

CN WATERLOO SUBDIVISION 27

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS	EAST STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
North Waterloo Ind. Lead			275.8	WATERLOO		520		
			277.5	WEST WATERLOO		YL		
OSAGE SUB			278.6	SUSIE		CTC	319.2	(54 54)
			281.0	MONA JCT.				
IANR			283.5	CEDAR FALLS JCT.				
	6,990	292.1 293.5	292.5	NEW HARTFORD				
		298.2	SINCLAIR					
		306.0	APLINGTON					
		308.8	ERIKA					
		315.0	ACKLEY					
Ackley Spur			315.7	WEST ACKLEY				
	7,275	323.9 325.4	325.6	MILLS				
UP			327.8	LYNCH				
			332.6	ALDEN				
			340.6	EAST WILLIAMS				
			342.1	WEST WILLIAMS				
			346.2	BLAIRSBURG				
			352.8	DANA				
UP	7,131	355.6 357.0	355.5	WEBSTER CITY				
			359.7	HIGHVIEW				
	7,275	362.7 364.2	364.2	DUNCOMBE				
			365.5	FARMLAND WYE				
			373.6	LAKE OLEY				

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TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				WEST ↓	EAST ↑			
UP Cherokee Sub / Omaha Sub			375.1	FORT DODGE		CTC	(72 72) RTC 7 Diesel Doctor 8-1-8	
				1.1				
			376.2	CHRIS				
				0.8				
			377.0	LIMESTONE				
			3.8					
			380.8	EAST TARA				
				0.4				
			381.2	TARA				

MAXIMUM SPEED **MPH** .50

SPEED RESTRICTIONS **MPH**

- Waterloo Yard - Yard Track 920
- MP 276.3 to MP 277.425
- North Waterloo Industrial Lead10
- Susie - Interchange Tracks20
- MP 282.6 to MP 284.225
- MP 312 to MP 31340
- MP 315.7 - Ackley Spur Crossing30
- MP 325.6 to MP 326.625
- MP 355.6 - UP Crossing30
- MP 372.4 to MP 381.225
- Fort Dodge - North No. 1 and Island Tracks20

	<i>Siding</i> MPH	<i>Turnouts</i> MPH
SIDING SPEEDS		
Susie Restricted Speed Eastward, Restricted Speed		
Westward until head end passes signal at Susie then	.25	25
New Hartford	.25	25
Mills	.25	25
Webster City	.10	10
Duncombe	.25	25

OPERATING CHARACTERISTICS

YARD LIMITS - in effect between
MP 276.3 and MP 277.4 - Non-controlled

SIGNAL RULES - in effect
Rules 803-816

CTC - in effect between **Controlled by**
MP 277.4 and MP 381.2 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:

- Cedar Falls Elevator Track MP 282.2
- New Hartford East Elevator Switch MP 292.3
- New Hartford West Elevator Switch MP 292.6
- Sinclair East Elevator Switch MP 297.9
- Sinclair West Elevator Switch MP 298.4
- Parkersburg West Elevator Track Switch MP 301.2
- Aplington FS Spur MP 305.4



Aplington East Elevator SwitchMP 305.8
Aplington West Elevator SwitchMP 306.2
Austinville East Elevator SwitchMP 309.8
Austinville West Elevator SwitchMP 310.3
Ackley East Runaround SwitchMP 315.1
Ackley West Runaround SwitchMP 315.4
MacyMP 319.9
Alden West Switch South SideMP 332.7
Blairsburg East Elevator SwitchMP 345.8
Blairsburg North SpurMP 346.3
Blairsburg West Elevator SwitchMP 346.3
Van Diest SpurMP 348.0
Tasler PalletMP 353.2
Webster City East Yard SwitchMP 355.0
Webster City WCI SpurMP 355.2
Webster City Kenco SpurMP 355.3
Webster City West Yard SwitchMP 355.3
Webster City Iron & MetalMP 355.5
Webster City Cashway SpurMP 357.2
Van Diest SupplyMP 358.9
Limestone - Martin - Marietta NorthMP 376.9
Limestone - J.M. HuberMP 377.0
Limestone - Martin - Marietta SouthMP 377.0

Rule 520 - Trackage east of MP 276.3 is designated Track other than Main Track.

RAILROAD CROSSINGS AT GRADE	Controlled by
West Ackley .....Ackley Spur Crossing .....Desk 7 RTC	
Mills .....UP Crossing .....Desk 7 RTC Requested*	
Webster City .....UP Crossing .....Desk 7 RTC*	
Tara .....UP Crossing .....Desk 7 RTC**	

*At Mills, the west siding switch and UP crossing are within the same control point. At Webster City, the east siding switch and the UP crossing are within the same control point. RTC Homewood controls the signals on the CN, but these are automatic interlockings on the Union Pacific. When signal displays Stop indication, first contact the RTC. If instructions include authority to pass signal displaying Stop indication, key release at the crossing must be operated according to the posted instructions, before movement passes the absolute signal.

** Gate must be unlocked by RTC.

On-Track Safety	West Ackley	Mills	Webster City	Tara
Foul Time	X			X
Track & Time	X			X
Planned Work	X			
Watchman/Lookout	X	X	X	X
Lone Worker				
Lock-out Box		X	X	
Signal Maintainer		X	X	
Inaccessible Track				

BULLETIN BOARDS

WaterlooYard Office
Fort DodgeYard Office

MEASURED MILES - between

MP 292 and MP 293

MP 368 and MP 369

SPECIAL CONDITIONS

Crossover MP 276.8 - Crossover at MP 276.8 is controlled by DTMF radio signals from an approaching train or engine or from the Supervisor at Waterloo Yard. DTMF Code #9289 will line the crossover to the position other than its current position. DTMF Code will not activate when a train or engine is within 50 feet of the crossover, and the crossover can then be lined only by hand or by pushbutton at the switch. Once requested, if the crossover fails to line and lock, after five seconds it will return to the original position. A yellow light will flash while the switches are out of correspondence.

West Waterloo - Weigh-in-motion track scale located on the siding at MP 277.4.

Aspects of color lights located on scale house south of the siding are:

Green - Proceed over scale not exceeding 5 MPH

Yellow - Speed excessive, reduce speed to 5 MPH

Red - Scale is inoperative

Radio annunciator for track scale is on IC Channel 1 (72 72). When weighing, the speed being broadcast by the annunciator will supersede the locomotive speedometer.

North Waterloo Industrial Lead - Hand operated switches connected to the North Waterloo Industrial Lead must be left lined and locked for the lead when not in use. Iowa Northern crews must contact Waterloo Yardmaster before entering.

RTC - Controlled Electric Lock Switches - IANR switch to Cedar Falls Utilities, and switch to the connecting track to the Ackley Industrial Lead are electric lock switches controlled by the Homewood RTC.

Mills and Webster City - When taking the dual control switch in hand position at west siding switch Mills (UP Crossing) and east siding switch Webster City (UP Crossing), the following part of USOR Rule 713 will not apply:

"When the selector lever is in the HAND position, signals governing movements over the switch will display Stop indication, and movements will be governed by signals from the employee handling the switch."

The following applies:

MOVEMENTS THAT LEAVE THE CONTROL POINT DURING THE TIME THAT THE DUAL CONTROL SWITCH IS IN HAND POSITION, MUST OPERATE THE KEY RELEASE AT THE DIAMOND BEFORE RE-ENTERING THE CONTROL POINT.

Williams - The track north of the Main Track between East Williams and West Williams has been leased by Alliant Energy. Maximum speed is 10 MPH. Derails located near the clearance points of the main track switches may be left in the non-derailing position, except when cars are left unattended. Trains and engines must approach these locations prepared to find derails in the derailing position. Alliant Energy will use their own engine when unloading coal trains. When switching Agro Fertilizer, CN crews may use this track, protecting against movement of the Alliant Energy engine. This track may be used to meet or pass trains when it is not blocked.



Fort Dodge - Derails on the west ends of Hill Tracks 1, 2, and 3 are to be placed in the derailing position only when cars are left unattended. Trains and engines must approach these derails prepared to find derail in the derailing position.

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Cedar Falls .....	.282.4 .....	.2974 .....	.East
Parkersburg .....	.301.1 .....	.520 .....	.West
Austinville .....	.310.0 .....	.2770 .....	.Both
Macy-Cargill .....	.319.9 .....	.1324 .....	.East
Van Diest Spur .....	.348.0 .....	.600 .....	.West
Tasler Pallet .....	.353.2 .....	.530 .....	.West
Van Diest Supply .....	.358.9 .....	.715 .....	.West
Gypsum-UP Interchange .....	.371.5 .....	.2995 .....	.Both