

TABLE OF SPEEDS

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

TRACK BULLETIN FORM B

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

Engineer will state: "Chicago Central engineer, (train designation), Calling foreman in charge of Track Bulletin Form B No. _____, line No. _____.
My location is MP _____ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Chicago Central Foremen _____ (name) (or Gang No. _____) using track bulletin No. _____ Line No. _____ between MP _____ and MP _____ on _____ Subdivision."

(a) To authorize train or engine to pass a red flag, without stopping, the following will be added:
"_____(train) may pass red flag located at MP _____ on (specify track) without stopping, over."

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

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

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

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

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

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

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

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



CHICAGO, CENTRAL & PACIFIC RAILROAD COMPANY

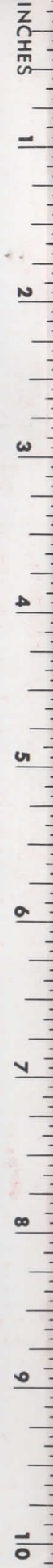


SYSTEM TIMETABLE NO. 4

**EFFECTIVE 0001 Continental Standard Time
Sunday, April 5, 1992**

**L.D. REED
President**

**G.L. AMYS
Chief Transportation Officer**



COMPANY OFFICERS

J.A. Adair	Chief Engineering Officer	Waterloo
J.C. Moschetti	Chief Mechanical Officer	Waterloo
E.C. Anderson	Superintendent Rules, Safety, and Training	Waterloo
M.C. Burkart	Superintendent Operations	Waterloo
S.M. Thomas	Trainmaster	Council Bluffs
J.L. Doyle	Trainmaster	Fort Dodge
P.M. Maves	Trainmaster	Waterloo
R.E. Meyer	Senior Trainmaster	Freeport
G.A. Zolecki	Trainmaster	Hawthorne
P.D. Anderson	Manager of Transportation	Waterloo
G.V. Paulson	Manager of Transportation	Waterloo
J.L. Schubert	Manager of Transportation	Waterloo
D.L. Atwood	Train Dispatcher	Waterloo
C.J. Carlson	Train Dispatcher	Waterloo
R.C. Haas	Train Dispatcher	Waterloo
D.R. Miller	Train Dispatcher	Waterloo
M.R. Schroeder	Train Dispatcher	Waterloo

COMMERCIAL TELEPHONES

Manager of Transportation	(319) 236-9224
Train Dispatcher	(319) 236-9215
Superintendent Operations	(319) 236-9220
Trainmaster - Council Bluffs	(712) 323-3203
Trainmaster - Fort Dodge	(515) 576-6541
Trainmaster - Waterloo	(319) 236-9213
Senior Trainmaster - Freeport	(815) 233-4766
Trainmaster - Hawthorne	(708) 863-0046
General Office - Waterloo	(319) 236-9200
Chemtrec (Washington, D.C.)	1-800-424-9300
Standard Time	1-900-410-8463

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

Through turnouts at spring switches 25 MPH
 Through crossovers and turnouts unless otherwise noted . 10 MPH
 Tracks other than main track 10 MPH
 Trains over 100 tons/OB 30 MPH

Tons per operative brake (ton/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and thus would exceed 100 tons per operative brake.

Mechanical Department shop areas 5 MPH

Harmonic Rock: Under certain conditions, operation of trains between 13 MPH and 19 MPH can cause derailments due to harmonic rocking of cars. Freight trains other than coal trains and trains consisting entirely of empty equipment, which cannot maintain a speed of 19 MPH, must reduce speed to not exceed 13 MPH until speed can be maintained at 20 MPH or greater. This procedure does not apply to trains operating on an ascending grade where train may stall.

2. EQUIPMENT SPEED RESTRICTIONS

Air dump cars 25 MPH
 Ore cars with wheel base of 20 feet or less 30 MPH
 Welded rail flat cars - when loaded 30 MPH
 (rear end only loaded or empty)

Cars containing panel rail 30 MPH
 Russell snowplow unless otherwise authorized .25 MPH
 Jordan spreader 25 MPH
 Fixed cab pile driver 25 MPH
 Trains handling revolving machinery on own wheels 25 MPH
 Trains handling revolving machinery on own wheels through crossovers, turnouts, and connection tracks 10 MPH

When pile drivers, cranes, derricks, or similar equipment are handled on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Inspection of such equipment must be made prior to moving. Spreaders moving in trains must, when practicable, be headed in the direction train is moving, and wings properly secured. Conductor and engineer must be notified when such equipment is in their train.

3. FAILED EQUIPMENT DETECTORS

When the reading indicates a hot journal, the train crew will be notified 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 conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection is complete.

When condition exists where blowing snow may make detector ineffective, speed of train must be reduced to the extent necessary to permit inspection.

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by the detector does not reveal a defect or indication of overheating, inspection of train of at least 8 axles on each side of the indicated equipment must be made. If no defect or indication of overheating is found, train may proceed, but crew must closely observe the indicated equipment for the next 25 miles.

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

generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical personnel on duty at next terminal, connecting crew at next crew change point and train dispatcher must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service failed equipment detector, the conductor will report to the train dispatcher as soon as practicable and will make written report to Trainmaster and Manager of Transportation indicating date, train and location of detector which failed to detect the hot bearing. Train Dispatcher will arrange inspection of the detector in all such instances and notify the Engineer of Communications.

Location of failed equipment detectors is shown under individual Subdivision Special Instructions.

FAILED EQUIPMENT DETECTOR - RADIO REPORTER

Failed Equipment Detector - Radio Reporter will give current air temperature, total number of axles, and any defects found. A 1000 Hz tone will be transmitted immediately each time a defect is found.

Use of radio must be avoided while train is within 150 feet of detector until entire message is received from detector. Train crew must monitor detector and be immediately governed by the message received.

DETECTOR MESSAGE TRAIN CREW RESPONSE

"... No defects"	Proceed
"... First hot box right side axle XXX."	Stop train; inspect axle indicated, if no defect found, inspect 8 axles on each side of defect.
"... First dragging equipment near axle XXX"	Stop train and inspect near axle indicated.
"... Integrity Failure"	Stop train and inspect entire train.
"... (Garbled, incomplete or no message)"	Stop train and inspect entire train.
"... Excessive alarms"	Stop train and inspect entire train.

Failed Equipment Detector is capable of reading up to 6 defects, then will give excessive alarms message.

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

Detector messages will be repeated once in the order they were detected, and will end with "(Name of station) - out."

When failed equipment is indicated, train crew must immediately advise train dispatcher of delay, and again report findings of inspection.

Train crews will be notified when detectors are out of service. The train must be stopped within a reasonable distance of the out of service detector but not more than 10 miles, to make a roll-by inspection of their train unless notified by the train dispatcher that other employees will make the inspection of both sides of the train in that vicinity. If this exception is made, the speed of the train must not exceed 10 MPH to permit the other employees to make the inspection. Such employees will notify the train crew upon completion of the inspection of the results. If this notification is not received, the train must be stopped and inspection made by the train crew.

A bad order set out on line, must, when practicable, be spotted at a location that is accessible to Mechanical Department vehicles.

4. GENERAL CODE OF OPERATING RULES

Rules changes and additions -

The following changes to the General Code of Operating Rules are in effect on the Chicago Central and Pacific Railroad only.

Track Warrants, Track Bulletins, and Track and Time Limits -
 When verbally issuing and repeating track warrants, track bulletins, and track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where number is but one figure, it must be pronounced first, then spelled. The names of stations, control points, and directions must be pronounced, then spelled.

Rule 2 -
 Continental Time will be used for operating purposes.

SPECIAL INSTRUCTIONS

Rule 6 - Explanation of timetable characters:

- A - Automatic Interlocking
- G - General Orders, Notices, Standard Clocks
- I - Manual Interlocking
- J - Junction
- M - Railroad crossing protected by signals or gates
- T - Turntable or wye
- U - Railroad crossing not protected by signals or gates
- W - Facilities available to water locomotives
- X - Crossover
- X (2) - Multiple Crossovers
- Y - Yard Limits

Rule 10 (E) - Permanent Speed Signs:



The Advance Warning Sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a Speed Sign will state the maximum authorized speed. The lower speed will remain in effect until a Resume Speed Sign or another Speed Sign is displayed. Speed may not be increased until the entire train has passed a Resume Speed Sign or another Speed Sign authorizing a higher speed.

Rule 82 - is changed to read:

Permission from train dispatcher must be obtained before making a reverse movement.

At meeting points, reverse movements on main track may be made on verbal authority from the train dispatcher, and crew has ascertained from opposing train that opposing train has proceeded a sufficient distance to allow reverse movement.

Rule 102, paragraph (2) is changed to read:

(2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device, or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition. When making inspection as required by this rule, and all or part of train is occupying a bridge which is not equipped with walkway, train may be pulled clear of bridge to make inspection.

Rule 102 - add the following last paragraph:

In cabooseless operation, the initial and number of the car on which end of train device or marker is applied must be ascertained by the conductor. If end of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103 (A) - add the following third and fourth paragraphs:

When train crew is notified that automatic crossing warning device is operating continuously, train must not occupy crossing until protected by flagman on the crossing. If flagman is an employee other than member of train crew, train will not be required to stop, but must not exceed 10 MPH until leading end of movement has passed crossing.

When train crew is notified that automatic crossing warning device is inoperative, paragraph 3 above will apply between sunrise and sunset. Between sunset and sunrise and when visibility is restricted, train must stop short of crossing, flagmen must be positioned on crossing on both sides of train with lighted fuses. Flagmen will remain on crossing until entire movement has

passed crossing. When flagmen are employees other than member of train crew, train will not be required to stop, but must not exceed 10 MPH until leading end of movement has passed crossing.

Rule 104 (M) - add fourth, fifth, and sixth paragraphs:

Intermediate block signals at spring switches are equipped with a lunar white marker to indicate the position of switch points for facing point movement. When signal conveys an indication to proceed at Restricted Speed and lunar white marker is displayed, train or engine may pass signal, at Restricted Speed without stopping.

When signal conveys an indication that requires movement at Restricted Speed and lunar white marker is not displayed, stop must be made, the switch must be tested by opening and closing by hand, and switch examined to determine it is properly lined for route to be used, locked, or secured and that points fit. Movement may then be made at Restricted Speed.

At meeting points where the normal position of a spring switch is changed by a crewman of a standing train awaiting the arrival of another train that will use the switch in other than its normal position, it is the responsibility of the crewman to see that switch points fit properly. In such case the intermediate block signal will be conveying Proceed at Restricted Speed indication with lunar white marker not displayed, but it will not be necessary for the approaching train to stop and examine the switch, provided information is received from such crewman as to the condition of the switch. After it has been determined that the spring switch is lined for the route to be used and that points fit, movement may then proceed at Restricted Speed.

Rule 104 (M) (2) - is cancelled.

Rule 153 - add the following paragraph:

When using main tracks, except double track, in a westward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using tracks in an eastward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 312 (3) - second paragraph is cancelled and following three paragraphs added:

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

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

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

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

Rule 406 - add second paragraph:

When necessary to change the address of a track warrant that has only Line 16 checked, the identifying engine number may be changed on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by train dispatcher. Instructions received in this manner must be repeated to the train dispatcher by receiving crew member who must notify other crew members of the correction.

Rule 455 - the following paragraph is cancelled:

When the word STOP is written in the Stop column, train must not enter the limits until verbal authority is received from employee in charge as prescribed by Item (1).

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D

CHICAGO CENTRAL AND NORTH BURLINGTON DIVISION

No. _____ Date _____ 19__


AT	OK
AT	OK
AT	OK
AT	OK

COPIED BY _____ DISPATCHER _____ RELAYED TO _____

SPECIAL INSTRUCTIONS

SIGNAL	ASPECTS	RULE	NAME	INDICATION
		230	CLEAR	Proceed
		231	ADVANCE APPROACH	Proceed prepared to stop at second signal
		232	APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
		233	APPROACH MEDIUM DIVERGING	Proceed prepared to advance on diverging route at the next signal not exceeding 30 MPH
		234	APPROACH	Proceed prepared to stop at next signal
		235	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
		236	DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal.

SPECIAL INSTRUCTIONS

SIGNAL	ASPECTS	RULE	NAME	INDICATION
		237	SLOW CLEAR	Proceed at prescribed speed within interlocking limits or through turnouts.
		238	SLOW APPROACH	Proceed at prescribed speed within interlocking limits or through turnouts prepared to stop at next signal.
		239	RESTRICTING	Proceed at Restricted Speed.
		240	RESTRICTED PROCEED	Proceed at Restricted Speed.
		241	STOP	Stop
		242	OPEN HAND OPERATED SWITCH	Stop; open hand operated switch and then be governed by signal indication.

SPECIAL INSTRUCTIONS

Rule 906 – first paragraph is changed to read:

Unless otherwise specified, engine brake pipe pressure will be set as follows:

Passenger service 110 psi
 Freight service 80 psi
 Yard service 80 psi

Yard charging facilities must maintain air pressure not to exceed 75 psi.

Rule 909 – paragraphs A and B are changed to read:

A. Initial Terminal Air Brake Tests will be performed on trains when:

1. Train is originally made-up.
2. Train consist is changed other than by adding a solid block of pre-tested cars or removing a solid block of cars and brake system remains charged.
3. Train is received in interchange, if train consist is changed by other than:
 - a. Removing a solid block of cars from head or rear end of train.
 - b. Changing locomotives
 - c. Removing or changing caboose.

B. After the brake system on a train is charged to within 15 psi of the setting of the feed valve or regulating valve on the locomotive, as indicated by an accurate gauge at rear of train, and upon receiving signal to apply brakes, a 20 psi brake pipe reduction must be made in automatic brake operation. After brake pipe exhaust has ceased, wait 60 seconds, place automatic brake valve cut-out in the OUT position. Wait 60 seconds and then observe that brake pipe leakage does not exceed 5 psi in the next minute.

After the release signal has been received by employee making test, the automatic brake valve handle must be moved to release position. With 26-L equipment, the automatic brake valve cut-out valve must be moved to FRT, PASS, or IN position.

The release inspection for freight trains may be accomplished by means of a "Roll-by" inspection.

5. RULES OF THE MAINTENANCE OF WAY

Rules changes and additions –

Track Warrants, Track Bulletins, and Track and Time Limits - When verbally issuing and repeating track warrants, track bulletins, and track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except when the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points, and directions must be pronounced, then spelled.

Safety Rules –

Any reference to Safety Rules and Procedures book in Rules of the Maintenance of Way, pertains to current Safety Rules book in effect.

Rule 6 – Explanation of timetable characters:

- A - Automatic Interlocking
- G - General Orders, Bulletins, Standard Clocks
- I - Manual Interlocking
- J - Junction
- M - Railroad Crossing Protected by Signals or Gates
- T - Turntable or wye
- U - Railroad Crossing Not Protected by Signals or Gates
- W - Facilities available to water locomotives
- X - Crossover
- X (2) - Multiple Crossovers
- Y - Yard Limits

6. DIMENSIONAL SHIPMENTS

All dimensional shipments must be cleared for movement through Transportation Center, Waterloo, (319) 236-9224.

7. SIDINGS

(*) Next to siding length as shown on timetable pages indicates derrails on both ends of siding.

8. RESTARTING LOCOMOTIVES

Ensure jumper cables are pulled, ground relay reset, and radio is shut off prior to attempting to restart locomotives. Where locomotive has been shutdown in excess of one hour, engine test cocks must be opened one complete turn, engine crankshaft rotated two rotations, test cocks closed, then engine started.

9. CERTIFICATE OF RULES EXAMINATION

Employees required to pass rules examination must have Certificate of Rules Examination in their possession while on duty.

10. LOCOMOTIVE ENGINEER CERTIFICATION

49 CFR Part 240.201 requires all railroads to issue a certificate to each person that it designates as a qualified locomotive engineer. The certificate must be in the person's possession anytime they operate a locomotive. This does not apply to persons who operate locomotives without cars totally within a designated servicing area that is protected by blue signals.

11. RAILROAD RADIO LOCATIONS

Railroad radio locations and their Dispatcher-call-in tones are listed under each individual subdivision. All radios are operated continuously from the Dispatcher's Office Waterloo. In addition, radio at Fort Dodge is operated continuously from Fort Dodge.

12. SHOVING CARS

Unless otherwise authorized, when shoving cars, no more than three (3) diesel units may be on-line.

13. MEASURING TRAIN

When measuring train using telemetry device, footage must be relayed to the train dispatcher immediately.



SPECIAL INSTRUCTIONS

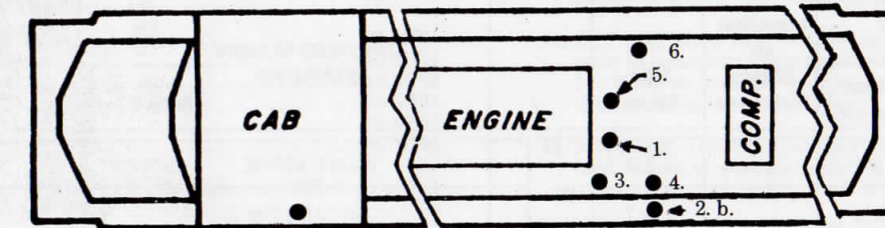
MULTI-CHANNEL RADIO INSTRUCTIONS

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

RAILROAD	CHANNEL	DISPLAY
CC	1	72 72
CC	2	54 54
CC	3	90 90
CC	4	78 78
CONRAIL	1	46 46
CONRAIL	Yard	64 64
CSSSB	1	60 83
IHB	1	58 58
BRC	Dispr	26 26
BRC	Ydm	18 18
ATSF	1	36 36
ATSF	2	96 96
ATSF	3	30 30
BN	1	66 66
BN	2	70 70
CNW	1	52 52
CNW	3 (Proviso)	62 62
CNW	4	71 71
SOO LINE	1	84 84
SOO LINE	2	94 94
SOO LINE	3	65 65
EJ&E	1	16 16
GTW	1	32 32
SP	1	96 96
AMTRAK (Chicago)		42 42
UP	Road 1	42 42
UP	Road 2	27 27
UP	Yard	38 38

SPECIAL INSTRUCTIONS

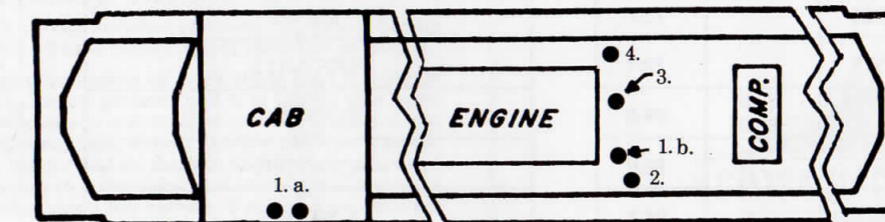
DRAINING LOCOMOTIVES



2. a. GP-9, GP-10, GP-18, and GP-20

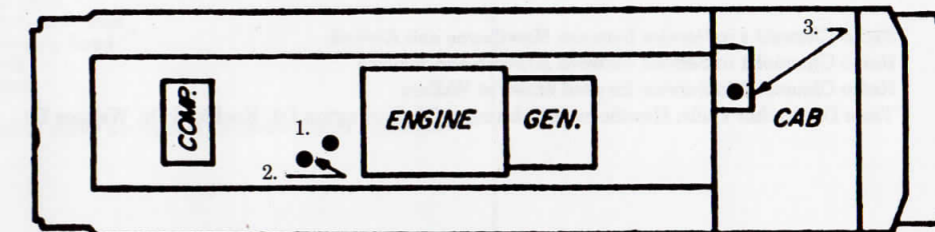
1. Remove plug from right water pump (if equipped).
2. a. If equipped with hot water cab heaters, open cab heater drain valve under cab floor.
b. Open cab heater drain valve under running board.
3. Open cab heater supply valve.
4. Open drain valve on fuel oil heater if heater is mounted on engine. It will normally be located on left side of carbody below the fuel pump motor inside the door to the governor.
5. Open main drain valve at floor in front of engine.
6. Remove water fill cap after all valves are open.

NOTE: GP-20 units (900's and 1800's) are drained by pushing a button located near the prime/start switch. Operating instructions are posted near the switch.



GP-28, GP-38

1. If equipped with hot water cab heaters.
a. Open cab heater drain valves located in compartment under left side of cab.
b. Ensure cab heater supply valve is open.
2. Open drain valve on fuel oil heater if heater is mounted on engine room floor.
3. Open main drain valve at floor in front of the engine.
4. Remove water fill cap after all the valves are open.



SWITCH ENGINES

1. Open the two main drain valves.
2. Open filler cap after valves are open.
3. Open heater valve in cab.

NOTE: When draining engines, the cab heater drain valves must be opened before the main drain valve is opened to ensure complete draining of the cab heaters.

EASTERN DIVISION

WESTWARD

EASTWARD

FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts		CHICAGO SUBDIV STATIONS		Distance From Hawthorne
Sidings	Other Tracks				Rule 6		
	Yard		8.9	DT	HAWTHORNE	GWX(2)Y	0.0
	Yard		14.7		BROADVIEW	Y	5.8
	1545		22.0	DT	SOUTH ADDISON		13.1
	900		29.6		CAROL STREAM		20.7
6125	1205	34.3 35.5	35.7		MUNGER		26.8
	2190		39.0		COLEMAN		30.1
	600		46.8		PLATO CENTER	ABS	37.9
6370	945	51.8 53.1	53.0		BURLINGTON	TWC	44.1
	1530		61.4		GENOA		52.5
6675	722	65.9 67.4	67.0		COLVIN PARK		58.1
	1260		73.7		IRENE		64.8
	1523		79.1		PERRYVILLE		70.2
6786		83.6 85.0	84.6		BUCKBEE		75.7
	Yard		86.6		ROCKFORD	I	77.7
	5471		94.4		ALWORTH		85.5
7744	1745	98.9 100.4	100.1		SEWARD		91.2
			113.4	EAST JCT	IY	104.5	
	Yard		115.6	DT	WALLACE	GTWX(2)Y	106.7

Maximum Speed 40 MPH

Radio Channel 4 in Service between Hawthorne and Alworth
 Radio Channel 1 in Service between Alworth and Wallace
 Radio Channel 2 in Service for yard crews at Wallace
 Train Dispatcher Calls: Hawthorne D1, Munger D2, Burlington D1, Rockford D2, Wallace D1

EASTERN DIVISION

CHICAGO SUBDIV SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

Belt Crossing to MP 25 25 MPH
 MP 84.5 to MP 85.6 25 MPH
 MP 85.6 to MP 86.4 10 MPH
 MP 86.4 to MP 87.5 25 MPH
 MP 111.3 to MP 113.4 25 MPH
 MP 113.4 to MP 115.6 10 MPH

2. TRACK WARRANT CONTROL, Rules 400-413, in effect between MP 16 and MP 109.

3. RULE 99 - When flagging is required, distance will be 1 mile.

4. RULE 93 - Yard Limits in effect between IC Belt Crossing and MP 16 and between MP 109 and Wallace.

5. FAILED EQUIPMENT DETECTOR LOCATIONS -

MP 38.1 (Munger)
 MP 70.2 (Irene)

6. SPRING SWITCH LOCATIONS - Normal Position

* Broadview - end of double track Eastward Track
 +* Munger - both ends of siding Main Track
 * Burlington - both ends of siding Main Track
 +* Colvin Park - both ends of siding Main Track
 * Buckbee - both ends of siding Main Track
 * Seward - both ends of siding Main Track

* Indicates equipped with lunar white marker light.
 + Indicates east end of siding equipped with key release.

Movement through spring switches governed by signals having emergency key operated time release will be governed as follows:

If signal conveys stop indication on track being used and signal on adjacent track indicates proceed, and it is known that main track ahead is unoccupied, and another train or engine is not approaching on adjacent track, a crew member will insert switch key in the release box located on the side of the relay house and operate the key release in accordance with instructions posted on the relay house. After using key release, if signal does not clear in the prescribed time, Rule 312(4) will govern.

If signals on both main track and siding convey stop indication, use of the key release is unnecessary, and Rule 312(4) will govern.

7. EXCEPTED TRACK - The following tracks have been identified as Excepted Track under FRA Track Safety Standards Rule 213.4, which restricts operating speed to maximum of 10 MPH and prohibits revenue passenger trains. No more than five (5) cars requiring hazardous commodities placards (49 CFR Part 172) may be handled at one time.

Harlem Industry Lead
 Omega Industry Lead
 DuPage Industry Lead
 Ace Hardware Industry Lead
 Carol Stream Industry Lead
 Rockford East Belt
 Rockford West Belt

8. RULE 637 - Test miles where accuracy of locomotive speed indicators is to be checked:

MP 31 - MP 32
 MP 110 - MP 111

9. JOINT OPERATION OF MAIN TRACK

Between Belt Crossing and Markham and between Bridgeport and Plaines, Illinois Central Railroad timetable, special instructions and Operating Rules are in effect.

Between Washington Street Joliet (MP 36.7) and South Joliet (MP 38.5) Southern Pacific Lines timetable and special instructions are in effect.

Between West 22nd Street and South Chicago, Belt Railway of Chicago Book of Rules and Special Instructions are in effect.

Between Broadview and Barr Yard, Indiana Harbor Belt timetable and NORAC Operating Rules are in effect.

10. Authority must first be obtained from Operator at Hawthorne prior to occupying main track between IC Belt Crossing and MP 16. When no operator on duty at Hawthorne, authority must be obtained from train dispatcher.

11. MUNGER - Pocket Track between west end of siding and EJ&E lead, switch at east end must be left lined for siding and switch at west end must be left lined for Pocket.

12. INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS:

Harlem Industry Lead	MP 11.9	Opens East
Hillside Industry Lead	MP 17.0	Opens West
Hillside	MP 17.4	Opens West
Omega Industry Lead	MP 23.8	Opens Both
DuPage Industry Lead	MP 24.4	Opens East
Ace Hardware Industry Lead	MP 24.9	Opens East
Carol Stream Industry Lead	MP 29.3	Opens West
UC Industries East	MP 82.5	Opens East
UC Industries West	MP 82.7	Opens East
River View FS Spur	MP 90.7	Opens West
Kelly Springfield Spur	MP 109.6	Opens East

13. ELECTRIC LOCK SWITCH LOCATIONS

DuPage Industry Lead	MP 24.4	Approach Locked
Carol Stream Industry Lead	MP 29.3	Approach Locked
Kelly Springfield Spur	MP 109.6	Approach Locked



EASTERN DIVISION

WESTWARD

EASTWARD

Sidings	FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	DUBUQUE SUBDIV STATIONS	Rule 6	Distance From Wallace
	Other Tracks						
				115.6	WALLACE 1.2	GTWX(2)Y	0.0
				116.8	WEST JCT 10.3	J	1.2
7216	1605	127.0 128.5		127.1	LENA 11.4		11.5
7247	498	138.4 139.8		138.5	WARREN 14.2		22.9
7249	3294	151.3 152.8		152.7	SCALES MOUND 11.6	W	37.1
5463	731	163.8 164.9		164.3	GRANT 4.5		48.7
				168.8	PORTAGE 12.6	JX(2)	53.2
6157	7270	180.1 181.3		181.4	EAST CABIN 1.5	IJX(2) Y	65.8
				182.9	DUBUQUE JCT 0.3	J	67.3
	Yard			183.2	DUBUQUE 1.2	GTWY	67.6
				184.4	WOOD 8.3	J	68.8
2120*	1928	193.0 193.5		192.7	JULIEN 5.0		77.1
8168	620	197.6 199.2		197.7	PEOSTA 4.3		82.1
	945			202.0	EPWORTH 4.0		86.4
	2377			206.0	FARLEY 6.2		90.4
7227	2589	210.8 212.3		212.2	DYERSVILLE 7.9		96.6
4830	1519	219.2 220.2		220.1	EARLVILLE 3.8		104.5
	718			223.9	DELAWARE 6.2		108.3
6610 S 8292 N	Yard	229.8 S 229.9 N 231.2 S 231.6 N		230.1	MANCHESTER 6.6	JTW	114.5
	1260			236.7	MASONVILLE 4.2		121.1
6970		240.2 241.6		240.9	BETH 3.1		125.3
	2145			244.0	WINTHROP 8.2		128.4
4418	6754	251.8 252.8		252.2	INDEPENDENCE 8.9		136.6
7185	1917	259.6 261.1		261.1	JESUP 10.9		145.5
				272.0	HILLTOP 3.8		156.4
	Yard			275.8	WATERLOO	GTWX(2)Y	160.2

Maximum Speed 40 MPH

Radio Channel 1 in Service between Wallace and Hilltop
 Radio Channel 2 in Service for yard crews at Wallace and Dubuque
 Radio Channel 2 in Service for all movements between Hilltop and Waterloo
 Train Dispatcher Calls: Wallace D1, Apple River D2, Council Hill D1,
 East Dubuque D2, Peosta D1, Masonville D2,
 Jesup D1, Waterloo D1

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

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

DEFINITIONS

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

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

§174.24 Shipping Papers

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

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

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

- (c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "RESIDUE" or "RESIDUE: Last Contained" followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "RESIDUE: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "RESIDUE: Last Contained SULFURIC ACID, Corrosive Material, UN 1830, Placarded"

§172.205 Hazardous waste manifest.

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

§174.26 Notice to train crews of placarded cars.

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

PLACARDING

§174.59 Marking and placarding of all rail cars.

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

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

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- (3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

§174.8 INSPECTION

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

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

											ORM-E

(standard) (alternate)

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

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

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

CANADIAN PLACARDS

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

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

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Residue placarded tank cars:	Cars placarded:
POSITION IN TRAIN RESTRICTIONS									
•	•	•	•	Must not be nearer than the sixth car from the engine, occupied caboose, or passenger car.					
•	•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose, or passenger car.					
•	•	•	•	Engine, occupied caboose, or passenger car			•	•	
• (1)	• (1)	• (1)	• (1)	Car occupied by guard or escort					
•	•	•	•	Loaded plain flat car					
• (2)	• (2)	• (2)	• (2)	Bulkhead flat car or open top car with shiftable load.					
• (3)	•	• (4)	• (4)	Loaded TOFC/COFC flat car					
•	•	• (5)	• (5)	Car loaded with vehicles					
•	•	•	•	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern.					
•	•	•	•	Car placarded EXPLOSIVES A	•	•	•		
•	•	•	•	Car placarded POISON GAS	•	•	•		
•	•	•	•	Car placarded RADIOACTIVE	•	•	(6)		
•	•	•	•	Any loaded placarded car (other than COMBUSTIBLE or same placard)			•		
SWITCHING RESTRICTIONS									
•	•	•	• (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling.	•				
•				Must be separated from engine by at least one non-placarded car					
			•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow					

NOTES

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

- A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
- Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- Does not apply when flat car also placarded EXPLOSIVE A.
- Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
- Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
- Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
- Applies to 2 grey shaded areas. Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS, CHLORINE, Canadian POISON GAS 2.3 and Canadian CORROSIVE GAS 2.4. In humping operation, these cars may be allowed to roll free provided:
 - the intended track contains one or more standing cars
 - the preceding car is clear of all switches before the placarded car is cut off
 - the placarded car is cut off singly
 - the placarded car is clear of all switches before the following car is cut off
 - the next car into the track containing the placarded car is cut off singly.

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

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

8174.9 Inspection of tank cars.

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

Safety valves overdue for test:
Tank overdue for test:
Moving under authority of 49 CFR 174.9(c).

A prompt report of each such movement, showing the identifying initials and number of each car, must be made to the Bureau of Explosives by the carrier carding the cars.

174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see 8174.104) which is offered by a connecting line must be a visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.
- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight ticket, or other billing, must bear the placard notation and endorsement prescribed by 8174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by 8174.50.

SWITCHING AND TRAIN PLACEMENT

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

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

EMERGENCY RESPONSE HAZARDOUS MATERIALS INCIDENT HANDLING AND REPORTING

These instructions should be followed as closely as possible; however, it is realized that on-scene judgment based on actual circumstances

must be the final guide for protection of lives, property and the environment. Duties do not include use of protective equipment by train and engine crews. Your safety is of primary concern and can be assured only if you do not expose yourself to a suspected hazard.

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

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

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

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

EASTERN DIVISION

DUBUQUE SUBDIV SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

MP 115.6 to MP 116.9	10 MPH
MP 152.6 to MP 163.8	25 MPH
MP 163.8 to MP 168.8	10 MPH
Portage to East Cabin trains consisting entirely of Intermodal and Autorack equipment	60 MPH
Portage to East Cabin trains consisting entirely of Intermodal and Autorack equipment against the current of traffic	49 MPH
Portage through crossovers and turnouts	25 MPH
Menominee Phoenix lead	5 MPH
MP 172.1 to MP 172.5 Westward Track	40 MPH
MP 177.5 to MP 177.8 Both Tracks	40 MPH
MP 181.0 to MP 181.5 Both Tracks	25 MPH
MP 181.5 to MP 191.5	10 MPH
MP 191.5 to MP 199.2	25 MPH
MP 229.5 to MP 230.7	25 MPH
Manchester - Wye Tracks	5 MPH
Hilltop - Turnout	25 MPH
Hilltop to MP 274 Main 2	25 MPH
MP 274 to MP 274.7 Both Tracks	10 MPH

2. TRACK WARRANT CONTROL, Rules 400-413, in effect between CTC Portage and MP 177 for movements against the current of traffic.

3. RULE 99 - When flagging is required, distance will be 1 mile, except between Portage and East Cabin distance will be 1.5 miles.

4. RULE 93 - Yard Limits in effect between Wallace and MP 116.7 and between MP 177 and MP 182.8 and between MP 272 and MP 274.7.

5. FAILED EQUIPMENT DETECTOR LOCATIONS -

MP 146.8 (Apple River)
MP 236.1 (Masonville)

6. SPRING SWITCH LOCATIONS

Normal Position

* East Cabin - east end of siding Eastward Track
East Cabin - intermediate switch east end of siding Movement toward Eastward Track
Manchester - east end of south siding Main Track

* Indicators equipped with lunar white marker light.

7. EXCEPTED TRACK - None

8. RULE 637 - Test miles where accuracy of locomotive speed indicators is to be checked:

MP 124 - MP 125
MP 271 - MP 272

9. JOINT OPERATION OF MAIN TRACK

Between Portage and East Cabin, Burlington Northern Railroad operates over CC&P main tracks.

Between Dubuque Jct and Wood, Soo Line Railroad operates over CC&P main track.

10. MAINTENANCE OF WAY MOVEMENTS PORTAGE - EAST CABIN

Unless protected by track bulletin Form B, when necessary to perform work or move on-track equipment on either main track between Portage and East Cabin, employee in charge must obtain authority of train dispatcher. This authority will permit work to be performed or on-track equipment to occupy Eastward or Westward Track without flag protection against trains or engines. Train Location Line-ups will not be issued. Train dispatcher will place block on CTC board at Portage and operator East Cabin will place block on interlocking signal for the track authorized. Train dispatcher must be informed when work is complete or movement clear.

11. MENOMINEE - Before opening switch and complying with Rule 317 when coming from Phoenix Chemical lead, authorization to enter Westward Track must be obtained from train dispatcher via operator at East Cabin.

12. MISSISSIPPI RIVER BRIDGE - Do not use sanders over swing span of bridge.

13. EAST CABIN - Before authorizing a movement past a stop indication at the west end of Mississippi River Bridge, operator at East Cabin must ascertain that swing span of bridge is lined for train movement. If movement will enter swing span of bridge, locking devices must also be in place.

14. DUBUQUE YARD - When weighing cars on rolling track scale on yard lead, do not exceed 5 MPH. Radio must be turned to Channel 3 to monitor annunciator from scale.

15. MANCHESTER - When eastward absolute signal at west end of north siding displays Stop indication and the letter "S" is illuminated, after stopping, train or engine may proceed to electric lock switch at west end of south siding, operate switch and enter south siding.

16. MANCHESTER - Cars set out on Catlin Track must be shoved to clear west of the signal case located near east end of track.

17. Trackage west of MP 274.7, (Nevada Street crossing,) is designated Industrial Trackage, Rule 105 is in effect.

18. INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS:

Eleroy	MP 122.3	1185 Feet	Opens West
Ralston Purina Spur	MP 125.0	700 Feet	Opens West
Waddams Grove	MP 130.9	1035 Feet	Opens West
Apple River	MP 144.4	740 Feet	Opens East
Council Hill	MP 158.1	390 Feet	Opens East
Kelly Track	MP 166.1	1970 Feet	Opens West
Menominee	MP 174.0	1655 Feet	Opens West
Phoenix Chemical	MP 174.2	7250 Feet	Opens West
Blood Plant	MP 185.2	2685 Feet	Opens Both
Center Grove	MP 189.5	310 Feet	Opens West
United Suppliers	MP 213.5	520 Feet	Opens East

19. ELECTRIC LOCK SWITCH LOCATIONS:

WICT Switch	MP 116.9	Approach Locked
Eleroy	MP 122.4	Approach Locked
Blood Plant-East Switch	MP 185.1	Approach Locked
Blood Plant-West Switch	MP 185.3	Approach Locked
Julien-East Siding Switch	MP 193.0	Approach Locked
Julien-West Siding Switch	MP 193.5	Approach Locked
Farley-FS Spur	MP 202.1	Approach Locked
Dyersville-House Track	MP 212.6	Approach Locked
Manchester-Crossover North Siding	MP 230.2	Approach Locked
Manchester-Crossover South Siding	MP 230.3	Approach Locked
Manchester-West Switch South Siding	MP 231.2	Approach Locked
Independence-East Switch Walnut Grove	MP 252.5	Approach Locked
Independence-West Switch Walnut Grove	MP 252.7	Approach Locked



WESTWARD
↓

FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	CEDAR RAPIDS SUBDIV STATIONS		Distance From Manchester
Sidings	Other Tracks			Rule 6		
	Yard		0.0	MANCHESTER	JTWY	0.0
	1208		9.6	RYAN		9.6
	1115		15.2	COGGON		15.2
	1385		21.9	CENTRAL CITY	TWC	21.9
	1120		29.1	ALBURNETT		29.1
	Yard		41.6	CEDAR RAPIDS	GTWY	41.6

↑ EASTWARD

Maximum Speed 25 MPH

Radio Channel 1 in Service between Manchester and Cedar Rapids
Radio Channel 3 in Service for yard crews at Cedar Rapids

CEDAR RAPIDS SUBDIV SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

MP 14.7 to MP 15.2 10 MPH

2. TRACK WARRANT CONTROL, Rules 400-413, in effect between MP 2 and MP 38.

3. RULE 99 - When flagging is required, distance will be one mile.

4. RULE 93 - Yard Limits in effect between Manchester and MP 2 and between MP 38 and MP 41.

5. FAILED EQUIPMENT DETECTOR LOCATIONS - None

6. SPRING SWITCH LOCATIONS - None

7. EXCEPTED TRACK - The following tracks have been identified as Excepted Track under FRA Track Safety Standards Rule 213.4, which restricts operating speed to maximum of 10 MPH and prohibits revenue passenger trains. No more than five (5) cars requiring hazardous commodities placards (49 CFR Part 172) may be handled at one time.

Marion-Louisa Industry Lead

8. RULE 637 - Test miles where accuracy of locomotive speed indicators is to be checked:

MP 2 - MP 3
MP 37 - MP 38

9. Trackage west of MP 41 is designated as Industrial Trackage, Rule 105 is in effect.

10. CEDAR RAPIDS - All trains and engines must have permission from CNW Yardmaster before using CNW main track switch under I-380 bridge at west end of yard.

11. CEDAR RAPIDS - Cargill East do not exceed 3 MPH on Straight Track over scale. Locomotives are prohibited from being inside meal loading facilities.

12. Locomotives are prohibited from operating over dumper at Holnam Cement on Marion-Louisa Industry Lead.

13. Locomotives are prohibited from operating inside building at Longview Fibre on Marion-Louisa Industry Lead.

14. INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS:

FS Spur MP 29.9 375 Feet Opens West
Marion-Louisa Industry Lead MP 38.5 5.4 Miles Opens West

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WESTERN DIVISION

WESTWARD

Siding	FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	FORT DODGE SUBDIV STATIONS		Distance From Waterloo
	Sidings	Other Tracks			Rule 6		
		Yard		275.8	WATERLOO 1.7	GTWX(2)Y	0.0
		Yard		277.5	WEST WATERLOO 1.1	J	1.7
	4660			278.6	SUSIE 2.4		2.8
				281.0	MONA JCT 2.5	J	5.2
				283.5	CEDAR FALLS JCT 9.0	J	7.7
6990	4078	292.1 293.5		292.5	NEW HARTFORD 5.7		16.7
	2690			298.2	SINCLAIR 2.9		22.4
3625	3040	300.4 301.2		301.1	PARKERSBURG 4.9		25.3
	3670			306.0	APLINGTON 4.0		30.2
	2990			310.0	AUSTINVILLE 5.4		34.2
4279	4184	314.1 315.0		315.4	ACKLEY 10.2	AJ	39.6
7275	Yard	323.9 325.4		325.6	MILLS 7.0	A	49.8
4500	8915	331.8 332.7		332.6	ALDEN 8.6		56.8
	9682			341.2	WILLIAMS 5.0		65.4
	8099			346.2	BLAIRSBURG 9.3		70.4
7131	Yard	355.6 357.0		355.5	WEBSTER CITY 4.2	A	79.7
	5650			359.7	HIGHVIEW 4.5		83.9
7275	6232	362.7 364.2		364.2	DUNCOMBE 2.8		88.4
	5451			367.0	JUDD 8.1		91.2
	Yard			375.1	FORT DODGE 5.9	GTWY	99.3
	Yard			381.0	TARA 9.1	JMY	105.2
	6100			390.1	KNIERIM 9.9		114.3
7010	Yard	400.1 401.5		400.0	ROCKWELL CITY 12.0		124.2
	4645			412.0	YETTER 6.4		136.2
	1210			418.4	ULMER 4.4		142.6
				422.8	IDA GROVE JCT 2.9	J	147.0
5680	3691	425.5 426.7		425.7	WALL LAKE 22.6	W	149.9
5895	Yard	447.8 449.0		448.3	DENISON 7.3	W	172.5
	696			455.6	ARION 9.9		179.8
	1119			465.5	DUNLAP 10.0		189.7
	6632			475.5	WOODBINE 16.5		199.7
7000		491.2 492.6		492.0	EUCLID 19.4		216.2
	Yard			511.4	CO BLUFFS	GTWY	235.6

Maximum Speed 40 MPH

EASTWARD

WESTERN DIVISION

Radio Channel 1 in Service between CTC Cedar Falls Jct and Co Bluffs.
 Radio Channel 2 in Service for all movements between Waterloo and CTC Cedar Falls Jct.
 Radio Channel 2 in Service for yard crews at Fort Dodge and Co Bluffs.
 Radio Channel 2 and 3 in Service for yard crews at Waterloo.
 Train Dispatcher Calls: Waterloo D2, Parkersburg D2, Mills D2, Webster City D2, Fort Dodge D2, Tara D2, Rockwell City D1, Denison D1, Woodbine D1, Co Bluffs D1

FORT DODGE SUBDIV SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

MP 277.0 to MP 277.4 Main 1	10 MPH
MP 277.4 to MP 278.6 Main 1	25 MPH
MP 277.0 to MP 278.6 Main 2	10 MPH
MP 282.4 to MP 284.6	10 MPH
MP 315.7 - Ackley Subdiv Crossing	20 MPH
MP 325.6 to MP 326.6	25 MPH
MP 355.0 to MP 355.6	25 MPH
Webster City - Cashway Spur	5 MPH
Farmland Wye Tracks	5 MPH
MP 370.9 to MP 374.4	25 MPH
MP 374.4 to MP 377.2	10 MPH
MP 377.2 to MP 381.2	20 MPH
Tara - all yard tracks	5 MPH
MP 447.5 to MP 448.5	25 MPH
Denison - Scouler Elevator Tracks	5 MPH
MP 479.7 to MP 480.1	30 MPH
MP 495 to MP 508	25 MPH

2. TRACK WARRANT CONTROL, Rules 400-413, in effect between CTC Cedar Falls Jct and MP 370 and between MP 383 and MP 508.

3. RULE 99 - When flagging is required, distance will be 1 mile.

4. RULE 93 - Yard Limits in effect between MP 277 and MP 277.4 (Main 1) MP 278.7 (Main 2), between MP 370 and MP 376.2, between MP 381.2 and MP 383, and between MP 508 and MP 510.

5. FAILED EQUIPMENT DETECTOR LOCATIONS -
 MP 319.2 (Macy)
 MP 470.4 (Dunlap)

6. SPRING SWITCH LOCATIONS - Normal Position
 +* New Hartford - west end of siding Main Track
 * Ackley - west end of siding Main Track
 +* Mills - west end of siding Main Track
 Webster City - east end of siding Main Track
 * Webster City- west end of siding Main Track
 +* Duncombe- west end of siding Main Track

* Indicates equipped with lunar white marker light.
 + Indicates west end of siding equipped with key release.

Movement through spring switches governed by signals having emergency key operated time release will be governed as follows:

If signal conveys stop indication on track being used and signal on adjacent track indicates proceed, and it is known that main track ahead is unoccupied and another train or engine is not approaching on adjacent track, a crew member will insert switch key in the release box located on side of the relay house and operate the key release in accordance with instructions posted on the relay house. After using key release, if signal does not clear in the prescribed time, Rule 312(4) will govern.

If signals on both main track and siding convey stop indication use of the key release is unnecessary, and Rule 312(4) will govern

7. EXCEPTED TRACK - None

8. RULE 637 - Test miles where accuracy of locomotive speed indicators is to be checked:

- MP 287 - MP 288
- MP 368 - MP 369
- MP 384 - MP 385
- MP 506 - MP 507

9. JOINT OPERATION OF MAIN TRACK -

Between Cedar Falls Jct and West Waterloo, Iowa Northern Railway operates over CC & P main track.
 Between Mona Jct and Waterloo, Cedar River Railroad operates over CC & P main track.

10. Between West Waterloo and Susie, CTC is in effect on Main 1 only. Main 2 is not signalled, Rule 93 is in effect.

11. Trackage east of MP 277 is designated Industrial Trackage, Rule 105 is in effect.
 Trackage west of MP 510 is designated Industrial Trackage, Rule 105 is in effect.

12. Trackage between West Waterloo and CNW Yard at Linden Avenue Waterloo is designated Iowa Northern Industrial Lead, Rule 105 is in effect. Contact yardmaster Waterloo prior to occupying this track, and again when movement is clear and switches lined normal and locked.

13. Movements over Union Pacific trackage in Co Bluffs and Omaha are governed by Union Pacific Timetable and Special Instructions. Movements over Burlington Northern Railroad trackage in Omaha are governed by Burlington Northern Railroad Timetable and Special Instructions.

14. Signal located on scale house south of Main 2 at MP 277.4 governs movement over weigh-in-motion track scale. Signal aspects are as follows:

- Green - Proceed over scale not exceeding 6 MPH
- Yellow - Speed excessive, reduce speed to 6 MPH
- Red - Stop, then proceed over scale not exceeding 6 MPH

Use of locomotive sanders over track scale is prohibited.

15. Chicago Central employees switching the John Deere plant at Waterloo must wear hard hat and eye protection at all times on their property.

16. AUTOMATIC CAB SIGNAL/AUTOMATIC TRAIN STOP

Automatic Cab Signal (Rules 366-372A) and Automatic Train Stop (Rules 380-384) are in effect between CTC Cedar Falls Jct and Fort Dodge. Mechanical Department personnel will make the required ATS departure tests, fill out Form 1473, and leave equipment turned on. Engineer will check Form 1473 for current date and signature as evidence that equipment is in proper operating condition.

Pre-departure tests will be performed and Form 1473 completed in Co Bluffs for trains operating through Fort Dodge. Equipment must remain on between Co Bluffs and Fort Dodge.

Engine Cab Signal: When the engine electrical device or the signalling current in the rails has failed, pneumatic device may be cut out, engine electrical device remaining cut in. Train will proceed as prescribed in Rule 382, and in addition, will approach all absolute signals and facing point switches prepared to stop unless the way is seen to be clear.

In the event train stop application occurs and engineer is unable to release brakes, the pneumatic device will be cut out, engine electrical device remaining cut in, and train will proceed in accordance with engine cab signal indication. Train dispatcher must be notified immediately. If there is a preceding train, train dispatcher will protect as prescribed by Rule 383.

Rule 383 is changed to read:

Absolute block may be established in advance of a train verbally by the train dispatcher, by track bulletin, or by line 17 of track warrant which will be addressed only to the train in advance of which absolute block is being established in words, "Absolute block is established in advance of your train between _____ and _____."

Unless specifically equipped, an engine backing up does not have an effective automatic train stop device, and will proceed at RESTRICTED SPEED unless otherwise authorized by the train dispatcher. Engines 8258 and 8260 are equipped for back-up movements.

17. CTC FORT DODGE - TARA

Control Operator Fort Dodge is responsible for authorizing train movements between Fort Dodge and Tara.

Track and time limits, when necessary, will be issued by the train dispatcher, who will issue instructions to Control Operator at Fort Dodge to place blocking devices on CTC board.

Yard Engine working between Fort Dodge and Limestone plant at MP 377 without track and time limits will be governed as follows:

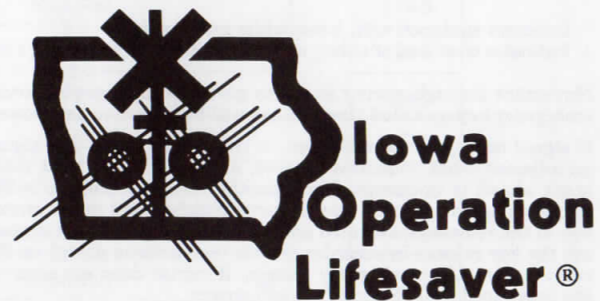
After Yard Engine enters CTC, Westward Absolute Signal Fort Dodge will be set to display Stop indication and blocking device applied. Yard Engine may make reverse movement from MP 377 to end of CTC Fort Dodge without flag protection upon verbal authority of Control Operator.

18. INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS:

Kent Feed Spur	MP 279.1	930 Feet	Opens East
Cedar Falls	MP 282.4	2974 Feet	Opens East
Macy	MP 320.3	4110 Feet	Opens East
Farmland Packing Spur	MP 323.3	1475 Feet	Opens East
Van Diest Spur	MP 348.0	600 Feet	Opens West
Stonega	MP 349.8	300 Feet	Opens West
Tassler Pallet	MP 353.2	530 Feet	Opens West
Van Diest Supply	MP 358.9	715 Feet	Opens West
Farmland Wye	MP 365.5	1.3 Miles	Opens Both
Richards	MP 394.1	1450 Feet	Opens West
Sherwood	MP 405.3	830 Feet	Opens Both
Ells	MP 435.9	850 Feet	Opens East
Deloit	MP 442.3	760 Feet	Opens East
Dow City	MP 458.0	1590 Feet	Opens West
Logan	MP 483.6	1025 Feet	Opens West
Ascot	MP 500.3	725 Feet	Opens East

19. ELECTRIC LOCK SWITCH LOCATIONS:

Susie-East Switch			
Interchange Tracks	MP 278.0		Approach Locked
Susie-West Switch			
Interchange Tracks	MP 278.5		Approach Locked
IANR Switch to Cedar Falls Utilities	MP 283.4		Dispatcher Controlled



WESTWARD ↓

↑ EASTWARD

FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	ACKLEY SUBDIV STATIONS Rule 6	Distance From Hampton
Sidings	Other Tracks				
			184.7	HAMPTON 6.6	0.0
	2687		191.3	GENEVA 4.9	6.6
	1779		196.2	FAULKNER 4.4	11.5
	4546		200.6	ACKLEY 5.1	15.9
	4163		205.7	ABBOTT 6.3	21.0
			212.0	STEAMBOAT ROCK	27.3

Maximum Speed 10 MPH

Radio Channel 1 in Service between Hampton and Steamboat Rock

ACKLEY SUBDIV SPECIAL INSTRUCTIONS

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. SPEED RESTRICTIONS - None 2. TRACK WARRANT CONTROL - None 3. RULE 99 - None 4. RULE 93 - None | <ul style="list-style-type: none"> 5. FAILED EQUIPMENT DETECTOR LOCATIONS - None 6. SPRING SWITCH LOCATIONS - None 7. EXCEPTED TRACK - None 8. Track out of service between MP 184.7 and MP 189.6 and between MP 202.3 and MP 212.0. 9. Entire subdivision designated Industrial Trackage, Rule 105 is in effect. |
|---|--|

WESTWARD ↓

↑ EASTWARD

FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	IDA GROVE SUBDIV STATIONS Rule 6	Distance From Ida Grove Jct
Sidings	Other Tracks				
			13.1	IDA GROVE JCT 1.9	0.0
	2616		15.0	SACTON 1.2	1.9
	2768		16.2	NORTH WALL LAKE 9.3	3.1
	5491		25.5	ODEBOLT 5.9	12.4
	3064		31.4	ARTHUR 6.7	18.3
	6599		38.1	IDA GROVE	25.0

Maximum Speed 25 MPH

Radio Channel 1 in Service between Ida Grove Jct and Ida Grove

IDA GROVE SUBDIV SPECIAL INSTRUCTIONS

- | | |
|---|---|
| <ul style="list-style-type: none"> 1. SPEED RESTRICTIONS
MP 16 to MP 18 10 MPH 2. TRACK WARRANT CONTROL, Rules 400-413, in effect between Ida Grove Jct and Ida Grove. 3. Rule 99 - When flagging is required, distance will be 1 mile. 4. Rule 93 - None | <ul style="list-style-type: none"> 5. FAILED EQUIPMENT DETECTOR LOCATIONS - None 6. SPRING SWITCH LOCATIONS - None 7. EXCEPTED TRACK - None 8. Trackage west of MP 38.1 is designated Industrial Trackage, Rule 105 is in effect. |
|---|---|

WESTWARD

FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	CHEROKEE SUBDIV STATIONS		Distance From Tara
Sidings	Other Tracks			Rule 6		
	Yard		381.0	TARA	JY	0.0
	1093		384.7	BARNUM		3.7
3936*	7806	392.8 393.6	393.4	MANSON		12.4
	5957		401.2	POMEROY		20.2
3757	6745	408.7 409.5	409.7	FONDA		28.7
3265*	3863	417.6 418.3	417.9	NEWELL		36.9
	6253		423.0	SULPHUR SPRINGS		42.0
3640	Yard	427.6 428.3	428.4	STORM LAKE	W	47.4
2208	Yard	433.9 434.4	434.1	ALTA	TWC	53.1
3650	6665	440.6 441.4	441.4	AURELIA		60.4
3400	3200	448.9 449.6	449.0	CARNEY'S SIDING		68.0
	Yard		450.8	CHEROKEE		69.8
	2800		457.0	MERIDEN		76.0
	1419		461.0	CLEGHORN		80.0
4772	9697	465.6 466.6	466.1	MARCUS		85.1
1631	4540	474.3 474.7	474.5	REMSEN		93.5
	1550		478.9	OYENS		97.9
	5863		484.8	LE MARS	J	103.8
2643		491.7 492.3	491.6	MERRILL		110.6
			497.1	WREN TOWER	A	116.1
	1443		498.5	HINTON	ABS	117.5
	2850		505.2	LEEDS	Y TWC	124.2
			507.4	28TH STREET	JY	126.4
	Yard		508.8	SIoux CITY	GTUWY	127.8

Maximum Speed 30 MPH

Radio Channel 1 in Service between Tara and Sioux City
 Radio Channel 2 in Service for yard crews at Sioux City
 Train Dispatcher Calls: Tara D2, Fonda D2, Storm Lake D2, Meriden D2, Le Mars D2, Sioux City D2

EASTWARD

CHEROKEE SUBDIV SPECIAL INSTRUCTIONS

- SPEED RESTRICTIONS**
 Aurelia - Stock Track Scale 5 MPH
 Carneys Siding - Cold Storage, Walnut Grove, and Wilson Foods Tracks 5 MPH
 MP 484.5 and MP 485.6 over crossings 10 MPH
 MP 507.4 to MP 509 10 MPH
 Unit Coal Trains Sioux City to LeMars 10 MPH
 Sioux City - Balloon Track 5 MPH
- TRACK WARRANT CONTROL**, Rules 400-413, in effect between MP 384 and MP 504.
- RULE 99** - When flagging is required, distance will be 1 mile.
- RULE 93** - Yard Limits in effect between CTC Tara and MP 384 and between MP 504 and MP 509.
- FAILED EQUIPMENT DETECTOR LOCATIONS** - None
- SPRING SWITCH LOCATIONS** - None
- EXCEPTED TRACK** - The following tracks have been identified as Excepted Track under FRA Track Safety Standards Rule 213.4, which restricts operating speed to maximum of 10 MPH and prohibits revenue passenger trains. No more than five (5) cars requiring hazardous commodities placards (49 CFR Part 172) may be handled at one time.

 Cherokee Industry Lead
- RULE 637** - Test miles where accuracy of locomotive speed indicators is to be checked:
 MP 385 - MP 386
 MP 502 - MP 503
- JOINT OPERATION OF MAIN TRACK**
 Between LeMars and 28th Street, Chicago and North Western Railroad operates over CC&P main track. Normal position of junction switches at both locations is for CC&P.
- Trackage west of MP 509 is designated Industrial Trackage, Rule 105 is in effect.
- SIoux CITY** - Trains or engines entering Leeds Industrial area via BN crossover and main track must first obtain permission from BN yardmaster at Sioux City. Rule 93 applies.
- STORM LAKE** - Close clearance both sides of IBP Freezer Track account trucks parking near track.
- INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS:**
 Wieston MP 389.0 475 Feet Opens West
 Cora MP 412.0 745 Feet Opens West
 IPS Spur MP 431.1 1235 Feet Opens West
- ELECTRIC LOCK SWITCH LOCATIONS:**
 LeMars-CNW Jct Switch MP 484.9 Approach Locked



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