



DUBUQUE SUBDIVISION

23

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S		
				WEST ↓	EAST ↑					
		115.1	115.1	EAST JCT		CTC	146.8	(72 72) RTC 7 Diesel Doctor 8-0-8		
	8,260		115.6	0.5 FREEPORT						
		116.8	116.8	1.2 WEST JCT						
	7,216	127.0 128.5	127.1	10.3 LENA					(72 72) RTC 7 Diesel Doctor 8-0-8	
			139.8	12.7 WARREN						
	7,249	151.3 152.8	152.7	12.9 SCALES MOUND					(72 72) RTC 7 Diesel Doctor 8-0-8	
	5,463	163.8 164.9	164.3	11.6 GRANT						
			CN 168.8 BNSF 172.2	4.5 PORTAGE						
			BNSF 177.2	5.0 MENOMINEE				BNSF CTC	182.3	BNSF (66 66)
			BNSF 180.3	3.1 BUDD						
			BNSF 183.2	2.9 MURPHY						
			BNSF 184.6	1.4 EAST CABIN						
			182.0	0.8 E. DUBUQUE						
			182.8	0.8 DUBUQUE JCT		CTC	201.8	(72 72) RTC 7 Diesel Doctor 8-1-8		
			183.2	0.4 DUBUQUE						
			184.4	1.2 WOOD						
			192.7	8.3 JULIEN						
	8,168	197.6 199.2	197.7	5.0 PEOSTA						
			206.0	8.3 FARLEY						
	7,227	210.8 212.3	212.2	6.2 DYERSVILLE						
			220.2	8.0 EARLVILLE						
	6,610 S 8,292 N	229.8 229.9 S N 231.2 231.6	230.1	9.9 MANCHESTER						
	6,970	240.2 241.6	240.9	10.8 BETH						
		251.8	10.9 INDEPENDENCE							
7,185	259.6 261.1	261.1	9.3 JESUP							
		272.0	10.9 HILLTOP		ABSYL 520	(54 54)				
		275.8	3.8 WATERLOO							



MAXIMUM SPEED MPH
50

SPEED RESTRICTIONS MPH

- Freeport Yard - Tracks 1-420
- MP 152.6 to MP 165.625
- MP 165.6 to MP 165.810
- MP 165.8 to MP 168.825
- Portage - through turnout from BNSF Main 1 to CN Main Track25
- MP 181.5 to Dubuque Jct.10
- Dubuque Yard - Tracks 1 & 220
- Dubuque Jct. - through DCS turnouts25
- Dubuque Jct. to MP 197.725
- Wood - through DCS turnouts25
- MP 273.0 to MP 274.240
- MP 274.2 to MP 275.125
- Rath Lead between Dubuque Road Crossing and GE Railcar
 East Yard Switch20

SIDING SPEEDS	<i>Turnouts</i>	<i>Siding</i>
	MPH	MPH
Freeport	.25	25
Lena	.10	10
Scales Mound	.10	10
Grant	.10	10
Peosta	.20	20
Dyersville	.10	10
Manchester	.10	10
Beth	.10	10
Jesup	.10	10
Hilltop - Restricted Speed westward, Restricted Speed eastward until head end passes signal at Hilltop then	.25	25

OPERATING CHARACTERISTICS

YARD LIMITS - in effect between
 MP 272.1 and MP 275.1 - Non-controlled

SIGNAL RULES - in effect
 Rules 803-816

ABS - in effect between
 MP 272.1 and MP 274.2 Hilltop to Idaho St.

CTC - in effect between	Controlled by
MP 115.1 and MP 168.8	Desk 7 RTC
MP 182.0 and MP 272.1	Desk 7 RTC

Rule 901 - Main Track switches in CTC that are not equipped with electric locks where trains must not clear the Main Track:

- Adkins Energy MP 125.2 and MP 125.8
- Waddams Grove MP 131.1
- Apple River MP 144.4
- Council Hill MP 158.1
- Kelly Track MP 166.1



Center Grove .....	.MP 189.5
Farley FS .....	.MP 206.6
Dyersville - North Storage .....	.MP 212.6
Earlville .....	.MP 220.2
Delaware - East Switch .....	.MP 223.9
Winthrop .....	.MP 244.2
Independence - Dock Track .....	.MP 252.3
Independence - Old Depot Track .....	.MP 252.3
Jesup - East Elevator Track Switch .....	.MP 260.8
Jesup - West Elevator Track Switch .....	.MP 261.3

Rule 520 - Trackage west of MP 275.1 (Glenwood St. crossing) is designated as Track other than Main Track.

BULLETIN BOARDS

Freeport	Yard Office
Dubuque	Yard Office
Waterloo	Yard Office

MEASURED MILES - between

- MP 124 and MP 125
- MP 268 and MP 269

JOINT OPERATION OF MAIN TRACK

Between Portage and East Dubuque, main tracks are dispatched by BNSF train dispatcher in Fort Worth. CN crews must have current BNSF Chicago Division Timetable and General Code of Operating Rules in their possession. Westward Trains passing Grant and Eastward Trains approaching Jones Street Dubuque must attempt to contact the BNSF dispatcher on Channel 66 66. The BNSF Galena radio can be activated by depressing 5-6-0 on the touch pad.

SPECIAL CONDITIONS

Rentec Lead - When handling loads between Rentec and BNSF Main Track 1 the following restrictions apply:

- Must operate with no fewer than 2 locomotives
 - Must operate with at least one idler car
 - Maximum of 20 loads handled at one time
 - Must be equipped with an armed two-way telemetry device
- Perform Class I Brake Test Initial Terminal Inspection, as prescribed by Rule 104 of the Air Brake & Train Handling Rules. After completing the test, and allowing the system to recharge, follow these instructions:
- Make a 20 psi automatic brake pipe reduction.
 - Position the retaining valves on 5 cars to HIGH PRESSURE (HP) position as described in ABTH Rule 509.
 - Release the automatic brake application, this will retain approximately 20 psi pressure in the brake cylinders of the 5 cars.
 - Proceed down the hill, making additional automatic brake pipe reductions as necessary.

Retaining valves must be returned to the DIRECT EXHAUST (EX) position before entering BNSF Main 1.



Portage to East Dubuque - All trains and engines operating between Portage and East Dubuque are required to fill out separate delay report form entitled, "Delay Report - East Cabin to Portage" whenever operating between these locations. Delays must be separated between work performed, (i.e. set outs and pick ups), and delays attributable to BNSF operations. Delays at Wood, Dubuque, and Portage waiting for signals must be documented. Delay Reports are to be completed regardless of whether movement was delayed, if none, show "**NO DELAYS**", and are to be faxed to Dubuque Trainmaster upon tie up.

Mississippi River Bridge - Before an eastward train or engine movement enters the west end of the Mississippi River bridge, the swing span of the bridge must be lined for train movement. If the movement will enter the swing span, locking devices must also be in place.

Manual operation of locomotive sanders on the swing span of the bridge is prohibited.

Between Wood and Peosta - Issuance of Joint Track & Time as prescribed by Rule 1004, involving eastward trains between East Peosta and Wood, is prohibited.

Manchester - South Wye Switch at MP 0.2 Cedar Rapids Subdivision is controlled by DTMF radio signals. The switch will be lined by using DTMF Code #01. The switch target is green when lined for the East Leg of the Wye, and red for the West Leg. Voice annunciator will indicate as follows:

"South Wye Switch is lined for the East Leg"

"South Wye Switch is lined for the West Leg"

If the switch fails to lock in either position it will broadcast, "South Wye Switch is in a fault condition," and an amber strobe light will illuminate. In this situation, stop before passing over the switch, and be governed by posted instructions. The switch may be left in the position last used.

Wye Track Switches connecting the South Siding with the Cedar Rapids Subdivision may be left lined and padlocked in the position last used. Rule 706 will not apply.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Eleroy	.122.3	.1185	.West
Adkins Energy	.125.2 & 125.8	.Industry	.Both
Waddams Grove	.130.9	.1035	.West
Apple River	.144.4	.740	.East
Council Hill	.158.1	.390	.East
Kelly Track	.166.1	.1970	.West
Center Grove	.189.5	.310	.West
Delaware	.223.9	.718	.West
Winthrop	.244.2	.2145	.West