WSOR track at Rugby Jct. must obtain WSOR clearance at Shops Yard.

93. YARD LIMITS

Schiller Park-Forest Park

Trackage between Jct. 16 and Forest Park.

Between Schiller Park and Forest Park movements against the current of traffic and other necessary instructions within continuous yard limits will be protected by the North End Yardmaster at Schiller Park.

Eastward trains, engines and transfers must contact the Schiller Park North End Yardmaster for instructions before leaving Jct. 16.

Westward trains, engines and transfers must contact the Schiller Park North End Yardmaster for instructions before entering Soo Line trackage at Forest Park.

Movements within these limits must not be made until conductor and engineer receive and understand these instructions.

93. YARD LIMITS

West MP	East MP
20.13 Schiller Park-Forest Park	10.90
101.39 Waukesha	95.91
160.11 Shops Yard	157.14

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
†Franklin Park (B-12 Tower)- MP 15.4	CMStP&P	Interlocked
Des Plaines (Deval)-MP 23.65	C&NW	Interlocked
*Leithton-MP 37.07	EJ&E	Interlocked
One mile east of Grays Lake- MP 43.98	CMStP&P	Auto. Interlocked
Burlington-MP 71.34	CMStP&P	Auto. Interlocked
C. & N. W. Jct.-MP 97.23	C&NW	Auto. Interlocked
P.D.C. Jct.-MP 100.51	CMStP&P	Auto. Interlocked
Duplainville-MP 102.04	CMStP&P	Interlocked
*Slinger-MP 122.52	WSOR	Interlocked
Fond Du Lac-MP 154.9	C&NW	Auto. Interlocked
*Shops Yard R. R. Crossing- MP 157.35	C&NW	Interlocked

*Controlled by dispatcher at Stevens Point.

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

Schiller Park—Junction 16.

Shops Yard—Highline switch located just east of the yard office.

104. **Schiller Park**—The Main Track switch at Junction 19 must be left lined and locked for Schiller Park Yard (Track 7).

104(A). **At Waukesha**—The switch at the west end of Siding 100, leading to the controlled siding and the main track, must be lined and locked toward the controlled siding.

204. At Shops Yard, engines used in "helper" service will be designated as "Helper Engine" in train order address, and as "Helper Engine (number)" in clearance.

267 and 268. At Rugby Jct. trains or engines that are able to enter CTC territory and are unable to communicate with control operator must, if possible, call the control operator by long distance telephone for authority to enter CTC. If unable to contact control operator and no conflicting movement is evident, Rule 280 must be complied with and flag protection provided in both directions. Train or engine may then enter main track and occupy track between switches of the controlled siding at Rugby Jct., clearing main track when practicable. Further movement must not be made, except on signal indication, or until communication is restored.

269. When the interlocking absolute signal displays STOP per Rule 240A at:

CMStP&P crossing one mile east of Grays Lake— MP 43.98
C&NW crossing at Fond du Lac—MP 154.9

comply with Rule 613, and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal.

Rule 269 does not apply at the above interlocking absolute signals.

Report of delay must be made to control operator at the first opportunity.

269. DEVAL INTERLOCKING

When approach signal or absolute signal of Deval interlocking indicates "Stop" for the route to be used, train or engine will be governed by instructions received from operator at Deval tower per Rule 606. Rule 269 and Rule 509 will not apply. Rule 605(A) does not apply.

606. AT SLINGER AND LEITHTON

Westward movements only:

When a westward train or engine is stopped by the absolute signal governing movement through the railroad crossing interlocking at Slinger or Leithton and communication with the control operator is not available, and no movement is evident on the conflicting route, such train or engine will move one car length beyond the absolute signal and comply with paragraph (c) of Rule 606. Rule 269 (A) also governs.

JOINT TRACKS WITH C&NW RY.

Waukesha—Includes all tracks between Quality Aluminum Co. and International Harvester Co. Movements not to exceed 6 miles per hour.

4 SECOND SUBDIVN

SECOND SUBDIVN

WESTWARD	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From Stevens Point	Rule 6(A)	EASTWARD
	158.4	0315	Yard		SHOPS YARD	90.8	
164.0	0309	115		VAN DYNE	85.2	P	
172.0	0299	▶ 94		OSHKOSH	77.2	IPWZ	
178.3	0290	▶ 120		WINNEBAGO	70.9	P	
186.4	0287	▶ 286		NEENAH	62.8	BCFJK PQTWY	
199.4	0274			DALE	49.8		
201.0	0273	▶ 118		ANTON	48.2	P	
207.3	0286	89		FREMONT	41.9	P	
213.4	0260	▶ 118		WEYAUWEGA	35.8	P	
220.8	0252	85		WAUPACA	28.4	P	
227.4	0246			SHERIDAN	21.8	PQ	
232.4	0240	▶ 117		NELSONS	16.8	P	
233.6	0239			AMHERST	15.6	P	
241.6	0231			CUSTER	7.6	P	
243.3	0229	82		STOCKTON	5.9	P	
249.2	0224	Yard		STEVENS POINT	0.0	BCFIKMP RTWYZ	

▶ Controlled Siding

CTC and ABS are in service between west switch Shops Yard and east switch Stevens Point.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 154.05 to MP 159.5—Between siding west switch at Valley Siding and west switch of yard at Shops Yard	20
Van Dyne—on siding between switches	5
MP 171.3 to MP 175.8—Between Oregon Street and Murdock Street at Oshkosh	20
Neenah—Between siding switches	20
Stevens Point—Between yard limit sign at east end of Stevens Point Yard and West Clark St.	20
Stevens Point—Over Water Street crossing until crossing occupied	12
Stevens Point—Plover Branch	10

15. ENGINE WHISTLE SIGNALS

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

Fond du Lac
Oshkosh

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Shops Yard Westward Second Subdivision trains enroute to the Twelfth Subdivision, will obtain a clearance at Shops Yard bearing notation "Twelfth Subdivision" and will not require an initial clearance at Neenah.

Neenah Westward Twelfth Subdivision trains enroute to the Second Subdivision will obtain a clearance at Shawano bearing notation "Second Subdivision" and will not require an initial clearance at Neenah.

93. YARD LIMITS

West MP	East MP
160.11 Shops Yard	157.14
188.25 Neenah	182.84
Neenah (12th Subdivision)	360.21
Neenah (Manitowoc Line)	0.79
250.14 Stevens Point	244.19

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
#Oshkosh-MP 173.4	WSOR	Interlocked
#Oshkosh-MP 173.7	C&NW	Interlocked
#Warren Street-MP 173.9	WSOR	Interlocked
Tower CF-MP 176.6	C&NW	Signals & Gates

#Note: Controlled from tower on bridge.

98. DRAW BRIDGES

Fox River Oshkosh-MP 173.56	Interlocked
Wolf River at Gills Landing-MP 209.95	Locked

103(B). NEENAH

Trains (over 10 cars) are not to cross Lake or Main Streets between 7:40 AM and 8:00 AM, 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.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Neenah-East & West Wye Lined for Siding
Neenah-Wye toward Menasha East leg of Wye

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

Shops Yard—Highline switch located just east of the yard office.

Stevens Point—Switch at east end of the "B" yard, located near the Plover River Bridge.

Switches to crossovers, located in front of yard office.

269. When the interlocking absolute signal displays STOP per Rule 240A at:

Oshkosh drawbridge—MP 173.56

comply with other interlocking rules, and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal.

Rule 269 does not apply at the above interlocking absolute signals.

Report of delay must be made to control operator at the first opportunity.

269. When the fixed signal operated in conjunction with gate displays "Stop" per Rule 240A at:

C&NW crossing at MP 176.6—Oshkosh (Tower CF)

comply with Rule 98(A), and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal. Rule 269 does not apply.

Report of delay must be made to control operator at the first opportunity.

SECOND SUBDIVN

608. MANUAL INTERLOCKINGS AT WHICH CONTROL OPERATOR NOT ON DUTY CONTINUOUSLY

Location	Specified Route When Control Operator Off Duty
Oshkosh—drawbridge	Soo Line (Includes WSOR crossing, CNW crossing and Warren St. WSOR crossing—Controlled from tower on bridge.)

804(C). At Oshkosh: All trains—After leaving yard limits at Oshkosh and speed of train has been increased, engineer will make a brake application and conductor must advise engineer if caboose air pressure decreased. Engineer and conductor must communicate prior to the application. In the event the caboose does not get an air reduction, train must be stopped and train checked for closed angle cocks.

WEIGHT RESTRICTIONS

Stevens Point—Plover Branch Line—Gross weight—263,000 lbs. unless special permission obtained from GB&W Railroad.

SECOND SUBDIVN - MANITOWOC LINE

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
†Menasha-MP 1.15	C&NW	Auto. Interlocked
Menasha-MP 1.93	CMStP&P	Stop Signs
†Hilbert Jct.-MP 17.20	CMStP&P	Semi-Auto. Intrlk.

98. DRAW BRIDGES

Menasha-MP 1.2	Stop Signs
Manitowoc, Two Bridges-MP 43.61, 43.83	Stop Signs

104. 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.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Neenah-East & West Wye	Lined for Siding
Neenah-Wye toward Menasha	East leg of Wye

613. Rule 613 must be complied with at semi-automatic interlocking listed below:

Location	Railroad
Hilbert Jct.	CMStP&P

JOINT TRACKS WITH C&NW RY.

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.

SECOND SUBDIVN

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WESTWARD	Milepost Location	Station Numbers	Siding Capacity	MANITOWOC LINE STATIONS	Rule 6(A)	EASTWARD
	44.2	3544	Yard	MANITOWOC 4.5	BKOPQR TWYZ	
	39.7	3540		* ALVERNO 7.2		
	32.5	3533		VALDERS 5.4		
	27.1	3527		COLLINS 5.9		
	21.2	3521		POTTER 4.0		
	17.2	3518	22	HILBERT JCT. 0.4	I	
	16.8			ST. PAUL SWITCH 14.3	J	
BETWEEN ST. PAUL SWITCH AND MENASHA JUNCTION BE GOVERNED BY CMStP&P TIME TABLE AND RULES						
	2.5			MENASHA JCT. 0.4	JY	
	2.1	3502	Yard	MENASHA 2.1	AUY	
	0.0	0287	Yard	NEENAH	BCEKJ PQRTWY	

*Spur-Switch at Alverno East end.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
MP 0.0 to 2.8—Over street crossings between south channel of Fox River and Menasha station	8
Menasha—Over Garfield Ave.	Stop-Cross under Flag Protection
MP 1.2—Over draw bridge one mile west of Menasha, after stopping	8
MP 17.2—CMStP&P crossing, Hilbert Jct. between absolute signals	20
MP 30.5—Bridge, Valders	10
MP 32.16 and 32.3—Over first and second highway crossings west of Valders until crossings occupied	10
MP 43.61 and 43.83—Over draw bridges, H43D and H43E, Manitowoc, after stopping	10
MP 43.5—Spring Street Manitowoc main track and siding	10
Manitowoc—Yard tracks	10

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Neenah	Eastward trains that are to enter CMStP&P track at Menasha Jct. must obtain CMStP&P clearance. They must also obtain a CMStP&P clearance at Menasha when the operator is on duty.
Manitowoc	Westward trains that are to enter CMStP&P track at St. Paul Switch must obtain CMStP&P clearance at Manitowoc.

93. YARD LIMITS

West MP	East MP
Neenah	0.79
0.79 Menasha	2.46
42.48 Manitowoc	43.05

6 THIRD SUBDIVN

WESTWARD	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From CF Yard	Rule 6(A)	EASTWARD
	249.2	0224	Yard	STEVENS POINT 4.2	103.0	BCFIKPQ RTWYZ	
	253.4	0219	70	ROCKY RUN 6.7	98.8	P	
	260.1	0213	▶118	JUNCTION CITY 4.6	92.0	A	
	264.7	0208	77	MILLADORE 2.9	87.6	P	
	267.6	0205		*SHERRY 4.7	84.5	PQ	
	272.3	0201	▶112	AUBURNDALE 4.7	79.7	P	
	277.0	0196		*HEWITT 3.9	75.1	P	
	280.9	0192	▶261	MARSHFIELD 3.8	71.1	BJKOP QRTWY	
	284.7	0188		*MANN 4.7	67.5		
	289.4	0183	▶115	SPENCER 7.6	62.4	JPT	
	297.0	0176	69	RIPLINGER 5.1	55.2	P	
	302.1	0170		*ATWOOD 6.4	50.1	P	
	308.5	0158	▶97	OWEN 1.9	43.6	JPQT	
	310.5	0156		*WITHEE 10.0	41.7	P	
	320.5	0146	▶113	THORP 8.7	31.7	P	
	327.2	0139	64	STANLEY 5.4	25.0	P	
	332.6	0134	47	BOYD 6.1	19.6	P	
	338.7	0128	▶115	CADOTT 5.7	13.5	P	
	344.4	0122	64	BATEMAN 7.8	7.8	P	
	352.2	0114	Yard	C.F. YARD	0.0	ABCJKP QRTWYZ	

▶ Controlled Siding
 *Spur Switch At Sherry West End
 Hewitt West End
 Mann East End
 Atwood East End

CTC and ABS are in service between west switch Stevens Point and east switch C.F. Yard.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Stevens Point—Between yard limit sign at east end of Stevens Point Yard and West Clark Street . .	20
Stevens Point—Over Water Street crossing until crossing occupied	12
MP 250.38 Stevens Point—Over Wheel Checker and Dragging Equipment Detector	25
Stevens Point—Plover Branch	10
Marshfield—Between siding switches	20
MP 308.7—Owen, Junction switch	30
C.F. Yard—Between Chippewa Springs Company track and West Switch at the west end of C.F. Yard	20
C.F. Yard—Main Street crossing at foot of bridge located on spur track serving downtown industries.	Stop-Cross under Flag Protection
Spur tracks crossing River Street serving Zutter's and Packerland	

83(A). TRAIN REGISTER EXCEPTIONS
 Marshfield—Only trains originating or terminating will register.

THIRD SUBDIVN

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Stevens Point Westward Third Subdivision trains enroute to the Sixth Subdivision will obtain a clearance at Stevens Point bearing notation "Sixth Subdivision" and will not require an initial clearance at Spencer.

Westward Third Subdivision trains enroute to the Fifth Subdivision will obtain a clearance at Stevens Point bearing notation "Fifth Subdivision" and will not require an initial clearance at Owen.

Marshfield Westward Third Subdivision trains originating at Marshfield, and which are to move to the Sixth Subdivision will obtain a clearance at Marshfield bearing notation "Sixth Subdivision" and will not require an initial clearance at Spencer.

Westward Third Subdivision trains originating at Marshfield, and which are to move to the Fifth Subdivision will obtain a clearance at Marshfield bearing notation "Fifth Subdivision" and will not require an initial clearance at Owen.

Spencer Eastward Sixth Subdivision trains originating at Park Falls enroute to the Third Subdivision will obtain a clearance at Park Falls bearing notation "Third Subdivision" and will not require an initial clearance at Spencer. Other Eastward Sixth Subdivision trains enroute to Third Subdivision will not require an initial clearance at Spencer.

Owen Eastward Fifth Subdivision trains enroute to the Third Subdivision will obtain a clearance at Ladysmith bearing notation "Third Subdivision" and will not require an initial clearance at Owen.

93. YARD LIMITS

West MP	East MP
250.14 Stevens Point	244.19
282.24 Marshfield	278.18
Marshfield (Nekoosa Line)	3.74
354.18 C.F. Yard	349.88

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
*Stevens Point-MP 249.53	GB&W	Interlocked
Junction City-MP 260.05	CMSTP&P	Auto. Interlocked
C.F. Yard-MP 350.19	C&NW	Auto. Interlocked

*Controlled by dispatcher at Stevens Point.

103. MOVEMENTS OVER PUBLIC CROSSINGS
At Marshfield—By order of the Public Service Commission: "The Soo Line Railroad Company 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." This is the yard track (M&T Line) leading to the waterworks.

104. The following main track switches may be left lined and locked in either the normal or reverse position:
Stevens Point—Switch at east end of the "B" yard, located near the Plover River Bridge.
 Switches to crossovers, located in front of yard office.

THIRD SUBDIVN

THIRD SUBDIVN

7

104(G). Do not operate engine over Northern Wisconsin Colony and Training School track scale at Chippewa Falls (Home Park), Wisconsin.

221. TRAIN ORDER SIGNALS

Marshfield—Train order signal applies to westward trains enroute to the Fifth and Sixth Subdivisions only.

244. **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.

269. When the interlocking absolute signal displays STOP per Rule 240A at:

C&NW crossing at C.F. Yard—MP 350.19

comply with Rule 613, and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal.

Rule 269 does not apply at the above interlocking absolute signals.

Report of delay must be made to control operator at the first opportunity.

WEIGHT RESTRICTIONS

Stevens Point—Plover Branch Line—Gross weight—263,000 lbs. unless special permission obtained from GB&W Railroad.

WESTWARD

Milepost Location	Station Numbers	Siding Capacity	NEKOOSA LINE	Rule 6(A)
			STATIONS	
32.6	0833	Yard	NEKOOSA 2.8	Y
29.8	0830	Yard	PORT EDWARDS 4.9	TY
24.9	0826	30	WIS. RAPIDS 0.6	MOUY
24.3	0824		WESTRAP 7.6	Y
16.17	0816		VESPER 5.17	
11.0	0811		ARPIN 11.0	
0.0	0192	Yard	MARSHFIELD	BJKO PQRTWY

EASTWARD

Between Westrap and Nekoosa trains and engines will operate in accordance with provisions of Rule 93.

SPEED RESTRICTIONS

MAXIMUM SPEED	10
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93. YARD LIMITS

West MP	East MP
Marshfield	3.74
22.89 Wisconsin Rapids-Nekoosa	32.60

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
400 ft. East of Wis. Rapids Sta.		
MP 24.9	GB&W	Stop Signs
1/3 mi. East of Wis. Rapids Sta.		
MP 25.2	CMS&P&P	Gate
Gate may be left lined for either route.		
Port Edwards-MP 29.89	CMS&P&P	Stop Signs
Nekoosa-MP 32.5	CMS&P&P	Stop Signs

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Marshfield—By order of the Public Service Commission: "The Soo Line Railroad Company 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." This is the yard track (M&T Line) leading to the waterworks.

221. TRAIN ORDER SIGNALS

Wisconsin Rapids—The train order signal located near the Milwaukee Road depot at Wisconsin Rapids governs Milwaukee Road trains only.

JOINT TRACKS WITH C&NW RY.

Wisconsin Rapids-Nekoosa—Between connection just west of Hooker St., Wisconsin Rapids and connection located about one-half mile east of MP 31 just west of Nekoosa.

THIRD SUBDIVN

Milepost Location	Station Numbers	EAU CLAIRE LINE	Rule 6(A)
		STATIONS	
	0114	C.F. YARD 5.54	BCFJKPQ RTWYZ
356.0	0605	LAKE HALLIE 5.7	
361.7	0611	EAU CLAIRE	IY

SPEED RESTRICTIONS

MAXIMUM SPEED	25
MP 353.65—C&NW Crossing	20
MP 361—C&NW crossing at Eau Claire, between absolute signals	20

93. YARD LIMITS

West MP	East MP
351.53 C.F. Yard	361.71
358.75 Eau Claire	361.71

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
†Between C.F. Yard and Lake Hallie—		
MP 353.65	C&NW	Auto. Interlocked
†Eau Claire-MP 361.0	C&NW	Interlocked

608. MANUAL INTERLOCKINGS AT WHICH CONTROL OPERATOR NOT ON DUTY CONTINUOUSLY

Location	Specified Route When Control Operator Off Duty
Eau Claire	C&NW

8 FOURTH SUBDIVN

WESTWARD	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From Ladysmith	Rule 6(A)	EASTWARD
	216.8	1217	Yard	RHINELANDER	87.0	ABFKOPQ RTWYZ	
	208.8	1209	36	WOODBORO	79.0		
	199.7	1200	39	HEAFFORD JCT.	69.9	0	
	197.6	1198		BRADLEY	67.8		
	186.0	1186		TRIPOLI	56.2		
	179.1	1179	47	BRANTWOOD	49.3		
	170.7	1171	56	PRENTICE	40.9	OPQTUWY	
	158.7	1159	28	CATAWBA	28.9		
	155.8	1156		KENNAN	26.0		
	149.3	1149	46	HAWKINS	19.5		
	144.7	1145		INGRAM	14.9		
	140.6	1141		GLEN FLORA	10.8		
	135.7	1136	45	TONY	5.9		
	129.8	1130	Yard	LADYSMITH	0.0	BCKPQR TUWYZ	

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		40
MP 149.6 to MP 161.7—Between Hawkins and 3 miles east of Catawba		35
MP 170.7—Over old highway No. 13 crossing at Prentice until the crossing is occupied		6
MP 216.55—C&NW crossing Rhinelander between absolute signals		20

93. YARD LIMITS

West MP	East MP
214.70 Rhinelander	219.28
346.39 Prentice (6th Subdivision)	344.39
169.22 Prentice (4th Subdivision)	171.78
355.47 Ladysmith (5th Subdivision)	351.75
126.27 Ladysmith (4th Subdivision)	132.09

98. RAILROAD GRADE CROSSINGS
Note: †Non-operating approach signals.

Location	Railroad	Signals
Ladysmith-MP 129.7	5th Subdivision	Stop Signs
Prentice-MP 170.6	6th Subdivision	Stop Signs
†Rhinelander-MP 216.55	C&NW	Auto. Interlocked

98(A). At Ladysmith and 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.

103. MOVEMENTS OVER PUBLIC CROSSINGS
At Rhinelander—All movements over Phillip Street crossing on track serving Rhinelander 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.

104. The following main track switches may be left lined and locked in either the normal or reverse position:
Rhinelander—East and west lead switches.

FIFTH SUBDIVN

WESTWARD	Milepost Location	Station Numbers	Distance From Owen	Siding Capacity	STATIONS	Rule 6(A)	EASTWARD
	308.5	0158	0.0	Yard	OWEN	JPQTY	
	320.4	3312	11.8	41	LUBLIN	P	
	328.2	3320	19.6	73	GILMAN		
	340.3	3332	31.7		SHELDON	P	
	346.9	3338	38.3		*CONRATH	P	
	353.3	1130	44.7	83	LADYSMITH	BCKPQ RTUWY	
	363.7	3355	55.4	45	MURRY	P	
	369.1	3360	60.5		EXELAND		
	370.9	3362	62.3	75	WEIRGOR	P	
	377.1	3368	68.5	17	LEMINGTON	P	
	389.4	3381	80.8	66	STONE LAKE	PQ	
	402.6	3394	94.0	52	STANBERY	P	
	412.6	3404	104.0	75	CHITAMO	P	
	420.9	3412	112.3	81	GORDON	OP	
	429.1	3420	120.5	36	SOLO SPRINGS	PQ	
	440.7	3432	132.1	62	HILLCREST	P	
	454.8	3446	146.2	21	AMBRIDGE	AP	
	458.7	3450	150.1		SO. SUPERIOR YARDS		
	459.6	2103	151.0		28TH ST. JCT.	JMY	

*Spur-Switch at east end.
Note: Trains for which 28th St. Jct. is initial or terminal station will originate or terminate at Stinson Yard. Be governed by Central Division Time Table between 28th St. Jct. and Stinson Yard.

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		40
NOTE—Engines must not go beyond Stop-board located 2,755 ft. from switch of track leading to treating plant at Ambridge.		
Trains handling pulpwood:		
Between 28th Street Jct. and MP 379.25 between 28th Street Jct. and Lemington		30
Between Ladysmith and Owen		30
MP 353.3—Ladysmith—crossing highway No. 8 until crossing is occupied		12
MP 357.5—Trains handling pulpwood over Bridge K-357.50 between Ladysmith and Murry		*20
MP 363.1—Trains handling pulpwood over Bridge K-363.06 between Ladysmith and Murry		*20

*The Speed Zone Signs at these locations apply only to trains handling pulpwood.

14. EXCEPTION TO NOTE
At Owen, the green flag will be placed 50 car lengths beyond the extreme west switch on the Fifth Subdivision instead of just beyond the clearance point.

83(A). TRAIN REGISTER EXCEPTIONS
Ladysmith—All trains except those originating or terminating may register by register ticket when operator on duty.
Stinson Yard—Trains arriving or departing 28th St. Jct. will register at Stinson Yard. Register of westward trains at Stinson Yard covers their arrival at 28th St. Jct.

FIFTH SUBDIVN

Helper Engines arriving at 28th St. Jct. will register with the Operator at Stinson Yard by radio.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Owen Westward Third Subdivision trains enroute to the Fifth Subdivision will obtain a clearance at Stevens Point bearing notation "Fifth Subdivision" and will not require an initial clearance at Owen.

Westward Third Subdivision trains originating at Marshfield, and which are to move to the Fifth Subdivision will obtain a clearance at Marshfield bearing notation "Fifth Subdivision" and will not require an initial clearance at Owen.

Ladysmith All trains must obtain clearance.

Eastward Fifth Subdivision trains enroute to the Third Subdivision will obtain a clearance at Ladysmith bearing notation "Third Subdivision" and will not require an initial clearance at Owen.

28th Street Jct. Fifth Subdivision trains for which 28th St. Jct. is initial station will obtain initial clearance at Stinson Yard.

93. YARD LIMITS

West MP	East MP
459.60 (28th St. Jct.) Superior	456.80
276.57 Superior (5th Subdivision-Central Divn.)	Stinson Yard
144.15 Superior (6th Subdivision-Central Divn.)	Stinson Yard
355.47 Ladysmith (5th Subdivision)	351.75
126.27 Ladysmith (4th Subdivision)	132.09
310.15 Owen	308.69

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Ladysmith-MP 353.08	4th Subdivision	Stop Signs
Ambridge-MP 454.55	DM&IR	Auto. Interlocked
Superior, 28th St.-MP 459.24	SOO	Gate

Gate may be left lined for either route.

98(A). At Ladysmith 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.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

28th St. Jct. Central Division

SIXTH SUBDIVN

WESTWARD	Milepost Location	Station Numbers	Siding Capacity	BESSEMER LINE STATIONS	Distance From Mellen	Rule 6(A)	EASTWARD
	443.2	3293	Yard	BESSEMER	33.3	T	
	440.9	3231	31	SIEMENS	30.7		
	437.0	3227	Yard	IRONWOOD	27.0	Z	
	436.3	3226	Yard	HURLEY	26.1		
	434.6	3224		GERMANIA	24.4		
	430.1	3220	Yard	HOYT	19.9	T	
	428.4	3218		IRON BELT	18.2		
	423.7	3214	21	UPSON	13.5		
	420.7	3211	42	ROUSE	10.5		
	417.0	3207	42	TYLER FORKS	6.8		
	414.3	3204	42	BALLOU	4.1		
	410.2	3120	46	MELLEN	0.0	JPRT	

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
MP 430.1 to 443.5—Between Hoyt and Bessemer	30

M. AT BESSEMER

Commission Order — Account close clearance on both tracks at Ironwood Products Chip Loader, trainmen must not ride cars beyond the chip loader. Account close clearance at the plant siding at Ironwood Products, trainmen must work on the east side of track only.

83(A). TRAIN REGISTER EXCEPTIONS

Mellen—Only when directed by train order to register.

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

Bessemer—East and west switches, No. 2 track.

10 SIXTH SUBDIVN

WESTWARD ↓	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From Ashland	Rule 6(A)	↑ EASTWARD
	289.8	0183	Yard	SPENCER	145.8	JPTY	
	296.6	3007		UNITY	139.0		
	300.5	3011	31	COLBY	135.1		
	303.0	3013	42	ABBOTSFORD	132.6	PT	
	307.0	3017		DORCHESTER	128.6		
	312.1	3022		STETSONVILLE	123.5		
	316.6	3027	45	MEDFORD	118.8	OP	
	323.1	3033		WHITTESEY	112.3		
	328.0	3038	54	CHELSEA	107.6		
	332.3	3042		WESTBORO	103.3		
	338.6	3049	49	OGEMA	97.0		
	345.6	1171	46	PRENTICE	90.0	OPQTUWY	
	349.7	3060	50	WORCESTER	85.6		
	357.9	3068	30	PHILLIPS	77.5		
	362.8	3073	32	LUGER	72.5		
	367.7	3077		COOLIDGE PIT	67.9		
	371.7	3082	27	FIFIELD	63.9		
	376.0	3086	Yard	PARK FALLS	59.4	BCKP RTWY	
	381.8	3092		BUTTERNUT	53.6		
	391.6	3102	31	GLIDDEN	43.6		
	398.4	3109	32	MORSE	37.2		
	401.8	3112		CAYUGA	33.7		
	410.0	3120	22	MELLEN	25.4	JPRT	
	417.3	3128	52	HIGH BRIDGE	18.1	P	
	422.3	3133		MARENGO	13.0		
	424.1	3134		MARENGO JCT.	11.5	JPRT	
	425.0	3135	52	AGNEW	10.4		
	430.4	3140	24	WHITE RIVER	5.0		
	435.4	3146	Yard	ASHLAND	0.0	BFKOP RTWYZ	

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 300.82 to MP 299.76—Through Colby, eastward trains	10
Abbotsford—Over Highway 29 crossing until crossing is occupied	10
Abbotsford—Cedar Street on Wye	Stop-Cross under Flag Protection
Abbotsford—First Street crossing on Old Athens Line	Stop-Cross under Flag Protection
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.	
MP 328.0 to 345.6—Between Chelsea and Prentice	35
MP 350.1—Around first curve west of Worcester	35
MP 391.8—Glidden, over highway 100 ft. east of station until crossing is occupied	10
MP 392.0—Around first curve west of Glidden	30

SIXTH SUBDIVN

SPEED RESTRICTIONS	MPH
MP 398.5 to 406—Around curves between Morse and first curve west of MP 406	25
MP 406 to 410.2—Between 4.1 mi. west of Cayuga and Mellen	35
MP 409.8—Mellen, over Main St., east of station until crossing is occupied	5
MP 410.2 to 415.3—Around curves between Mellen and High Bridge	25
MP 422—Around first curve east of Marengo	30
MP 435.6—Ashland, between 7th Ave. east and depot	10
Ashland—Over both U.S. Highway No. 2 (Front St.) crossings on the Bay front tracks at Ashland	10
Ashland—When switching movements are made over the two north tracks crossing Ellis Avenue in the Soo Line Ashland Yard, a railroad employee must provide crossing protection immediately prior to the rail movement over the crossing.	Flag Protection

83(A). TRAIN REGISTER EXCEPTIONS
Marengo Jct.—Only when directed by train order to register.
Mellen—Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS
Spencer Westward Third Subdivision train enroute to the Sixth Subdivision will obtain a clearance at Stevens Point bearing notation "Sixth Subdivision" and will not require an initial clearance at Spencer.
 Westward Third Subdivision trains originating at Marshfield, and which are to move to the Sixth Subdivision will obtain a clearance at Marshfield bearing notation "Sixth Subdivision" and will not require an initial clearance at Spencer.
Park Falls All trains must obtain clearance.
 Eastward Sixth Subdivision trains originating at Park Falls enroute to the Third Subdivision will obtain a clearance at Park Falls bearing notation "Third Subdivision" and will not require an initial clearance at Spencer. Other Eastward Sixth Subdivision trains enroute to Third Subdivision will not require an initial clearance at Spencer.
Ashland Eastward Sixth Subdivision trains originating at Ashland enroute to the Seventh Subdivision will obtain a clearance at Ashland bearing notation "Seventh Subdivision" and will not require an initial clearance at Marengo Jct.

93. YARD LIMITS

West MP	East MP
290.86 Spencer	289.73
346.39 Prentice (6th Subdivision)	344.39
169.22 Prentice (4th Subdivision)	171.78
376.44 Park Falls	374.69
435.48 Ashland	432.81

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Prentice-MP 345.2	4th Subdivision	Stop Signs

SIXTH SUBDIVN

98(A). 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.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Mellen Ashland-Park Falls
Marengo Jct. Sixth Subdivision

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

Park Falls—East and west lead switches.

SEVENTH SUBDIVN

11

WESTWARD ↓	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From Marengo Jct.	Rule 6(A)	EASTWARD ↑
	14.0	2357		WHITE PINE 14.0	77.7	TY	
	0.0						
	269.5	2342	40	BERGLAND 2.9	63.7	OT	
	272.4	2340	35	LAKE GOGEBIC 9.6	60.8		
	282.0	2330	21	TULA 5.6	51.2		
	287.6	2324	31	THOMASTON 11.6	45.6		
	299.2	2313		*NORTH IRONWOOD 1.2	34.0		
	300.4	2312	40	MONTREAL 11.7	32.8		
	312.1	2300	33	SAXON 9.8	21.1		
	321.9	2290	41	SEDGWICK 11.3	11.3		
	333.2	3134		MARENGO JCT.	0.0	JPRT	

*Spur-Switch at east end

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
MP 331.9 to MP 332.2—Around curve just East of Marengo Jct.	10
MP 325.51—Over Bad River Bridge	15
MP 323.92—Over Vaughn Creek Bridge	15
Between Bergland and White Pine	20
MP 0.43—Highway M-28 crossing, Bergland	10

83(A). TRAIN REGISTER EXCEPTIONS

Marengo Jct.—Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Marengo Jct. Eastward Sixth Subdivision trains originating at Ashland enroute to the Seventh Subdivision will obtain a clearance at Ashland bearing notation "Seventh Subdivision" and will not require an initial clearance at Marengo Jct.

93. YARD LIMITS

West MP	East MP
13.78 White Pine	14.40

103. 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 5:30 AM and 6:30 AM daily.

819. RETAINERS

Retainers will be used on all eastward trains operating between Bergland and White Pine when the rail is snow covered and other times as necessary.

12

EIGHTH SUBDIVN

WESTWARD ↓	Milepost Location	Station Numbers	Distance From Marquette	Siding Capacity	STATIONS	Rule 6(A)	EASTWARD ↑
	154.5	2457	0.0	Yard	MARQUETTE	BKFOQ RTWYZ	
	162.0	2449	7.5	74	MORGAN		
	162.8		8.3		EAGLE MILLS	AY	
	163.5		9.0		EAST WYE	JY	
	164.5		10.0		WEST WYE	JY	
	165.9	2445	11.4	▶ 78	NEGAUNEE	Y	
	166.6		12.1		LS&I JCT.	JY	
	170.06	2442	15.56	▶ 97	ISHPEMING EAST	Y	
	170.42		16.15		LANDING JCT.	JY	
	170.70	2442	16.61	▶ 97	ISHPEMING WEST	TY	
	170.9		17.07		SOO JCT.	JY	
	176.2		22.57	20	SIDING 176		
	178.9	2433	25.27	23	BLUEBERRY MINE	T	
	185.7	2426	32.07	21	CHAMPION		
	193.2	2419	39.57	40	MICHIGAMME		
	198.0	2414	44.37	13	THREE LAKES		
	200.9						
	0.0	2411	47.27	Yard	NESTORIA	TYZ	
	7.3	2707	54.57	21	SUMMIT		
	8.9	2709	56.17	8	HERMAN		
	17.0	2717	64.27	26	L'ANSE	BKORWY	
	21.9	2722	69.17	24	BARAGA		

▶ *Controlled Siding*

NOTE: BETWEEN EAST WYE AND SOO JCT. BE GOVERNED BY LS&I TIMETABLE AND RULES (Portions shown in ITALICS are not a part of subdivision and are shown for information or clarity purposes only).

CTC is in service between Soo Jct. and East Wye.

ABS is in service between Soo Jct. and Eagle Mills.

ABS is in service between MP 154.5 and MP 155.4 at Marquette.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 3.75 to MP 18—Between Nestoria and L'Anse	25
Highway US 41 at L'Anse on Celotex Track	7
MP 188.9 to MP 189—Around curve west of Dishneau	Reduced Speed
MP 182.8 to MP 180.7—Around curves between Champion and Blueberry Mine	30
Between Soo Jct. and one half mile west of Soo Jct.	12
Between East Wye and Soo Jct. be governed by LS&I timetable speed restrictions.	
MP 162.8—LS&I Crossing, Eagle Mills	20
MP 160.9 to MP 160.7—Around curve between Morgan and Marquette	35
Through Marquette City Limits	12
Marquette—Ore Dock and Approach	10
Marquette—In signal actuating circuit approaching Washington Street on the Dead River Branch	5

EIGHTH SUBDIVN

SPEED RESTRICTIONS	MPH
Marquette—Dead River Branch	10
Trains handling logs or peeled pulpwood on flat cars or racked flat cars	25
Trains handling unpeeled pulpwood on racked flat cars	30

93. YARD LIMITS

West MP	East MP
17.87 L'Anse	16.30
0.69 Nestoria (1.16 miles)	0.00
200.85 Nestoria	200.38
172.00 Soo Jct.	170.90
(Between Soo Jct. and East Wye be governed by LS&I timetable & rules.)	
163.50 East Wye-Eagle Mills	162.80
156.98 Marquette	151.73

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
Humboldt-MP 182.9	LS&I	Auto. Interlocked
†Eagle Mills-MP 162.8	LS&I	Auto. Interlocked

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Marquette—Stop before crossing Highway 41, just south of Genesee St. on the spur track presently serving Peninsula Wines and Liquors. A flagman must provide protection to vehicular traffic with a red lighted fusee during hours of daylight as well as darkness.

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

L'Anse—Switch to Celotex Corp.

MAXIMUM TRAIN SPEEDS DESCENDING GRADES 2% OR GREATER

Freight trains having an average tonnage per car of 50 tons or less per effective brake:

Location	Pct. Grade	MPH
MP 160.5 to Marquette West Yd. Limit Board	2. to 2.67	20
Herman to L'Anse East Yd. Limit Board	2.2 to 3.45	20

Freight trains having an average tonnage per car of 51 tons or greater per effective brake:

Location	Pct. Grade	MPH
MP 160.5 to Marquette West Yd. Limit Board	2. to 2.67	15
Herman to L'Anse East Yd. Limit Board	2.2 to 3.45	15

Diesel locomotives running light will not exceed speed of 15 M.P.H. descending the above designated grades.

NINTH SUBDIVN

NINTH SUBDIVN

13

WESTWARD	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From Marquette	Rule 6(A)	EASTWARD
	0.0	2643	Yard	ST. IGNACE	150.7	BKRT WYZ	
10.9	2632		MORAN	139.8			
27.5	1450	27	TROUT LAKE	123.2	BKOPR TUWY		
42.8	46.6	2565	RACO JCT.	107.9			
58.5	2553	54	NEWBERRY	96.0	Y		
67.2	2545	52	McMILLAN	87.3			
79.5	2532	37	SENEY	75.0			
95.0	2517	53	CREIGHTON	59.5			
104.6	2507	85	SHINGLETON	49.9			
112.5	2499	52	WETMORE	42.0			
116.7	2495		MUNISING JCT.	37.8	J		
119.2	2493	39	RIDGE	35.3			
125.0	2487	55	AU TRAIN	29.5			
135.7	2476	33	DEERTON	18.8			
145.1	2467	84	SIDING 145	9.4			
154.5	2457	Yard	MARQUETTE	0.0	BFKOQ RTWYZ		

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Marquette—Stop before crossing Highway 41, just south of Genesee St. on the spur track presently serving Peninsula Wines and Liquors. A flagman must provide protection to vehicular traffic with a red lighted fusee during hours of daylight as well as darkness.

At Wetmore—At Island Street crossing, located west end of siding, railroad cars or equipment shall not be left standing less than 300 feet from the crossing, except when a flagman for crossing protection is present. Crossing flag protection is mandatory for this crossing for all switching movements on either main track or siding track. Such flagging shall include the use of lighted red colored fusees during the hours from dusk to dawn and whenever weather conditions otherwise reduce visibility. This crossing must be protected when engine is leading or when cars are being shoved in switching operations.

At Forrest Center—Stop before crossing Highway M-28 and provide red lighted fusee protection to vehicular traffic until entire movement has been completed and then extinguish fusees. This protection is mandatory, whether engine is leading or shoving cars, and during daylight hours as well as during darkness.

ReflectORIZED signs have been placed on the premises of the Forest Products Division, Cleveland Cliffs Iron Company at Forrest Center. These two signs clearly state: "TRAINMEN FLAG ALL CROSSINGS."

In order to avoid crossing accidents on the mill property, these signs must be obeyed. Train crews must stop and flag all crossings with hand lanterns being used at night or when visibility is otherwise reduced. At the present time, there are four crossings where crews must stop and flag.

At Trout Lake—All movements of trains, locomotives or cars over Highway 123 crossing at grade on the Southeast Wye Track must be protected by a member of the crew on the ground at the crossing.

103(C). McMILLAN

No railroad cars should be spotted on the siding west of the County Road crossing. No railroad cars should be spotted within 140 feet of the crossing on the spur track, located west of the County Road. No railroad cars should be spotted less than 200 feet east of the County Road crossing.

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
Truckey Street St. Ignace—All East bound trains and engines	Stop-Cross under Flag Protection
Through City Limits of St. Ignace	12
MP 0.0 to MP 104 between St. Ignace and Shingleton	25
MP 27.65—Over railroad crossing Trout Lake	20
Newberry—Hospital Branch	10
MP 110 to MP 112.5 between Shingleton and Wetmore	35
Trains handling logs or peeled pulpwood on flat cars or racked flat cars	25
Trains handling unpeeled pulpwood on racked flat cars	30

M. AT ST. IGNACE

Do not walk on either side of Corner Track No. 27 on the Ferry Approach, from the raising shack to the end of track, account holes in grade. Do not place loads beyond the raising shack on Track No. 27.

93. YARD LIMITS

West MP	East MP
156.98 Marquette	151.73
59.08 Newberry	57.30
447.58 Trout Lake (10th Subdivision)	450.88
28.64 Trout Lake (9th Subdivision)	26.15
1.88 St. Ignace	0.00

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Trout Lake-MP 27.65	10th Subdivision	Stop Signs

WESTWARD ↓	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Distance From Gladstone	Rule 6(A)	EASTWARD ↑
	498.3	1494	Yard	SOO YARD 10.1	150.6	BFKOPR TWY	
	483.2	1483	26	DAFTER 7.6	140.5		
	475.6	1476	31	KINROSS 5.1	132.9		
	470.5	1471	69	RUDYARD 3.8	127.8		
	466.7	1467	17	DRYBURG 7.6	124.0		
	459.1	1459	31	DICK 9.4	116.4		
	449.7	1450	29	TROUT LAKE 8.2	107.0	BKOP RTUWY	
	441.5	1442	33	CAFFEY 2.5	98.8		
	439.0	1439	19	REXTON 3.3	96.3		
	435.7	1436	9	GARNET 4.2	93.0		
	431.5	1432	79	GILCHRIST 9.5	88.8		
	422.0	1422	9	ENGADINE 2.6	79.3		
	419.4	1419	59	SWIFT 3.5	76.7		
	415.9	1416		GOULD CITY 9.7	73.2		
	406.2	1406		INLAND 2.1	63.5		
	404.1	1405	64	BLANEY 5.6	61.4		
	398.5	1399	38	GULLIVER 11.1	55.8		
	387.4	1388	51	CHERRY VALLEY 0.7	44.7	Y	
	386.7	1387	52	MANISTIQUE 11.7	44.0	OPTY	
	375.0	1375	15	COOKS 8.2	32.3		
	366.8	1367	68	ISABELLA 4.6	24.1		
	362.2	1362	27	NAHMA 7.9	19.5		
	354.3	1355	24	ENSIGN 5.5	11.6		
	348.8	1349	23	RAPID RIVER 6.1	6.1		
	342.7	1343	Yard	GLADSTONE	0.0	BCFKPQ RTWYZ	

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
Soo Yard—Over 16th and 20th Streets. First and second Highway Crossing west of Tannery	12
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 Kinchloe Industrial Park	10
MP 449.67—Over railroad crossing Trout Lake	20

15. 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

93. YARD LIMITS

West MP	East MP
491.17 Soo Yard	(Int'l. Bridge) 494.11
447.58 Trout Lake (10th Subdivision)	450.88
28.64 Trout Lake (9th Subdivision)	26.15
384.98 Manistique	388.33
337.09 Gladstone	345.01

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Trout Lake-MP 449.67	9th Subdivision	Stop Signs

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Trout Lake—All movements of trains, locomotives or cars over Highway 123 crossing at grade on the Southeast Wye Track must be protected by a member of the crew on the ground at the crossing.

At Manistique—Before crossing Highway 2 between Beaver and Elk Street intersections, while operating on the tracks of the Manistique Pulp & Paper Company, it will be necessary that an employee be on the highway flagging before making a railroad move over the highway. The flagman will use a lighted red fusee for the movement over the crossing and additional fusees (on road shoulders not less than 200 feet from crossing) whenever visibility is diminished by inclement weather (fog, snow or rain storm). Ground man must maintain continuous visual contact between themselves and engine employee or employees while operating over the crossing.

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

Soo Yard—West lead switch.

Gladstone—East and west lead 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.

Cars 37 ft. and longer in strings, gross weight—177,000 lbs.

Cars 37 ft. and longer single, gross weight—212,000 lbs. preceded and followed by one car having gross weight not exceeding 177,000 lbs.

Cars 37 ft. and longer single, gross weight—241,000 lbs. preceded and followed by an idler having gross weight not exceeding 52,000 lbs.

Diesel units:

a) One diesel unit of 243,000 to 247,000 lbs. gross weight followed by two (2) standard freight cars of 142,000 lbs. gross weight or less, and by two (2) standard freight cars of 177,000 lbs. gross weight or less.

OR

b) One diesel unit of 243,000 to 247,000 lbs. gross weight followed by one diesel unit of 235,000 lbs. gross weight or less, followed by three (3) cars of 142,000 lbs. gross weight or less.

ELEVENTH SUBDIVN

ELEVENTH SUBDIVN 15

WESTWARD ↓	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Rule 6(A)	↑ EASTWARD
	342.7	1343	Yard	GLADSTONE 3.3	BCFKPQR TWYZ	
	339.4	1340	18	LARCH 1.5	Y	
	337.9	1338	59	NORTH ESCANABA 10.1		
	327.8			TESCH 2.7		
	325.1	1325	44	EUSTIS 14.4		
	310.7	1311	45	HERMANSVILLE 4.2	U	
	306.5	1306	93	MALACCA 8.0		
	298.5	1298	41	KREMLIN 9.0	Y	
	289.5	1290	81	PEMBINE 9.9	OPUY	
	279.6	1280	8	DUNBAR 0.8		
	278.8	1279	81	CORBETT 8.5		
	270.3	1270		GOODMAN 4.7		
	265.6	1266	44	ARMSTRONG CREEK 9.3		
	256.3	1256	52	CAVOUR 2.6		
	253.7	1254		N.B.N.R. JCT. 0.7	M	
	253.0	1253		LAONA JCT. 9.0		
	244.0	1244	Yard	ARGONNE 7.4	BJKOPRTY	
	236.6	1237	34	ATKINS 9.4		
	227.2	1227	70	STARKS 10.4		
	216.8	1217	Yard	RHINELANDER	ABFKOP QRTWYZ	

SPEED RESTRICTIONS MPH

MAXIMUM SPEED	40
MP 301.64—Over Bridge 301.64 between Malacca and Kremlin	10
MP 253.7—N.B.N.R. Jct. between absolute signals .	25
Rhineland—Highway "W" road crossing 400 ft. west of MP 218	20

83(A). TRAIN REGISTER EXCEPTIONS

Argonne—May register by register ticket when operator on duty.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Gladstone Westward Eleventh Subdivision trains originating at Gladstone enroute to the Twelfth Subdivision will obtain a clearance at Gladstone bearing notation "Twelfth Subdivision" and will not require an initial clearance at Argonne unless directed by train order to obtain clearance or train order signal is displayed.

Argonne Eastward Twelfth Subdivision trains enroute to the Eleventh Subdivision will obtain a clearance at Shawano bearing notation "Eleventh Subdivision" and will not require an initial clearance at Argonne unless directed by train order to obtain clearance or train order signal is displayed.

93. YARD LIMITS

West MP

East MP

337.09 Gladstone	345.01
296.60 Kremlin	299.63
287.98 Pembine	291.17
241.15 Argonne	245.39
243.51 Argonne (12th Subdivision)	
214.70 Rhineland	219.28

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

††Operating approach signals that do not indicate condition of track between approach signal and interlocking signal.

Location	Railroad	Signals
Hermansville-MP 310.8	C&NW	Stop Signs
Pembine-MP 289.46	E&LS	Stop Signs
††N.B.N.R. Jct.-MP 253.7	NBNR	Signals & Gates
†Rhineland-MP 216.55	C&NW	Auto. Interlocked

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Argonne East Wye	Twelfth Subdivision
Argonne West Wye	Eleventh Subdivision
Argonne South Wye (on 12th Subdivn.)	East leg of Wye

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

Gladstone—East and west lead switches.
East and west extension switches.

Rhineland—East and west lead switches.

104(G). Do not operate engine over scale on east end of loading track at "GAF" Plant Kremlin.

16 TWELFTH SUBDIVN

WESTWARD ↓	Milepost Location	Station Numbers	Siding Capacity	STATIONS	Rule 6(A)	↑ EASTWARD
			1244	Yard	ARGONNE	
	249.0	1506	18	CRANDON		
	259.9	1517	41	WOODLAWN		
	269.3	1527	26	LILY		
	282.8	1540	30	WHITE LAKE		
	296.8	1554	26	NEOPIT		
	306.6	1564	15	GRESHAM		
	312.6	1570	88	THORNTON		
	317.6	1575	40	SHAWANO	BK OPRWZ	
	331.3	1589	61	NAVARINO		
	334.8	1592		NICHOLS		
	341.1	1598	39	BLACK CREEK	AY	
	346.2	1604	46	CENTER VALLEY		
	355.8	1614	34	APPLETON	PY	
	362.2	0287	Yard	NEENAH	BCFJKP QRTWY	

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 268.9 to MP 296.3—Between Lily and Neopit	25
Shawano—Over Green Bay and 5th Street crossings, east of depot until crossings are occupied	25
MP 318.1—C&NW crossing Shawano between absolute signals	20
MP 341.04—GB&W crossing Black Creek between absolute signals	20
MP 355.2—Over Wisconsin Avenue at Appleton until crossing occupied	12
MP 356 to 356.75—Between Appleton and Neenah	20

M. 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.

83(A). TRAIN REGISTER EXCEPTIONS

Neenah—Trains operating through between the Second and Twelfth Subdivisions will register with the operator by radio.

Argonne—May register by register ticket when operator on duty.

TWELFTH SUBDIVN

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Neenah Westward Second Subdivision trains enroute to the Twelfth Subdivision, will obtain a clearance at Shops Yard bearing notation "Twelfth Subdivision" and will not require an initial clearance at Neenah.

Shawano All trains must obtain clearance.

Eastward Twelfth Subdivision trains enroute to the Eleventh Subdivision will obtain a clearance at Shawano bearing notation "Eleventh Subdivision" and will not require an initial clearance at Argonne unless directed by train order to obtain clearance or train order signal is displayed.

Westward Twelfth Subdivision trains enroute to the Second Subdivision will obtain a clearance at Shawano bearing notation "Second Subdivision" and will not require an initial clearance at Neenah.

Argonne Westward Eleventh Subdivision trains originating at Gladstone enroute to the Twelfth Subdivision will obtain a clearance at Gladstone bearing notation "Twelfth Subdivision" and will not require an initial clearance at Argonne unless directed by train order to obtain clearance or train order signal is displayed.

93. YARD LIMITS

West MP	East MP
243.51 Argonne	
241.15 Argonne (11th Subdivision)	245.39
320.00 Shawano	315.62
342.54 Black Creek	339.83
355.96 Appleton	354.89
Neenah	360.21

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
†Shawano-MP 318.1	C&NW	Interlocked
†Black Creek-MP 341.04	GB&W	Auto. Interlocked

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Argonne East Wye	Twelfth Subdivision
Argonne West Wye	Eleventh Subdivision
Argonne South Wye (on 12th Subdivn.)	East leg of Wye

608. MANUAL INTERLOCKINGS AT WHICH CONTROL OPERATOR NOT ON DUTY CONTINUOUSLY

Location	Specified Route When Control Operator Off Duty
Shawano	C&NW

NOTE: Consolidated 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:

- A. When operating over trackage of another railroad be governed by Rules, Special Instructions and Time Table of that railroad.
- 2. Employees in train, engine and yard service, train dispatchers and other employees as may be designated must, while on duty, have a railroad grade watch of 21 or more jewels equipped with lever set unless an approved wrist watch is worn.

Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.

Approved type wrist watches are:

- Rodania Quartz Railroad Approved Q9361-8213 (stainless)
- Rodania Quartz Railroad Approved Q9361-8214 (yellow)
- Seiko Quartz Railroad Approved FJ055M, HA163M and FY625M (stainless)
- Seiko Quartz Railroad Approved FJ056M, HA 164M and FY626M (yellow) (FY626 = yellow with strap)
- Pulsar Quartz Railroad Approved JG041 (stainless)
- Pulsar Quartz Railroad Approved JG038S (yellow with strap)
- Wylter Dynaquartz Railroad Approved Q1504RA (stainless)
- Wylter Dynaquartz Railroad Approved Q3504RA (yellow)
- Bulova Accutron Quartz Railroad Approved Elgin, 13/0 size, 23 jewel, B. W. Raymond model
- Ball, 13 ligne size, 21 jewels. Official R.R. Standard 1604B model
- Hamilton 505 Electric Railroad Watch
- Bulova Acutron Electric Railroad Approved

- 7(B). At wrecks, unless radio is used, one member of train crew will be assigned to give hand signals to the engine handling the wrecker. To avoid confusion and to facilitate compliance with Rule 7(B) a yellow or orange paddle by day and a yellow light by night will be used to give hand signals to the engineer in the immediate vicinity of wreck. This in no way modifies the requirements of Rule 7(B) or 12.

- 9. ReflectORIZED rigid flags of the prescribed colors are authorized for use by night.

- 11. A train or engine engaged in spraying operations, when stopped by a lighted fusee, must extinguish the fusee before passing over it.

Lighted fusees must not be thrown off a train or engine engaged in spraying operations in a manner that will cause the spray equipment to pass over it.

- 12-14-14(A). In the NOTE for Rules 12, 14 and 14 (A), "multiple main track" means double and three or more tracks.

- 12. If the green flag indicating the end of a restriction not covered by train order is absent, authority to resume normal speed may be obtained verbally from the train dispatcher who must first ascertain the safety of such permission.

- 14. If the green flag indicating the end of a restriction not covered by train order is absent, authority to resume normal speed may be obtained verbally from the train dispatcher who must first ascertain the safety of such permission.

- 18. Yard engines must display headlight during daylight hours.

19. AUTHORIZED MARKERS:

By night —
Built in markers displaying red light to the rear.

By day —
Built in markers displaying red light to the rear.

19. ADDITIONAL REQUIREMENT

In addition to the existing requirements governing the display of markers:

On cabooses so equipped, red beacon roof light must be displayed by day and by night when caboose is **on the rear of a train on the main track.**

- 21. Work equipment when run extra and not provided with white lights will display two white flags by day and by night as classification signals.

25. ADDITIONAL RULE

On engines so equipped, yellow beacon cab roof light must be displayed while engine is running, except when on tie up track.

S-83 and D-83:

In the proper application of Rules S-83 and D-83 train crews must ascertain whether all trains due, which are superior, have arrived or left.

Below are the methods by which a crew may determine the arrival or departure of a superior train:

1. By checking the train register when restricted for a regular train or when authorized by train order Form W, examples 5 and 6, to use train register to check against an extra train.
2. By receipt of a train order Form V stating that the superior train has arrived or left.
3. By visual observation of the superior train by the crew of the restricted train. It must be ascertained that the entire train has arrived.
4. By communication between crew members of the superior train and the restricted train. Such communication may be person-to-person or by phone or radio.
5. By communication between a crew member of the restricted train and the train dispatcher, either directly or through an operator.

The above procedures for ascertaining the arrival of a superior train are also applicable when a train has been restricted by train order for an opposing train (See Form S-C, examples 1, 2, 3 and 4 and Form G, example 5).

When verbal communication is used to ascertain train arrival or departure, the information conveyed must in every instance be repeated to positively insure a correct understanding.

- 83(B). Superintendent's initials are required on clearances instead of the Chief Dispatcher's initials.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Turn-around Station in CTC Territory	Rule 83(B) will not apply when so authorized by the train dispatcher.
In CTC Territory	Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.
Turn-around Station Established by Form G, Example 6 train order	Unless directed by train order to obtain clearance, Rule 83(B) will not apply.

- 85 and 85(A). Sections will not be operated on the Soo Line Railroad.

- 90. Rule 90 is revised as follows:

When a train approaches a point where it is to wait, meet another train or is restricted by Form Y train order, other crew members, if practicable, must call attention of engineer to the restriction after passing the last station, but not less than two

18 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

miles from point of restriction. Should engineer fail to act to comply with restriction, the conductor or other crew member must stop train.

After passing the last station, but not less than two miles before reaching the first switch of the station where a meeting or waiting point has been established by train order, 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 requirements of such train orders.

When radio communication is available, the engineer must advise the conductor or other crew member on the rear of the train of the explosion of torpedoes, the display of fuses and signals, per Rules 10, 11, 12, 14 and 14(A) or of the presence of a flagman ahead and any signal given or displayed by such flagman.

Conductor and engineer, when radio communication is available, must discuss any train orders picked up enroute to insure a common understanding of train order requirements, as required by Rule 214, and must discuss indications displayed by wayside detectors, such as those indicating hot boxes or other conditions that may affect the safety of the train.

91, 91(A), D-91

INSTRUCTIONS FOR SPACING OF TRAINS

The following instructions apply in Non-ABS territory. Except as affected by Instructions (1) through (7), all other Operating Rules and Special Instructions remain in effect. They do not relieve trainmen and enginemen from compliance with Rule 99.

(1) Train order signals at open offices will be used to space trains. A train may pass a train order signal indicating STOP at reduced speed to make a station stop, or to meet a train at the siding beyond the signal, providing track is seen or known to be clear. A train order signal or clearance authorizing a train to proceed does not indicate that main track within yard limits is unoccupied.

(2) Operator must not report a train as having arrived at his station unless the entire train has passed train order signal or train is in clear on siding and operator is so advised by the conductor.

(3) A train which has arrived at an open train order office must not re-enter the main track between that office and the next open office to the rear, except as authorized by train order, or when protected as prescribed by Rule 99.

(4) Operator on duty must space trains 15 minutes apart. Trains must also be spaced 15 minutes apart when moving against the current of traffic.

(5) Trains in the same direction must keep not less than 15 minutes apart, except in closing up at stations.

(6) Conductors, engineers and operators must keep train dispatcher informed as to weather conditions in order that dispatcher may direct movement of trains accordingly.

(7) During stormy and foggy weather, to the extent practicable, only one train in the same direction will be permitted to occupy main track between open train order offices. When this is not practicable, trains in the same direction will be spaced not less than 30 minutes apart leaving open train order offices.

99. FLAG PROTECTION

On all subdivisions, the prescribed distance for a crew member with flagman's signals to go back or go forward to provide flag protection will be **one mile**.

Exception: When protection against following trains is required, and the rear of a train moving in the specified direction is located within the limits specified below, the prescribed distance will be **two miles**.

FROM	TO	LOCATED BETWEEN STATION and STATION		DIRECTION
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EASTERN DIVISION

Fifth Subdivision

MP 440.7	MP 454.8	Hillcrest	Ambridge	Westward
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Sixth Subdivision

MP 330	MP 332	Chelsea	Westboro	Westward
MP 380	MP 381.8	Park Falls	Butternut	Westward
MP 384	MP 381.8	Glidden	Butternut	Eastward
MP 402	Yard Limit	Cayuga	Marengo	Westward

(excluding Yard Limits at Mellen)

MP 418	Yard Limit	Tyler Forks	Mellen	Westward
	MP 411			

Seventh Subdivision

MP 316	MP 325	Saxon	Marengo Jct.	Westward
MP 2	Yard Limit	Bergland	White Pine	Eastward
	MP 13.6			

Eighth Subdivision

MP 160	Yard Limit	Morgan	Marquette	Eastward
	MP 157			
MP 8	Yard Limit	Summit	L'Anse	Westward
	MP 16.3			

Ninth Subdivision

MP 120	MP 126	Ridge	Deerton	Westward
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Eleventh Subdivision

MP 282	MP 296	Dunbar	Kremlin	Eastward
		(excluding Yard Limits at Pembine)		

The prescribed distance of two miles will also apply when protection against opposing movements is required, and the front of a train moving in the **opposite** direction is located within the above limits.

99(A) Delete the word "junction" (See Rule 98).

103(D). MOVEMENT OVER HIGHWAY CROSSINGS

Trains or engines, with or without cars, moving 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 a sufficient time to protect the crossing or the movement is protected by a member of the crew.

104(C). DERAILS

When entering track on which hand operated derail is located at entering end, derail must be removed from track before switch is lined for movement.

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

104(H). SPRING SWITCH LOCATIONS

- * Facing point locked.
- ** Not facing point locked.
- * Malacca West end siding
- * Corbett West end siding
- ** Marquette West switch of yard

105. SIDING CAPACITY

Siding capacities are based on distance between insulated joints, allowing 150 feet for 3-unit diesel and 34 feet for caboose, and based on 50 foot car lengths, and allowance of 92 feet for each highway crossing to be cut.

In a train consisting of ore cars exclusively figure 25 foot average car length.

- 200. Train orders will be issued by the authority and over the signature of the Superintendent instead of the Chief Dispatcher.
- 202. The initials of the Superintendent will be placed directly under the last word in the body of the order instead of the Chief Dispatcher's initials.
- 209. Reference to signature of the Chief Dispatcher is changed to signature of the Superintendent.
- 211. Train orders may be duplicated mechanically at all stations subject to the following:

Necessary additional copies of the order will be made by duplicating machine from the original master copy until the order is annulled. When the order is annulled, the master copy will be used to comply with the requirements of Form L (annulling) train orders.

Copies must be legible and without omission and will be delivered to those addressed along with other necessary train orders and clearance in accordance with Rules 213 and 219. Operator will not be required to repeat to the train dispatcher when additional copies of the train order are made, but is responsible to know that all duplicated copies are clearly legible and without omission and must initial each copy of the order 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 order 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 train order reproduction purposes. Additional copies of existing train orders or any new orders will then be made in accordance with Rule 211.

- 213. When a train has more than one engine in service, or, when an engine is added between terminals, a copy of all train orders and clearances affecting their movement must be furnished to each engineer and conductor.
A copy of all train orders and clearances will be furnished the snow plow operator on all trains in snow plow service.
- 219. Superintendent's initials are required on clearances instead of the Chief Dispatcher's initials.
Train orders must be listed on clearance in the following sequence:
Previous date orders numerically,
Current date orders numerically,
Slow orders numerically.
Operators will show temperature on upper left hand corner of clearance.

221. REFLECTORIZED "C"

Where color light train order signal is in use, absence of light must be regarded as the most restrictive indication that can be displayed by that signal, except where train order signals are equipped with reflectORIZED "C", which must be displayed only when office is closed. Under such conditions, requirement that train obtain clearance on train order signal will not apply.

NOTE: ReflectORIZED "C" applies only when train order signal does not display an indication.

- 224. Authorized abbreviations include the initials for signature of the Superintendent.

FORM "Y" TRAIN ORDER

The speed restriction specified in a Form "Y" Train Order applies only during the hours specified in the order.

FORM "Z" RELIEF OF FLAG PROTECTION.

The following example (2) may be used as herein provided:

(2) After 7:01 a.m. Eastward extra trains between H and B except Extra 77 east wait at H until 4:10 p.m.

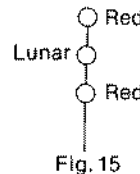
This example may be used when it is desired to begin relief of protecting against following extra trains after a specified time.

Rule 240B. REVISED

The name for Rule 240B (Stop and Proceed) as shown in the Consolidated Code of Operating Rules is changed to "Restricted Proceed".

The indication for Rule 240B as shown in the Consolidated Code of Operating Rules is changed to "Proceed at restricted speed and prepared to stop in one-half the range of vision".

240N. ADDITIONAL ASPECT



This aspect is added as Figure 15 to the aspects shown for Rule 240N.

Fig. 15

240N. QUALIFIED

Figure 2 or Figure 15 aspect will be used when movement is for the diverging route.

- 240W. Slow orders at the beginning of a subdivision or line will be designated by both the Speed Sign and the Restricting Sign on one post.

When a Speed Sign and a Restricting Sign are mounted on the same post, train will proceed at speed indicated by that sign.

Exception:

When speed is to be increased within a speed restriction limit (but not to normal speed), the Speed Sign and the Restricting Sign may be mounted on the same post to indicate that train may proceed at that speed when the entire train has passed the Speed Sign and the Restricting Sign.

- 240W. At certain railroad and road crossings shown under Speed Restrictions normal speed may be resumed after the crossing is occupied. The indication for the Resume Speed Sign is modified accordingly at these locations.

- 244. Control operators will not provide verbal information to train or engine crews concerning the position of control machine signal levers other than as specifically provided for in the rules.

Control operators will not inform train or engine crews that signals are lined in advance of their movement.

- 268. Controlled sidings may be entered at hand operated switches which are not protected by signals without authority from control operator. All movements on controlled sidings are governed by Rule 105.

NOTE: At Neenah, trains or engines must obtain authority from the control operator.

- 269-275-613. In CTC territory when an automatic interlocking absolute signal displays stop, first comply with Rule 269. If a signal indication to proceed is not received, comply with Rule 613 and Rule 275 before proceeding.

- 269. Within yard limits, a train or engine may be permitted to enter an occupied block as follows when the control operator knows that all other movements within the block are proceeding at restricted speed: "Block is occupied. Proceed at restricted speed to the next signal."

20 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

271 and 271(A). Track and time will not be issued to Maintenance of Way employees or equipment.

271. Control operator may authorize track and time limits by adding to the form in Rule 271 — "Clearing Extra (number) (East) (West)" — as applicable, but not until receiving conductor advises the control operator that the train to be cleared has passed.

275. The third paragraph of Rule 275 will not apply.

275. LOCATION OF DUAL CONTROL SWITCHES

Schiller Park	(Jct. 20) MP 19.83
McKinley	East Switch of two Main Tracks
Wheeling	West Switch of two Main Tracks
Leithton	Both Ends of Siding
Lake Villa	Both Ends of Siding
Silver Lake	Both Ends of Siding
Burlington	Both Ends of Siding
Vernon	Both Ends of Siding
Waukesha	Both Ends of Siding
Duplainville	Both Ends of Siding
Rugby Jct.	Both Ends of Siding
Slinger	Both Ends of Siding
Marsh	Both Ends of Siding
Byron	Both Ends of Siding
Valley Siding	Both Ends of Siding
Shops Yard	East Switch of Yard Lead
Shops Yard	West Switch of Yard Lead
Oshkosh	Both Ends of Siding
Winnebago	Both Ends of Siding
Neenah	Both Ends of Siding
Anton	Both Ends of Siding
Weyauwega	Both Ends of Siding
Nelsons	Both Ends of Siding
Stevens Point	East Switch of A-1 Track
Stevens Point	East Switch of A-2 Track
Stevens Point	West Switch of South 1 Track
Junction City	Both Ends of Siding
Auburndale	Both Ends of Siding
Marshfield	Both Ends of Siding
Spencer	Both Ends of Siding
Spencer	Sixth Subdivision Junction Switch
Owen	Both Ends of Siding
Owen	Fifth Subdivision Junction Switch
Thorp	Both Ends of Siding
Cadott	Both Ends of Siding
C.F. Yard	East Switch of Yard

280. LOCATION OF ELECTRIC LOCKS

First Subdivision

Des Plaines	Both Ends of Siding
Des Plaines	Fred Post Spur
Wheeling	Hintz Road Crossover between Tracks 1 & 2 — both Switches
Prairie View	Both Ends of Siding
Mundelein	Both Ends of Siding
Grays Lake	Both Ends of Siding
Antioch	Both Ends of Siding
Midway	Both Ends of Siding
Waukesha	Amron Spur
Sussex	Both Ends of 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 Siding
Lomira	East End of House Track
Byron	CalCan Spur
Byron	Both Ends of House Track
Fond du Lac	C&NW Transfer Switch

Second Subdivision

Van Dyne	Both Ends of Siding
Winnebago (MP 177.7)	West End of Spur
Neenah	Dixie Spur
Neenah (MP 189.7)	Warehouse Specialists Spur
Wauapaca	Both Ends of Siding
Custer	Both Ends of House Track
Custer	Mengeis Gravel Pit Spur
Stockton	Both Ends of Siding

Third Subdivision

Spencer	East End of Old Ashland Main
Spencer	West End of West Leg of Wye
Riplinger	Both Ends of Siding
Owen	Both Ends of House Track
Owen	East End of Crossover to Superior Main Track
Owen	West Leg of Wye
Thorp	Blue Moon Cheese Track
Stanley	Both Ends of Siding

613. At automatic interlockings where push buttons are provided on signals to enable a return movement to be made over the crossing while switching, trainmen will unlock box and press button. If signal does not clear comply with Rule 613.

655. Base and Wayside Radio Stations — Eastern Division

Station	Location:	M.P.	Channel	Period of Operation	Control Point
Schiller Park		17.0	2, 3	Continuous	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
Duplainville		102.6	3	Continuous	Duplainville
#Byron		144.5	3	Continuous	Stevens Point
Shops Yard		158.4	1, 2, 3	Continuous	Shops Yard
Oshkosh		173.56	1	Irregular	Oshkosh Bdg.
#Neenah		186.4	1, 2	Continuous	Stevens Point & Neenah
#Sheridan		227.4	1	Continuous	Stevens Point
Stevens Point		249.2	1, 2	Continuous	Stevens Point
*Sherry		267.7	1	Continuous	Stevens Point
Marshfield		281.1	1, 2	Continuous	Marshfield
*Owen		308.8	1	Continuous	Stevens Point & Owen
*C. F. Yard		352.2	1	Continuous	Stevens Point & C. F. Yard
*Ladysmith		129.8(4th) 353.3(5th)	1	Continuous	Stevens Point & Ladysmith
*Stone Lake		389.4	1	Continuous	Stevens Point
*Solon Springs		429.1	1	Continuous	Stevens Point
*Superior		282.2(Cent.) 459.0(East)	1	Continuous	Stevens Point & Superior
Manitowoc		44.2	1, 2	Irregular	Manitowoc
*Prentice		345.6(6th) 170.7(4th)	1	Continuous	Stevens Point & Prentice
Rhineland		216.8	1, 2	Irregular	Rhineland
Gladstone		342.7	1	Continuous	Gladstone
Marquette		154.5	1	Irregular	Marquette

Note: * — Use "Disp 1" call to contact dispatcher
— Use "Disp 2" call to contact dispatcher

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

710. Trains authorized to carry revenue passengers:

All trains, except work extras, between Rhineland and Sault St. Marie and between Argonne and Neenah.

Note: No more passengers need be accommodated than adequate seating is available for in the caboose.

Employees may be carried in the caboose of freight trains upon authority from Superintendent's office, but only to and from stations where such trains are required to stop. The number of persons must be limited so as not to interfere with crew carrying out their duties.

727. When it becomes known that a train or engine has started a fire on or near the right-of-way, train or engine must be stopped, and members of the crew must make every reasonable effort to extinguish fire, whether or not track behind the train is being patrolled. Stop must be made at a location where fire will not damage engine or cars.

When a train or engine starts more than one fire during a trip, after fire has been extinguished, train or engine will proceed only to the next location where communication is available. The main track must be cleared, if practicable, and all engine units must be placed in idle. Conductor or engineer must communicate with train dispatchers, report the circumstances, and be governed by instructions received.

729. Employees governed by the Consolidated Code of Operating Rules must have Soo Line Form 1070, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

805(D). 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 caboose 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.

805(D). Soo Line work equipment and supply cars bearing prefix 'X' or 'W' must be located on the rear of the train handling, except—

1. Wreckers and wrecker equipment stationed at Schiller Park, Stevens Point, Shoreham and Harvey may be located anywhere in the train.
2. Wreckers and wrecker equipment stationed at Superior may be handled on the head end of train, provided total train consist does not exceed 30 cars.
3. Russell plows, Jordan spreaders and dozer equipment may be handled on head end when in service.
4. Wheel cars, X-626, X-628, W-1152, W-1153, X-1759, W-1760, X-1761 and X-1762 may be located anywhere in the train.
5. Ballast Cars X644, X645, X646, X647, and X648 may be located anywhere in the train.
6. Tank cars X613, X614, X615, X629, X630, X631, X632, X633, X634, X649, and X650 may be located anywhere in the train.
7. CWR threader car X-652 may be located anywhere in the train.

805(E). Poles loaded on flat cars must move within the head 40 cars of trains and must not be moved in certain trains as designated by local instructions.

806. Occupied outfit cars standing on any track will display a yellow signal at each end of the cars.

814. The following paragraph is added to Rule 814:

When trains are left standing unattended on a grade, a sufficient number of hand brakes must be applied to the cars in addition to the locomotive so that cars will not move should the locomotive brakes be released or the locomotive detached.

900. Caboose must be locked and windows closed at all times when they are not occupied.

904. Locomotives or cars must not be handled in trains when a wheel has a flat spot in excess of two and one-half inches, or there are two or more adjoining flat spots each two inches or more in length on a wheel. When equipment as described above is found, the train must be stopped immediately and the dispatcher notified. Be governed by instructions issued by the train dispatcher.

904. 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.

957. Signature of person to whom line-up is delivered is not required.

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

Necessary additional copies of the line-up will be made by duplicating machine from the original master copy.

Copies must be legible and without omission. Operator 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 made in accordance with Rule 957.

TRAIN DEFECT DETECTORS

Location	Type	Read Out
FIRST SUBDIVISION		
MP 54.10 Antioch	Hot Box Drag. Equip.	Recorder in Dispatchers Office Alarm light on site
MP 78.70 Honey Creek	Hot Box Drag. Equip.	Monitor Display Board
MP 131.2 Allenton	Hot Box Drag Equip. Hot Wheel	Radio Talker
SECOND SUBDIVISION		
MP 216.48 between Weyauwega & Waupaca	Hot Box	Recorder in Dispatchers Office
THIRD SUBDIVISION		
MP 250.38 Stevens Point	Wheel Checker Drag. Equip.	Monitor Display Board
MP 277.00 Hewitt	Hot Box	Recorder in Dispatchers Office
MP 303.55 Atwood	Hot Box	Monitor Display Board

TRAIN DEFECT DETECTORS

Location	Type	Read Out
FIFTH SUBDIVISION		
MP 336.00 between Gilman and Sheldon	Hot Box Drag. Equip. Hot Wheel	Monitor Display Board
MP 424.00 between Gordon and Solon Springs	Hot Box	Monitor Display Board
MP 281.85 Stinson Yard (Central Divn)	Wheel Checker Drag. Equip.	Monitor Display Board
ELEVENTH SUBDIVISION		
MP 341.86 Gladstone	Wheel Checker Drag. Equip.	Monitor Display Board

HOT BOX DETECTORS — RECORDER TYPE

Hot Box 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.

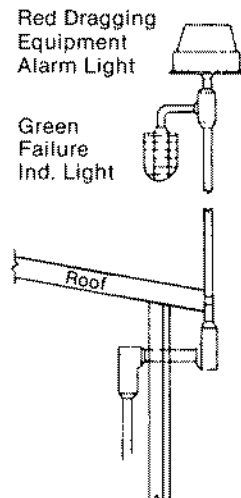
DRAGGING EQUIPMENT DETECTOR ON-SITE ALARM LIGHT TYPE

Dragging Equipment Detector with alarm light governs train and engine movements as follows:

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

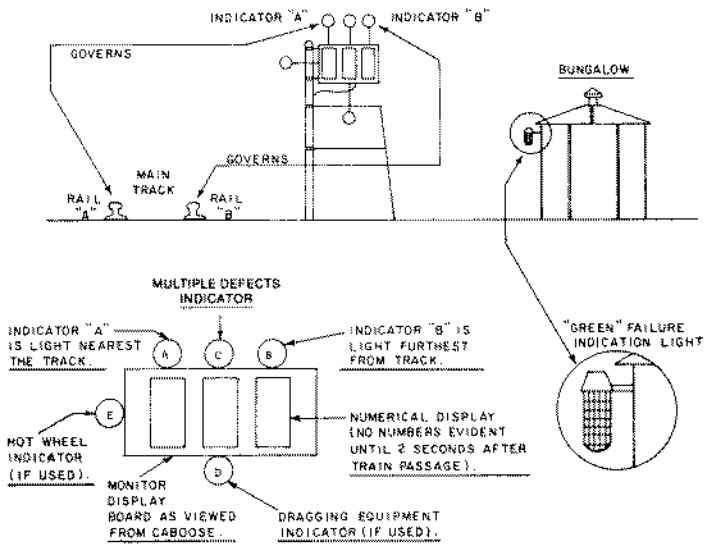
The green light indicates that the dragging equipment detector is functioning normally. If the green light is not lit, unless otherwise provided, dispatcher must be notified.

Operation of the oscillating red light means that the train or engine has dragging equipment and stop must be made immediately, dispatcher notified by radio and furnished all details after making inspection.



DETECTORS WITH MONITOR DISPLAY BOARD

The Monitor Display Board apparatus governs train and engine movements as follows:



The Green Failure Indication light must be lighted and observed prior to and after passage. Should the light go out or be extinguished notify the dispatcher.

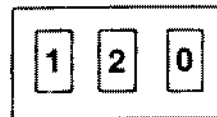
The display board indicating a condition of the train or engine is visible after the movement has passed. When a defect is detected a radio will transmit an intermittent tone for 5 seconds to alert the crew to the defect. After passing the Monitor Display Board, crew members must look back to determine applicable information.

Refer to the Train Defect Detector List or General Orders to determine the exact type of defect detector (Hot Box, Wheel Checker, Dragging Equipment, Hot Wheel) in service at each location.

Refer to the "Defect Inspection Procedures" Section to determine how to inspect for the particular type of defect detected at each location.

IMPORTANT

If defect is not located at the indicated axle, inspect two cars on both sides of the indicated axle location to preclude errors in counting axles.



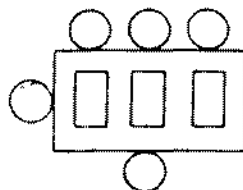
Number shown on numerical display board is the number of axles from the rear of the train where the first defect occurred.

Example:

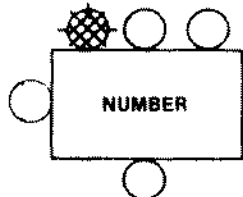
- 117 = rear axle of 30th rear car
- 118 = 2nd axle from rear of 30th rear car
- 119 = 3rd axle from rear of 30th rear car
- 120 = 4th axle from rear of 30th rear car
- 121 = rear axle of 31st rear car

Allowance should be made for any six axle cars in train.

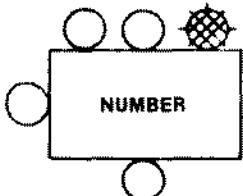
EXPLANATION OF VARIOUS COMBINATIONS OF DEFECT INDICATIONS



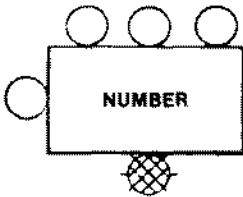
No lights on and all zero display:
No defects detected on train.



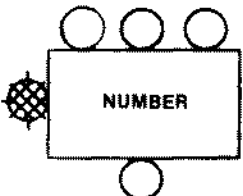
One indicator light flashing on:
Inspect for defect on specified side at the indicated axle location.



One indicator light flashing on:
Inspect for defect on specified side at the indicated axle location.

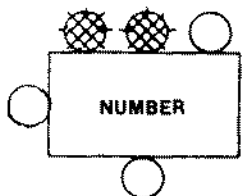


Dragging Equipment Indicator Light Flashing On: (if applicable) Inspect for dragging equipment at the indicated axle location.



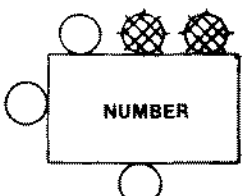
Hot Wheel Indicator Light Flashing On: (if applicable) inspect both sides for hot wheel at the indicated axle location.

MULTIPLE DEFECT COMBINATIONS



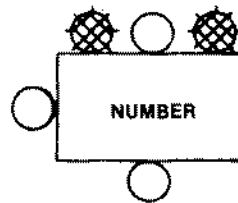
One indicator light flashing on and Multiple Defects light flashing on:

1. Inspect for first defect on specified side at the indicated axle location.
2. Inspect for additional defects on same side of all cars from the indicated axle location to the rear of the train.



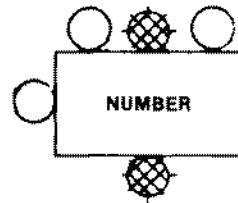
One indicator light flashing on and Multiple Defects light flashing on:

1. Inspect for first defect on specified side at the indicated axle location.
2. Inspect for additional defects on same side on all cars from the indicated axle location to the rear of the train.



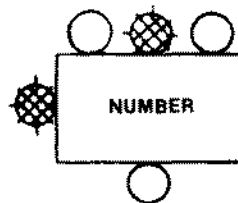
Both indicator lights flashing on:

1. Inspect for one defect on each side of train. First defect should be found at the indicated axle location (either side) from the rear of the train.
2. Inspect for one additional defect on the opposite side of the train on all cars from the indicated axle location to the rear of the train.



Dragging Equipment Indicator light flashing on (if applicable) and Multiple Defects light flashing on:

1. Inspect for dragging equipment at the indicated axle location.
2. Inspect for additional dragging equipment on all cars from the indicated axle location to the rear of the train.



Hot Wheel Indicator light flashing on (if applicable) and Multiple Defects light flashing on:

1. Inspect both sides of the train for the first hot wheel at the indicated axle location.
2. Inspect for additional hot wheels on both sides of the train on all cars from the indicated axle location to the rear of the train.

There are numerous other combinations of multiple defects. In case of any combination of multiple defects indications not covered here, be governed by the following general guideline:

1. Inspect for first defect on indicated side or sides at indicated axle location
2. Inspect all cars on indicated side or sides from the indicated axle location to rear of train for additional defects.

Note:

1. Monitor Display Board at locations not equipped with dragging equipment detector will not have dragging equipment indicator light below the numerical display.
2. Monitor Display Board at locations not equipped with hot wheel detectors will not have hot wheel indicator light on end of numerical display.
3. Upon receiving any indication of a hot box, dragging equipment, hot wheel or wheel defect, stop must be made immediately, dispatcher notified and inspection made.
4. At Monitor Display Board locations enginemen must alert crew members on rear of train when approaching detector site.

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 boxes, 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.

Examples of Radio Messages	Train Crew Response
1. Soo Line (location) Detector Operating	Proceed
2. Soo Line (location) Detector Not Working	Notify Dispatcher at First Opportunity of Non-working Detector and Continue Moving, Watching Train Closely
3. Hot Box Southside Axle 123	Stop Train For Inspection at Indicated Axle
4. Warm Box Northside Axle 176	Watch Car Closely
5. Sticking Brakes Near Axle 175	Stop Train For Inspection Near Indicated Axle
6. Dragging Equipment Near Axle 123	Stop Train For Inspection Near Indicted Axle
7. Soo Line (location) Detector No Defects	Proceed

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. Warm Box
3. Sticking Brakes
4. Dragging Equipment

Each message is repeated twice.

The axle count given is from the rear of the train. Start with the very last axle on the rear car 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.

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.

DEFECT INSPECTION PROCEDURES

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: Sufficient oil in journal box, sufficient oil on pad, thinning or separation of oil on end of axle. In the event the journal still does not appear to be hot, carefully test for the presence of heat with the bare hand. 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: Carefully place the bare hand on the adapter and if the hand cannot be held on the adapter and the bearing is noticeably warmer than the other bearings, the bearing in question is considered to be overheated. 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 Chief Dispatcher notified immediately.

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 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. If upon inspection the wheels do not appear to be hot, carefully test for the presence of heat with the bare hand. Advise the train dispatcher all details after making inspection.

WHEEL DEFECT INSPECTION (at wheel checker sites)

When inspecting wheels on a wheel defect indication, look for broken flange, thin flange, broken rim, loose wheel, flat spots, wheels with metal build-up, extra long brake shoe keys, brake rigging down or dragging equipment. To determine if a wheel is loose examine it for the following:

1. Excessive spacing between wheel flange and rail.
2. Heavy cuttings on the wheel flange.
3. Particles of metal on the inside of the wheel seat or axle.
5. A shiny area on the axle near the wheel.
6. Oil seepage around the wheel seat and axle.

After inspection has been made, advise the train dispatcher the initial and number of the car or cars inspected, advise the result of the inspection, and be governed by instructions from the train dispatcher.

When instructed to set out a car with a loose wheel, broken flange or broken rim, do not exceed 5 MPH while handling the car and watch it closely so that a prompt stop can be made if the car derails.

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

1. Location of detector
2. Car Initial
3. Car Number
4. Indicator lights displayed (A, B, C, D, E)
5. Number appearing on Display Board
6. Count from head end of train
7. Count from rear of train
8. Wheel number
9. Side (North or South)
10. Findings after stop and inspection

CLEARANCE RESTRICTIONS

Soo X635 Flat which is the "Leads" car for Crane No. 258054 — "Pile Driver" Outfit will not clear the following overhead bridges, and movement under these bridges is prohibited:

Bridge A-434.56 - Ashland

Bridge H-43-B - Manitowoc

In addition, this car will not clear the overhead obstruction of an engine house door, roundhouse door or shop building door and movement into these buildings is prohibited when loaded with "Leads" in their normal traveling position.

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

25

SPEED RESTRICTIONS

ALL SUBDIVISIONS	MPH All Trains
Through all switches, except where another speed is prescribed:	
Dual Control switches and spring switches	20
Other siding switches	15
All other switches and crossovers	10
Trains handling ore cars loaded or empty	30
Trains handling scale test cars except Soo Line X-870	25
Locomotives with friction bearings when handled dead in a train	25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, derricks, pile drivers, cranes, etc., except wreckers	25
<p>(Note: Locomotive cranes 258054 and DS-823—speed shown applies only when boom end is trailing. Boom car must be behind crane. When lined up otherwise, handle only on separate instructions)</p> <p>Except: On Eau Claire, Nekoosa, and Manitowoc lines, all pivoting machines</p>	
	10
WRECKERS	*Freight Train Speed
<p>Diesel & Steam Wreckers with boom end trailing and boom car behind.</p> <p>*Unless slower speed required as directed by wrecker foreman. Conductor will confer with wrecker foreman to determine speed desired.</p> <p>W-3 must not be run over Vaughn Ave. Bridge at Ashland, nor Bridges B-443A or B-443C at Bessemer, nor over the Manitowoc and Nekoosa Lines, nor over Power Canal at Sault Ste. Marie, and must be operated at slow speed over Bridge 124.96 at Au Train and Bridge A-16.35 between Trout Lake and Moran.</p>	

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Location	Station Number	Switch at	Milepost Location
First Subdivision:			
Orchard Place	0453	East end	20.2
Spur 21 (2 tracks)	0452	East end	20.56
		West end	21.14
Kelly Springfield	0449	West end	24.46
Spur 26	0447	East end	26
Aptakasic	0440	East end	33.2
North Shore Gas. Co. Spur	0431	West end	42.2
SCM Spur	0430	West end	42.7
Lake Beulah	0390	East end	82.7
M. of E.T. R.R. Conn.			
Mukwonago	0388	East end	85.5
Big Buck	0372	East end	101.7
Pipkorn Spur	0371	West end	102.0
Spur 105	0367	Both ends	105.5
Spur 126	0346	East end	126.2
Kindt Spur (Spur 145)	0328	West end	144.8
Calcan Spur	0327	West end	145.3
Second Subdivision:			
Readfield (spur)	0269	East end	204.0
County Hospital	0259	West end	214.4

Location	Station Number	Switch at	Milepost Location
Third Subdivision:			
Berg Spur (2 spurs)	0189	West end	283.7
		East End	284.0
Trindal Spur	0155	West end	311.0
Home Park	0118	East end	348.7
Nekoosa Line:			
Spur N-283	0802	East end	2.4
Eau Claire Line:			
Spur F-359	0608	West end	359.0
Fifth Subdivision:			
Donald	3326	East end	335.1
Flom	3352	East end	360.7
Mosinee Spur	3409	East end	418.3
Sunnyside	3444	East end	452.7
Sixth Subdivision:			
Midland Spur	3004	West end	293.5
Bessemer Line:			
Winters Oil Spur	3228	East end	439.7
Eighth Subdivision:			
Village Spur	2716	East end	15.5
Mead Spur	2715	East end	15.1
Spur D-14	2714	East end	14.6
Spur D-5	2706	East end	5.7
Imperial Mine Spur	2418	East end	194.2
Peshekee Spur	2422	East end	189.5
Dishneau	2423	Both ends	188.6
Mesabi Blasting Spur	2428	West end	183.7
Spur 181	2431	East end	181.3
Viking Spur	2437	East end	175.0
Eagle Mills Spur	2449	West end	162.1
Hogan Ore Yard	2446	Both ends	164.7
Empire Mine	2956	East end	4.75
Ninth Subdivision:			
Varvil Spur	2463	West end	148.7
Forrest Center	2504	East end	108.1
Spur 97	2515	West end	97.3
Spur 88	2524	West end	87.9
Spur 81	2530	West end	81.7
Spur 80	2531	West end	80.4
Ozark	2620	West end	23.1
Tenth Subdivision:			
Fletcher's Spur	1479	West end	479.2
Kincheloe	1477	East end	476.2
Fibre	1464	East end	464.0
Connors Spur 423	1423	West end	423.4
Pike Lake	1411	West end	411.2
Kipling	1345	Both ends	344.8
Eleventh Subdivision:			
Groos	1339	East end	339.0
Spur 250	1250	West end	250.1
Spur 231	1232	East end	231.7
N.B.N.R. Jct.	1254	Both ends	253.7
Twelfth Subdivision:			
Freeman's	1524	Both ends	265.8
Hollister	1532	Both ends	275.1
Mackville	1608	Both ends	350.4
Golpers Spur	1610	East end	352.1
Spur 357	1615	West end	356.9
Sturm's Spur	1616	West end	358.2
Northern Contractors Spur	1617	West end	358.5

**ROSTER OF LOCOMOTIVES
Soo Line Railroad Company**

Eng. No.	Model	Unit HP	Weights	Comments
MNS 30-35	SW-1200	1,200	247,100	
321-328	SW-1200	1,200	247,180	
2111-2115	SW-9	1,200	247,100	
2117-2119	SW-9	1,200	247,100	(Units MU to each other only)
2120-2127	SW-1200	1,200	247,180	
MNS 36-37	Sw-1500	1,500	247,100	
500A, 502A	FP-7	1,500	257,200	
2201A	F-7	1,500	231,180	
2500A	FP-7	1,500	256,980	
375-378	GP-7	1,500	245,600	
381-383	GP-7	1,500	245,600	
400-405	GP-9	1,750	246,340	
408-412, 414	GP-9	1,750	246,340	(411 has low nose)
550-558	GP-9	1,750	241,540	
2550-2556	GP-9	1,750	241,540	(2554 has low nose)
2400-2413	GP-9	1,750	246,340	(2403 & 2411 have low nose)
*2381	SD-9	1,750	296,600	
700-713	GP-30	2,250	255,480	
715-721	GP-30	2,250	255,480	
*MNS 40-41	SD-39	2,300	368,500	
722-724	GP-35	2,500	262,480	
726-731	GP-35	2,500	262,480	
732-735	GP-40	3,000	263,840	
*737-756	SD-40	3,000	367,500	
*757-765	SD-40-2	3,000	367,500	
*767-781	SD-40-2	3,000	367,500	
*783-789	SD-40-2	3,000	367,500	
*801-804	U30-C	3,000	365,000	
*807-809	U30-C	3,000	365,000	
4400-4407	GP-38-2	2,000	267,000	
4409-4429	GP-30-2	2,000	267,000	
4431-4452	GP-30-2	2,000	267,000	
*6601-6604	SD-40-2	3,000	367,500	
*6606-6613	SD-40-2	3,000	367,500	
*6614-6616	SD-40-2	3,000	390,000	
*6617	SD-40-2	3,000	379,000	

*Six-axle, six motor units

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 6000 horsepower may be used to push trains. If pusher consist exceeds 6000 horsepower, the excess units must be isolated.
- 4) Not more than 12 powered axles may be used to push trains. If pusher consist exceeds 12 powered axles, the excess units must be isolated.
- 5) If it becomes necessary to isolate a unit, the one furthest from the train must be isolated.
- 6) 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.

7) When locomotives not equipped with coupler alignment devices are used in the pusher consist, they must be at least the second unit behind the caboose. However, if the pusher consist is only one unit, this restriction does not apply.

8) If the pusher consist exceeds 3000 horsepower, trainmen on the rear of trains may ride the pusher consist, and the train will be stopped at the summit so trainmen may transfer to the caboose.

SPEED RECORDERS

All road locomotives used as controlling units must be equipped with a speed recorder.

The engineer is required to check the accuracy of such recorders as soon as possible after departure from the initial terminal. The speed recorder must be accurate within plus or minus three (3) MPH at speeds of ten (10) to thirty (30) MPH, and accurate within plus or minus five (5) MPH at speeds above thirty (30) MPH. The Mile Posts will be used for this speed check through the use of a regulation watch and the time distance calculations as shown on the prescribed timetable.

**LOCOMOTIVE RATING IN TONS OF 2,000
POUNDS BETWEEN ENGINE AND CABOOSE
FIRST THROUGH SIXTH SUBDIVISIONS**

		HORSEPOWER					
		SD40 U30C 3000	GP40 3000	2250 2400	GP38 2000	1750	1500
From	To						
Ladysmith	Rhineland	4600	3795	3450	2953	2700	2300
C.F. Yard	Boyd	3400	2805	2550	2182	1825	1700
Boyd	Owen	3600	2970	2700	2311	2100	1800
Ladysmith	Owen-Spencer	6800	5610	5100	4365	3950	3400
Spencer	Stevens Point	7000	5775	5250	4494	4200	3500
Stevens Point	Weyauwega	5600	4620	4800	3595	3250	2800
Weyauwega	Neenah	4800	3960	3600	3081	2800	2400
Neenah	Shops Yard	6600	5445	4950	4237	3550	3300
Shops Yard	Bryon	2900	2390	2175	1861	1675	1450
Byron	Honey Creek	4400	3630	3300	2824	2550	2200
Honey Creek	Lake Villa	5000	4125	3750	3210	3300	2500
Lake Villa	Schiller Park	6000	4950	4500	3852	3500	3000
Rugby Jct.	Milwaukee	7200	5940	5400	4622	4200	3600
Neenah	Manitowoc	4900	4040	3675	3145	2850	2450
Superior	Hillcrest	3250	2530	2300	2086	1900	1625
Hillcrest	Ladysmith	6600	5445	4950	4237	3850	3300
Ashland	Morse	2900	2390	2175	1861	1675	1450
Morse	Prentice	4300	3550	3225	2760	2500	2150
Prentice	Chelsea	4600	3795	3450	2953	2675	2300
Chelsea	Spencer	5600	4620	4200	3595	3250	2800
Mellen	Hoyt	3000	2475	2250	1926	1750	1500
Hoyt	Bessemer	6800	5610	5100	4365	3950	3400
Marshfield	Nekoosa	7800	6435	5850	5007	4500	3900
Eau Claire	C.F. Yard	5300	4370	3975	3402	3075	2650

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

FIRST THROUGH SIXTH SUBDIVISIONS

WESTWARD		HORSEPOWER					
		SD40 U30C 3000	GP40 3000	2250 2400 2500	GP38 2000	1750	1500
From	To						
Schiller Park	Rugby Jct.	4200	3465	3150	2696	2350	2100
Milwaukee	Rugby Jct.	3300	2720	2475	2118	2000	1650
Rugby Jct.	Shops Yard	3600	2970	2700	2311	2100	1800
Shops Yard	Neenah	4800	3960	3600	3081	2800	2400
Neenah	Anton	4200	3465	3150	2696	2450	2100
Anton	Stevens Point	5500	4535	4125	3531	3200	2750
Stevens Point	Marshfield	3800	3135	2850	2439	2200	1900
Marshfield	C.F. Yard	4000	3300	3000	2568	2350	2000
Rhineland	Brantwood	4700	3875	3525	3017	2750	2350
Brantwood	Ladysmith	7000	5775	5250	4494	4100	3500
Manitowoc	Alverno	2500	3050	2775	1605	1350	1250
Alverno	Neenah	3600	3630	3300	2311	2000	1800
Owen	Superior	5000	4125	3750	3210	2900	2500
Spencer	Morse	4000	3300	3000	2568	2350	2000
Hoyt	Morse-Ashland	7500	6185	5625	4815	4400	3750
Bessemer	Hoyt	4600	3795	3450	2953	2650	2300
Nekoosa	Wisc. Rapids	3500	2885	2625	2247	2000	1750
Wisc. Rapids	Marshfield	4300	3545	3225	2760	2500	2150
C.F. Yard	Eau Claire	3200	2640	2400	2054	1875	1600

SEVENTH, EIGHTH AND NINTH SUBDIVISIONS

EASTWARD		HORSEPOWER					
		SD40 U30C 3000	GP40 3000	2250 2400 2500	GP38 2000	1750	1500
From	To						
Marengo Jct.	Thomaston	3700	3050	2775	2375	2050	1850
Thomaston	Bergland	5600	4620	4200	3595	3200	2800
Bergland	White Pine	4600	3795	3450	2953	2550	2300
Nestoria	Champion	6900	5690	5175	4429	3725	3450
Champion	Ishpeming	7300	5965	5425	4686	3950	3650
Ishpeming	Negaunee	4400	3630	3300	2824	2450	2200
Negaunee	Marquette	8000	6600	6000	5136	4400	4000
Marquette	Siding 145	8000	6600	6000	5136	4400	4000
Siding 145	Ridge	3500	2885	2625	2247	1950	1750
Ridge	Shingleton	4350	3590	3265	2792	2450	2175
Shingleton	Raco Jct.	9000	7425	6750	5778	5000	4500
Raco Jct.	Trout Lake	5600	4620	4200	3595	3200	2800
Trout Lake	St. Ignace	7900	6515	5925	5071	4400	3950
Baraga	L'Anse	3000	2475	2250	1926	1800	1500
L'Anse	Summit	900	795	725	700	577	450
Summit	Nestoria	5400	4455	4050	3000	2700	2182

WESTWARD		HORSEPOWER					
		SD40 U30C 3000	GP40 3000	2250 2400 2500	GP38 2000	1750	1500
From	To						
St. Ignace	Trout Lake	3700	3050	2775	2375	2050	1850
Trout Lake	Raco Jct.	5600	4620	4200	3595	3200	2800
Raco Jct.	Wetmore	7000	5775	5250	4494	3800	3500
Wetmore	Au Train	4600	3795	3450	2953	2600	2300
Au Train	Marquette	3700	3050	2775	2375	2050	1850
Marquette	Morgan	1500	970	880	963	850	750
Morgan	Negaunee	2800	2310	2100	1797	1600	1400
Negaunee	Ishpeming	3000	2475	2250	1926	1700	1500
Ishpeming	Nestoria	3700	3050	2775	2375	2050	1850
Bergland	Marengo Jct.	6200	5115	4650	3980	3500	3100
White Pine	Bergland	2300	1895	1725	1476	1300	1150
Nestoria	Summit	3600	2970	2700	2311	2100	1800
Summit	Baraga	5400	4455	4050	3466	3000	2700

TENTH, ELEVENTH AND TWELFTH SUBDIVISIONS

WESTWARD		HORSEPOWER					
		SD40 U30C 3000	GP40 3000	2250 2400 2500	GP38 2000	1750	1500
From	To						
Argonne	White Lake	7000	5775	5250	4494	4100	3500
White Lake	Shawano	9100	7505	6825	5842	5350	4550
Shawano	Center Valley	6400	5280	4800	4108	3700	3200
Center Valley	Neenah	11400	9405	8550	7318	6800	5700
Soo Yard	Pike Lake	5500	4535	4125	3531	3200	2750
Pike Lake	Manistique	8000	6600	6000	5136	4750	4000
Manistique	Ensign	5300	4370	3975	3402	3100	2650
Ensign	Gladstone	7600	6270	5700	4879	4500	3800
Gladstone	No. Escanaba	5100	4205	3825	3274	3000	2550
No. Escanaba	Eustis	4200	3465	3150	2696	2450	2100
Eustis	Kremlin	5100	4205	3825	3274	3000	2550
Kremlin	Goodman	3900	3215	2925	2503	2300	1950
Goodman	Argonne	4250	3490	3175	2728	2500	2125
Argonne	Rhineland	5600	4620	4200	3595	3250	2800

EASTWARD		HORSEPOWER					
		SD40 U30C 3000	GP40 3000	2250 2400 2500	GP38 2000	1750	1500
From	To						
Rhineland	Starks	5300	4370	3975	3402	3150	2650
Starks	Hermansville	5800	4785	4350	3723	3400	2900
Hermansville	Gladstone	6400	5105	4650	4000	3700	3200
Gladstone	Manistique	4850	3985	3625	3113	2850	2425
Manistique	Rexton	5800	4785	4350	3723	3400	2900
Rexton	Soo Yard	7400	6105	5550	4750	4350	3700
Neenah	Shawano	5100	4205	3825	3274	3000	2550
Shawano	Argonne	4200	3465	3150	2696	2450	2100

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.)

MNS units 40 and 41 have same tonnage rating as 2500 H.P. units.

7th, 8th, 9th, 10th 11th and 12th 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%.

SOO LINE RAILROAD
M. D. FORM 98

MANDATORY ASCENDING GRADE
SHORT TIME RATINGS IN MPH

January 1978

Locomotive	1HR.	1/2HR.	1/4HR.	60	30	15
F 7 GP7&9	11.5 MPH	11.0 MPH	10.0 MPH	1HR.	1/2HR.	1/4HR.
GP38&35	11.5	11.0	10.0			
GP40 GP38-2	11.0	10.5	10.0			
SD40	11.0	10.5	9.5			
U30C	9.5	9.0	8.5			
SD9	7.0	6.5	5.5			

THE HIGHEST "1HR" MPH RATING WITHIN THE LOCOMOTIVE CONSIST MUST BE USED FOR THE ENTIRE CONSIST.

Time ratings are not accumulative. Timing starts on the "1HR SCALE" when speed drops into "1HR" range, & transfers to the "1/2HR SCALE" when speed drops into "1/2HR" range, & transfers to the "1/4HR SCALE" when speed drops into "1/4HR" range, continue until time limit is reached.

If time limit of stall is reached, throttle must be returned to idle at once, center reverser, return throttle to position #5, cool electrical equipment for 20 minutes before continuing operation.

Violation of these ratings can seriously damage equipment and result in disciplinary action.

CHIEF MECHANICAL OFFICER

28 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

TRAIN DISPATCHERS' PHONE WIRE ON POLE LINE:

Facing East

- CF Yard to Owen—Second and third wires from right end of top cross arm.
- Owen to Spencer—Third and fourth wires from right end of top cross arm.
- Spencer to Stevens Point—First and second wires from right end of top cross arm.
- Stevens Point to Shops Yard—Third and fourth wires from right end of top cross arm.
- Shops Yard to Schiller Park—Third and fourth wires from right end of top cross arm.
- Owen to Ladysmith—Third and fourth wires from right end of cross arm.
- Ladysmith to Superior—First and second wires from right end of top cross arm.
- Park Falls to Spencer—First and second wires from right end of cross arm.

LOCATION OF TRAIN DISPATCHERS' TELEPHONES

In addition to all stations showing symbols "C" or "O" in Column 6A where train dispatchers' telephone is located in the depot, telephones are located as follows:

FIRST SUBDIVISION

- Junction 20
- Oakton Blvd. (MP 21.81)
- Des Plaines (Thatcher Ave.)
- Deval Tower
- Deval (West end)
- Wheeling (West end)
- McKinley
- Prairie View (Both ends)
- Leighton (Both ends & depot)
- Mundelein (Both ends)
- MP 44 MILW crossing
- Grays Lake (Both ends and section shanty)
- Lake Villa (Both ends)
- Antioch
- Silver Lake (Both ends)
- MP 66.2 Wheatland
- MP 69.5 (Absolute signal)
- Burlington (Both ends, Murphy Mill & Diamond)
- Honey Creek
- Midway (Both ends)
- MP 85.5 MET connection switch
- Mukwonago (middle of house track)
- Vernon (Both ends)
- Ameron Switch
- MP 97.3 C&NW Jct.
- MP 99.2 (Moreland Ave.)
- MP 99.8 (Siding 100)
- MP 100.6 PDC Jct.
- Duplainville (west end and east end)
- MP 105.5 Siding 105
- Sussex (Both ends)
- Spur 112
- Colgate (Both ends)
- Rugby Jct. (Both ends and WSOR connection switch)
- Slinger (Both ends and WSOR crossing)
- Spur 126
- Allenton (Both ends house track)
- Marsh (Both ends)
- MP 142.9 Lomira

- MP 145.5 Calcan
- Byron (Both ends)
- MP 150.1 Hamilton
- Valley Siding (Both ends)
- MP 153.80 Midwest Storage Spur
- MP 154 International Paper Co. Spur
- MP 155.07 Dixie Street
- Fond du Lac Forest Avenue
- Fond du Lac Sadoff Spur
- Shops Yard (East end)

SECOND SUBDIVISION

- Shops Yard (West end)
- Van Dyne (Both ends)
- MP 168.9 Fisk Road
- Oshkosh (Both ends of siding,
4th St. crossing, at crossover west of Main St., 75 ft. west
of drawbridge, & C&NW crossing, Waukau Ave. &
Murdock St.)
- Winnebago (Both ends)
- Dixie Spur (MP 183.9)
- Neenah (Both ends, 12th subdivision connection switch and
Main St.)
- Anton (Both ends)
- MP 195.4 (Old Medina)
- MP 204.2 Readfield
- Fremont (Both ends)
- MP 210.0 Gills Landing
- Dale (Station Sign, MP 199.38)
- Weyauwega (Both ends)
- Waupaca (Both ends and depot)
- Sheridan (East end house track)
- Nelsons (Both ends)
- Amherst Booth (old platform)
- Lake Emily
- MP 240.3 Custer Pit and booth west end
- Stockton (Middle of house track and east end)
- MP 246.44 Joerns Spur
- Stevens Point (East yard switch)
- Stevens Point (East end shanty)

THIRD SUBDIVISION

- Stevens Point (Depot entrance)
- Stevens Point (MP 249.2 Vettors & GBW crossing)
- Rocky Run (East end)
- Junction City (Both ends)
- Milladore (West end)
- Sherry
- Auburndale (Both ends)
- Hewitt
- Marshfield (Both ends and yard shanty)
- Spencer (Both ends, Old Jct. Switch & West wye switch)
- Riplinger (Both ends)
- Owen (Both ends and at 3rd St. crossing)
- MP 312.3 Black River Bridge
- Thorp (Both ends)
- Stanley (East end and depot)
- Boyd (East end)
- Cadott (Both ends)
- MP 344.4 Bateman (booth)
- CNW Crossing
- MP 350.6 C.F. Yard (booth)
- C.F. Yard (East end)

FIFTH SUBDIVISION

MP 315.80 (Clarks Crossings)
 MP 320.4 Lublin
 MP 328.4 Gilman (House track)
 Donald (East switch)
 MP 340.3 Sheldon (Section shanty)
 MP 346.4 Conrath (House track)
 MP 360.5 Flom (House track switch)
 MP 363.1 Murry
 MP 369.1 Exeland
 MP 370.9 Weirgor
 MP 377.1 Lemington
 MP 389.4 Stone Lake (depot)
 MP 402.6 Stanbery (booth)
 MP 412.6 Chittamo
 MP 420.9 Gordon (depot)
 MP 429.1 Solon Springs
 MP 440.0 Hillcrest (east switch)
 MP 446.2 Way (Section house)
 MP 454.5 Ambridge

SIXTH SUBDIVISION

Abbotsford (booth)

(LOCATION OF CONTROL OPERATOR CTC TELEPHONES)

C&NW WB Approach signal 174.1
 C&NW Wye connection
 C&NW WB absolute signal — Empire Jct.
 Joint WB Approach signal from Empire Mine
 Joint Wye connection
 Bungalow at Empire Jct.
 Joint WB absolute signal North J&L
 Bungalow at Eagle Mills
 C&NW — Soo EB Signal, Eagle Mills
 South Wye bungalow
 Hogan Ore Yard
 East Wye bungalow
 West Wye bungalow
 Negaunee East bungalow
 Negaunee West bungalow
 LS&I Jct. bungalow
 Intermediate Signal 167.9
 Ishpeming East bungalow
 Ishpeming Operator's Office in depot
 Ishpeming — East end of yard
 Ishpeming (Landing Jct.) bungalow
 Ishpeming West bungalow
 Ishpeming — West end yard tracks
 C&NW Ishpeming connection electric lock
 Soo Jct. bungalow
 LS&I Yardmaster's office, Eagle Mills
 CTC Operator's office, Eagle Mills (LS&I)

COMPANY SURGEONS

(Eastern Division)

Location	Name	Title
Minneapolis	Dr. M.C.L. Hansen	Medical Director
	Dr. L.W. Weber	Medical Director
	Dr. R. Scott	Medical Director
Antioch	E.W. Oilila	Medical Director
	Dr. E.L. Bobzien	Local Surgeon
	Dr. J.W. Kopriya	Local Surgeon
	Dr. A.L. Thain	Local Surgeon
Ashland	Dr. A.A. Koehler	Local Surgeon
Burlington	Dr. D.J. Baker	Local Surgeon
	Dr. E.P. Gander	Local Surgeon
Chippewa Falls	Dr. G.K. Larmore	Local Surgeon
	Dr. C.A. Kemper	Local Surgeon
	Dr. C. Samuelson	Local Surgeon
Colby	Dr. J.W. Koch	Local Surgeon
Crandon	Dr. B.S. Rathert	Local Surgeon
Fond du Lac	Dr. M. Bachhuber	Local Surgeon
	Dr. W. Brusky	Local Surgeon
	Dr. D.R. Fownes	Local Surgeon
	Dr. H. Guth	Local Surgeon
Franklin Park	Dr. L.J. Keenan	Local Surgeon
	Dr. E.T. Sanfelippo	Local Surgeon
Gladstone	Suburban Med. Clinic	Local Surgeons
	Dr. J.R. Dehlin	Local Surgeon
Hurlley	Dr. C.J. Olson	Local Surgeon
	Dr. D.J. Martinetti	Local Surgeon
Ladysmith	Dr. R.P. Bennett	Local Surgeon
L'Anse	Dr. P. Carmody	Local Surgeon
Marquette	Dr. M.C. Bennett	Local Surgeon
	Dr. E.T. Lincke	Local Surgeon
	Dr. J.B. Keplinger	Local Surgeon
	Dr. T.J. Mudge	Local Surgeon
Milwaukee	Dr. P.R. Dennis	Local Surgeon
	Dr. N.F. Gordon	Local Surgeon
Neenah	Dr. F.H. Smith	Local Surgeon
Negaunee	Dr. W.G. Humphrey	Local Surgeon
Newberry	Dr. G. Quinn	Local Surgeon
	Dr. R.D. Gibson	Local Surgeon
Park Falls	Dr. E.T. Eyvindsson	Local Surgeon
	Dr. J.L. Murphy	Local Surgeon
Rhineland	Dr. F. Rubino	Local Surgeon
	Dr. W.S. Bump	Local Surgeon
	Dr. P.L. Loes	Local Surgeon
	Dr. B. Kotila	Local Surgeon
Sault Ste. Marie	Dr. O.G. Rosemeyer	Local Surgeon
	Dr. I.E. Schiek, Jr.	Local Surgeon
	Dr. I.E. Schiek, III	Local Surgeon
	Dr. D.C. Howe	Local Surgeon
Schiller Park	Dr. T.B. Mackie	Local Surgeon
	Dr. A.J. Madhani	Local Surgeon
	Dr. E.S. Rhind	Local Surgeon
Shawano	Schiller Park Clinic	Local Surgeons
	Dr. D.A. Jeffries	Local Surgeon
Stevens Point	Dr. A.J. Sowka	Local Surgeon
Superior	Dr. R.P. Fruehauf	Local Surgeon
	Dr. C. Giesen	Local Surgeon
	Dr. R.R. Mataczynski	Local Surgeon
Wausau	Dr. J. Vosmek	Local Surgeon

30 SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

JUDGING SPEED

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

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

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

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

SPEED CARD

To Find Coupling Speed at 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

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

CAR CODES AND AVERAGE TARE TONS

Kind of Car Code	Average Tare Tons	Kind of Car
B	29	Box
C	40*	Flat with container
F	31	Flat
G	31	Gondola
H	29	Hopper except covered hopper
J	30	Covered hopper
O	19	Ore
P	70	Passenger
Q	35	Equipped flat without trailer or container
R	40	Refrigerator
S	22	Stock
T	37	Tank
V	40*	Flat with trailer
W	Stencil Weight	Work equipment (X or W)
D	25	Deadhead caboose
Z	141	Deadhead engine unit

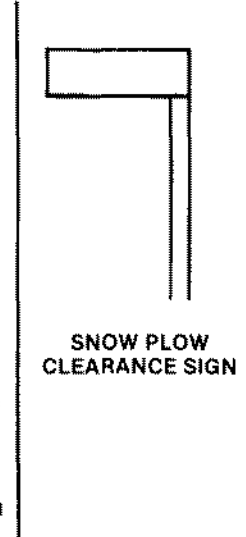
*Includes 5 tons for trailer or container, add 5 tons for each additional trailer or container.

ROADWAY SIGNS

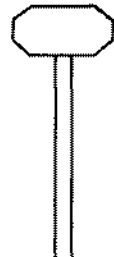


"STATION 1-MILE" SIGN

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 SIGN

SOO LINE RAILROAD

LAKE SUPERIOR

MICHIGAN

MINNESOTA

IOWA

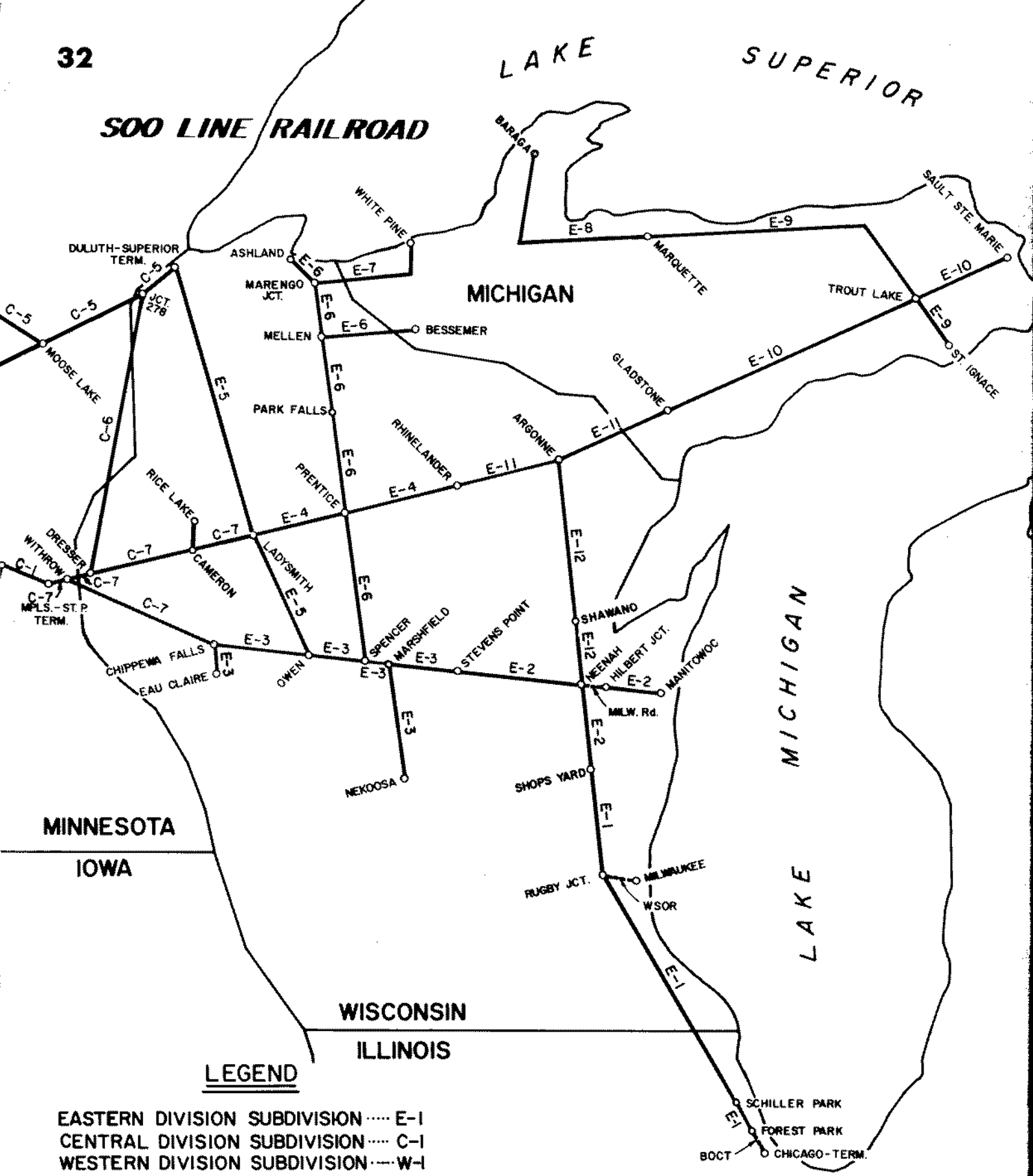
WISCONSIN

ILLINOIS

LAKE MICHIGAN

LEGEND

- EASTERN DIVISION SUBDIVISION E-1
- CENTRAL DIVISION SUBDIVISION C-1
- WESTERN DIVISION SUBDIVISION W-1





**PRACTICE SAFETY
EVERYWHERE
ALL THE TIME**