

CN		WAUKESHA SUBDIVISION				5		
TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL LNS	
			158.4	SHOPS YARD	Rule 520			
			157.2	SHOPS SOUTH				(79 79) RTC 3-7-5 Diesel Doctor 8-3-8
			155.0	EDEN JCT				
			154.1	VALLEY				
			146.1	BYRON				
	10,269	136.0 133.9	134.3	MARSH		144.6	(79 79) RTC 3-7-5 Diesel Doctor 8-3-8	
			122.6	SLINGER		131.2		
			120.9	ACKERVILLE				
	7,748	118.2 116.6	117.7	RUGBY JCT		120.2		
			107.2	NORTH SUSSEX		108.8		
			106.6	SUSSEX				
		105.2	105.2	NORTH DUPLAINVILLE				(79 79) RTC 3-7-5 Diesel Doctor 8-3-8
	13,071		103.6	QUAD				
		102.5	102.5	SOUTH DUPLAINVILLE				
	8,617	100.3 98.6	99.7	WAUKESHA				
			97.2	GRAND AVE				
	10,090	91.7 89.7	90.9	VERNON	CTC	94.0		
	8,488	81.8 80.1	80.6	MIDWAY		78.7	(79 79) RTC 3-7-5 Diesel Doctor 8-3-8	
			77.7	HONEY CREEK				
	5,142	73.9 72.8	72.7	BURLINGTON				
9,635	71.6 69.7	70.7	NESTLE					
6,351	61.4 60.0	61.6	SILVER LAKE		64.5	(79 79) RTC 3-7-5 Diesel Doctor 8-3-8		
		58.3	TREVOR					
		57.5	NORTH STATELINE					

Waukesha Subdivision from North Stateline to Madison Street is shown in Chicago Division Timetable.

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

**SPEED RESTRICTIONS****MPH**

Shops Yard - Old FVW main (Track 237, 238, 54, 262) .....	.20
Old WC main (Track 001) from Shops South to	
South Yard Switching Lead .....	.20
Marshline/Track 55 .....	.20
Shops South - through turnouts .....	.25
Fond du Lac - Agriland Spur. ....	.5
MP 157.3 to MP 155.6 .....	.20
Eden Spur .....	.20
Except: Eden Jct. to MP 145.7 .....	.10
MP 141.5 - bridge .....	.10
MP 140.6 on Quarry Spur track north of Hwy V .....	.5
MP 155.6 to Valley .....	.40
Valley - through turnout .....	.25
Valley to Byron - Mains 1 & 2 .....	.40
Byron - through turnout .....	.45
Byron - Quad Industrial Lead .....	.20
Byron to MP 102.6 .....	.50
Slinger - through DCS turnouts .....	.25
MP 102.6 to MP 96.7 .....	.35
Duplainville - connection track to CPR .....	.10
Waukesha - PDC Spur. ....	.5
MP 96.7 to MP 87.1 .....	.50
MP 87.1 to MP 86.5 - curves .....	.40
Burlington - curve into PCA Warehouse. ....	.3
MP 72.9 to MP 72.0 .....	.35
MP 72.0 to MP 64.2 .....	.50
North Stateline - through turnout .....	.45

<b>SIDING SPEEDS</b>	<i>Turnouts</i>	<i>Siding</i>
	<b>MPH</b>	<b>MPH</b>
Marsh .....	.25	25
Rugby Jct. ....	.25	25
Duplainville .....	.N 30 S 25	30
Waukesha .....	.25	25
Vernon .....	.25	30
Midway .....	.25	25
Burlington .....	.25	25
Nestle .....	.25	30
Silver Lake .....	.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

**SIGNAL RULES - in effect**

Rules 803-816

**CTC - in effect between**

Shops South and North Stateline .....South Desk

**Controlled by**

**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:

Immel	.MP 155.2
WSI Dixie	.MP 155.1
International Paper	.MP 154.4
WSI - Morris St.	.MP 154.2
Byron - Both ends of House Track	.MP 147.2
Wickes Lumber	.MP 144.8
Lomira - House Track	.MP 143.0
Allenton	.MP 129.6
Zuern Farmers Supply	.MP 129.3
Rugby Jct. - WSOR Connection	.MP 118.0
Sussex - House and Team Tracks	.MP 106.9 and MP 106.7
Duplainville - Quadgraphics	.MP 102.5
Ambassador Steel	.MP 102.0
Marriott Drywall	.MP 101.7
Waukesha - Both ends of east yard	.MP 98.3
Waukesha - Both ends of west yard	.MP 98.3
Mukwonago	.MP 86.2
Mukwonago - METW	.MP 85.1
Honey Creek	.MP 77.6
Burlington - Siding 74 Both ends	.MP 75.3
Burlington - Both ends of yard	.MP 72.7
Burlington - Both ends of house track	.MP 72.7
Burlington - Industry	.MP 71.9
Silver Lake - House track	.MP 61.6
Trevor - Engineering and team tracks	.MP 58.3

**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)

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Duplainville	CPR Crossing		South Desk
			CP Dispatcher - 612-904-5832, (94 94)

On-Track Safety	Duplainville*
Foul Time	X**
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	
Lock-out Box	
Signal Maintainer	
Inaccessible Track	



\* Track & Time as prescribed by Rule 1002 is not in effect at CP Crossing Duplainville. Roadway workers issued Track & Time through this crossing must receive Foul Time on the railroad crossings and CP connection switch from the CP train dispatcher and must receive Foul Time on the south siding switch from the CN RTC.

\*\* Applies on south siding switch only. Foul Time must also be received on the railroad crossings and CP connection switch from the CP train dispatcher.

**Rule 520** - Trackage north of Shops South is designated Track other than Main Track.

**BULLETIN BOARDS**

Shops Yard . . . . .Yard Office, Materials Building, Risk Management Building  
Spur 126 . . . . .Bungalow  
Waukesha . . . . .Depot

**FRA EXCEPTED TRACK**

Waukesha - All trackage on PDC line

**MEASURED MILES - between**

MP 141.0 and MP 140.0

**SPECIAL CONDITIONS**

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

- Burlington - from MP 71.64 to and including MP 72.39
- Mukwonago - from MP 86.39 to and including MP 84.83
- Waukesha - from MP 95.9 to and including MP 98.6
- Rugby Jct. - from MP 112.16 to and including MP 117.19
- Fond du Lac - from MP 155.1 to and including MP 157.1
- Eden Spur - at MP 145.9
- Shops Yard - at MP 158.4

**Fond du Lac, Agriland Spur** - Employee must be positioned at Hickory, Grove and 11th Streets in advance of movement.

**Eden Spur** - Six axle locomotives are prohibited.

**Valley** - NWD trains must call Terminal Coordinator on Channel (10 10) for yarding instructions before departing Valley.

**Slinger** - Planned Work as prescribed by Rule 1102 may be issued through the control point at Slinger, however it does not authorize Roadway Workers to occupy the main track between the opposing absolute signals.

**Duplainville** - Hand Operation of South Siding Switch Duplainville: Before permission is granted to operate south siding switch by hand, South RTC must notify CPR train dispatcher to line and block the connection switch for movement onto the connection track whenever possible. CPR dispatcher shall inform South RTC when lined and blocked, who may then authorize hand operation of south siding switch in accordance with Rule 713.

CPR train dispatcher must keep this switch lined and blocked for connection track until RTC releases it back to the CPR train dispatcher.

When necessary for connection switch to be lined for the main track, the same procedures apply.

**Duplainville** (Manual interlocking at south end of siding only) - All switches and signals on CPR trackage are under exclusive control of the CPR control operator (train dis-

patcher). Switches and signals on CN trackage are under joint control of the CPR and CN control operators. Trains stopped at signals governing movement to or from CPR main track must be governed by instructions received from CPR control operator. Trains stopped at signals on CN trackage must be governed by instructions received from CN South RTC.

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Lomira .....	.143.0 .....	.998 .....	.North
Theresa .....	.138.3 .....	.3664 .....	.Both
Allenton .....	.129.5 .....	.1400 .....	.Both
Spur 126 .....	.126.5 .....	.1487 .....	.North
Mukwonago .....	.86.2 .....	.1574 .....	.South
M.E.T.W. Conn .....	.85.1 .....	.Industry .....	.South