

10		NEENAH SUBDIVISION			CN		
TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
			247.0	HOOVER 2.7	CTC	237.3	(45 45) RTC 4-9-5 Diesel Doctor 8-3-8
			244.3	ORCHARD 1.0			
			243.3	STOCKTON 1.7			
			241.6	CUSTER 6.1			
			235.5	AMHERST JCT. 3.1			
	10,140	233.0 231.0	232.4	NELSONS 11.6			
			220.8	WAUPACA 7.4			
	14,385	215.6 212.8	213.4	WEYAUWEGA 6.4			
			207.0	FREMONT 3.0			
			204.0	READFIELD 3.0			
	10,115	201.6 199.5	201.0	ANTON 13.6			
			187.4	NEENAH NORTH 1.4			
	12,883		186.0	NEENAH 1.2			
			184.8	NEENAH SOUTH 3.2			
	16,526	181.6	181.6	DIXIE 3.3			
	6,377	179.0 177.7	178.3	WINNEBAGO 3.0			
			175.3	CF SIDING 2.5			
			172.8	OSHKOSH 3.8			
			169.0	BLACK WOLF NORTH 2.2			
			166.8	BLACK WOLF SOUTH 2.8			
		164.0	VAN DYNE 3.6				
		160.4	SHOPS NORTH 2.0				
		158.4	SHOPS YARD	Rule 520			

MPH  
**MAXIMUM SPEED** .....60

MPH  
**SPEED RESTRICTIONS**  
 Stevens Point - Track 19 .....20  
 Except over crossover switch in front of yard office .....10  
 Scale south of depot .....8

Hoover - through DCS turnouts	.25
Hoover to Orchard - Main 2	.35
Orchard - through turnout of DCS	.35
MP 188.3 to MP 186.9	.45
MP 187.5, Winchester Rd - through DCS turnouts	.25
MP 186.9 to MP 185.8	.35
MP 185.8 to MP 177.8	.50
MP 184.7 - through DCS turnouts	.25
MP 177.8 to Black Wolf North	.40
MP 173.2 - over drawbridge	.35
Black Wolf North - through turnout of DCS	.35
Black Wolf North to Shops North (Main 1)	.50
Black Wolf South - through turnouts	.25
Shops North - through turnout of DCS	.20
Shops Yard - Marshline/Track 55	.20
Old FVW main (track 237, 238, 54, 262)	.20
Old WC main (track 261, 030)	.20
North Yard, Main One/Main Two switch, through turnout of yard dual control switch	.20

<b>SIDING SPEEDS</b>	<i>Turnouts</i> <b>MPH</b>	<i>Siding</i> <b>MPH</b>
Nelsons	.25	25
Weyauwega	.25	25
Anton	.25	25
Neenah	.25	25
Dixie	.20	25
Winnebago	.25	25

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

Fond du Lac DOB	Waukesha Sub between MP 158.4 and MP 145 Neenah Sub between MP 163 and MP 158.4 Eden Spur
Neenah DOB	Neenah Sub between MP 190 and MP 181 Fox River Sub between MP 214 and MP 208.1 Shawano Sub between MP 357.6 and MP 360 Manitowoc Sub between MP 3.0 and MP 0.0

**SIGNAL RULES - in effect**

Rules 803-816

**CTC - in effect between**

**Controlled by**

Hoover and Shops North ..... East Desk

**Rule 901** - Main track switches in CTC that are not equipped with electric locks or entering signals where trains must not clear the main track:

Weyauwega - Both ends of team track	.MP 213.5
Fremont - Both ends of former siding	.MP 207.0
Readfield - East and West sides	.MP 204.0
Dale	.MP 199.4
Industry	.MP 186.4
Noffke Lumber	.MP 175.0
Oshkosh - Both ends of yard	.MP 172.8
Van Dyne - Both ends of former siding	.MP 164.0



**Rule 520** - All trackage South of Shops North is designated as Track other than Main Track.

#### RADIO OPERATIONS

##### Fond du Lac

Train Coordinator	(10 10)
Yardmaster	(15 15)
Southbound Switching Lead	(85 85)
Northbound Switching Lead	(76 76)
Industrial Yard	(49 49)
Mechanical and Engineering	(64 64)
Eden Spur	(64 64)
Neenah Yardmaster	(15 15)
North Lead	(49 49)
South Lead	(64 64)

#### BULLETIN BOARDS

Stevens Point	Yard Office
Waupaca	Foundry Scale House
Neenah	Yard Office
Shops Yard	Yard Office and Risk Management Building

#### MEASURED MILES - between

MP 246.8 and MP 244.8
MP 192 and MP 191
MP 181 and MP 180
MP 162.6 and MP 161.6

#### SPECIAL CONDITIONS

##### **Rule 411 - Locomotive Whistle Quiet Zones - in effect**

Neenah - from MP 186.9 to and including MP 184.3

Oshkosh - from MP 176 to and including MP 171

Shops Yard - at MP 158.4

**Short Miles** - The following short miles exist on the Neenah Subdivision:

MP 168 - MP 169 = .83 mile

MP 176 - MP 177 = .48 mile

**Hoover** - Switch to WSI is an electric lock switch controlled by the RTC.

**Weyauwega** - Six axle locomotives are prohibited on Presto tracks.

**Oshkosh, Fox River Drawbridge** - Trains at signal displaying stop will be authorized to proceed per Rule 857 if RTC has indication that bridge is closed and locked.

When the bridge is open for river navigation, trains and on-track equipment will be governed by the following: After receiving permission from the RTC to place the bridge on local control, open the local control push-button box located on the signal mast.

Push the green local control button, the green light will flash continuously until the bridge is closed and locked in position. It will now stop flashing and remain continuously to indicate the bridge is locked and movement onto the bridge may begin.

TRAINS will stop at the local control box on the signal mast on the opposite side of the bridge. Open the box and push the red remote control button.

ON-TRACK EQUIPMENT will stop at the local control push button box on the opposite side of the bridge. The operator of the last piece of equipment will open the box and push the red remote control button.

SWD trains passing a STOP signal must observe 5 MPH head end speed restriction approaching Pioneer Dr. grade crossing and must not occupy the crossing until the warning devices have been observed to be operating for a sufficient period to warn road traffic.

**Shops Yard** - Southward trains will contact the Terminal Coordinator for yarding instructions. All departing trains will contact the Terminal Coordinator for departure routes and instructions.

\_\_\_\_\_

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Dale .....	199.4 .....	.927 .....	South
Warehouse Specialists Spur .....	189.7 .....	.4928 .....	South
N. Oshkosh Industrial Spur .....	176.0 .....	.2.2 miles .....	South
Airport Spur .....	169.5 .....	.2.5 miles .....	South