

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY



TIMETABLE 52

FOX RIVER DIVISION

P. A. BOGG
Asst. Vice President & Division Manager

J. N. OZANICH
Chief Dispatcher

VALLEY SUBDIVISION
KIMBERLY SUBDIVISION

EFFECTIVE
2:01 AM MAY 1, 1981
CENTRAL STANDARD TIME

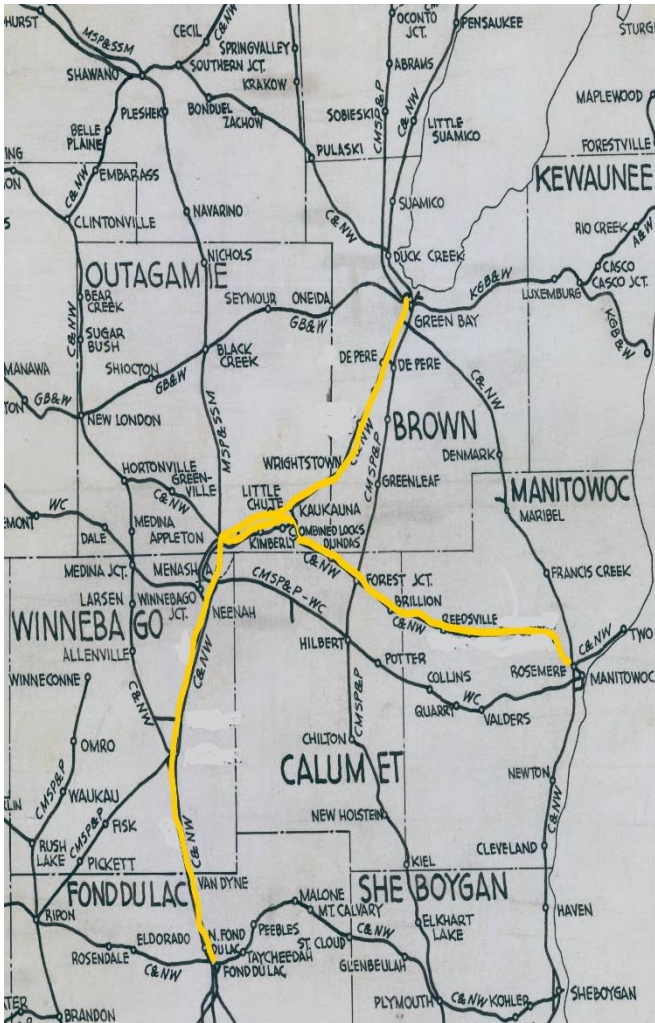
For the information and government

of employees only

J. A. ZITO, Senior Vice President - Operations
E. A. BURKHARDT, Vice President - Transportation
C. J. BURGER, Vice President - Operations

Division Offices

1500 West 2nd Street
Appleton, Wis.



VALLEY SUBDIVISION					
WESTWARD - READ DOWN			Mile Post	Rule 93 Locations	TIME TABLE No 52
Third Class		First Class			EASTWARD Trains are Superior to other Trains of Same Class
297	295	401			
FDGBA	PRGBD	Amtrak			STATIONS Rule 6A Symbols
Daily	Daily	Daily			
PM	AM	PM			
2:30	2:00	s7:55 8:05	180.5	FOND DU LAC BCFKQRTY VAN DYNE	
			184.5		
2:50	2:20	8:25	186.3	BLACK WOLF P	
2:55	2:25	s8:30 8:35	188.9	NEENAH OY	
			189.9	MENASHA AMPY sSOO	
3:00	2:50	s8:45	194.4	APPLETON BCFJKQRYZ	
3:40	3:10	8:55	196.5	LITTLE CHUTE P	
			198.3	WRIGHTSTOWN P	
3:50	3:20	9:03	198.3	DE PERE	
			200.0		
			201.2	FORT HOWARD Y	
A 4:00	A 3:30	A 9:14	202.5	TAVIL CIJMY sMILW	
PM	AM	A 9:15	00	GREEN BAY	
A 4:05	A 3:35	PM	24	BROADWAY	
297	295	401		Central Standard Time	

VALLEY SUBDIVISION						
TIME TABLE No 52	Office Call	Siding Capacity 50 H. Cars	EASTWARD - READ UP			
EASTWARD Trains are Superior to other Trains of Same Class			First Class		Second Class	
			400	218	290	296
STATIONS Office Hours			Amtrak	GBWST	GBFDA	GBPRD
	Daily	Daily ex Sun	Daily	Daily		
			AM	PM	AM	PM
FOND DU LAC Continuous	DU	20	A 6:10	A 2:00	A 7:00	A 6:00
VAN DYNE	VN					
BLACK WOLF	BF	20	5:50	1:43	6:50	5:50
NEENAH Mon-Sat 5:00A - 9:00P	NH	20	5:45	1:39	6:45	5:45
MENASHA	MA		s5:40			
APPLETON Continuous	AJ	20	5:30	1:26	6:40	5:40
LITTLE CHUTE	CU	18	s5:20		6:00	5:00
WRIGHTSTOWN	RT		5:12	1:16	5:50	4:50
DE PERE	DR					
FORT HOWARD	FT					
TAVIL Continuous	WO		5:01	1:05	5:35	4:35
GREEN BAY	FD		5:00	PM	AM	PM
BROADWAY	BY		AM	1:00	5:30	4:30
Central Standard Time			400	218	290	296

Speed Restrictions (in MPH)

Maximum	Freight	Passenger
	60	79
M.P. 180.5 – 183.5	20	20
M.P. 188.5 – 195.0	25	35
M.P. 200.0 – 202.5	25	35

Freight trains consisting of all TOFC cars may operate at passenger train speed provided brake pipe pressure is set at 90 lbs.

Yard Limits (Rule 93):

Fond du Lac – M.P. 183.0
M.P. 188.4 – 195.0
M.P. 199.5 – Tavit

Automatic Block Signaling (ABS):

ABS is in effect between west siding switch at Fond du Lac and Tavit.

Register Stations (Rule 83(a)):

Fond du Lac – ALL trains register.

Appleton – ALL trains register. Trains not originating or terminating may use register ticket.

Clearance Requirements (Rule 83(b)):

At Fond du Lac – ALL originating trains obtain clearance.

At Appleton – ALL originating trains and yard engines obtain clearance.

At Tavit – ALL originating trains and yard engines obtain clearance, however, clearance NOT required when train order signal indicates proceed.

Special Instructions

At Menasha:

When train is stopped at home signal with no apparent cross-traffic present, activate release located inside telephone shanty. If no conflicting traffic is present, home signal will display restricting indication for movement through the interlocking.

Industrial track crossing with SOO Line is protected by a swing gate. Normal position of gate is locked against CNW.

At Appleton:

Normal position of junction switch with Kimberly Subdivision is for the Valley Subdivision.

Rule 99: Minimum flagging distance 2500 feet

Maximum Weight: 263,000 lbs.

KIMBERLY SUBDIVISION						
WEST ↓	Mile Post	Rule 93 Locations	TIME TABLE No 52	Office Call	Sliding Cap'y 50 ft. Cars	EAST ↑
			STATIONS Rule 6A Symbols Office Hours			
	153.2	}	CALUMET YARD BCFKRY (Continuous)	MY		
	153.4		ROSEMERE JPY	RE		
	151.8		REEDSVILLE	RV		
	148.5		BRILLION P	BR	14	
	146.1	}	FOREST JCT AJMORY (M-Ss 8:00A-4:00P) xMILW	FJ	18	
	142.8		DUNDAS	DD		
	137.3	}	KAUKAUNA Y	KK		
	135.6		COMBINED LOCKS Y	CB		
	132.8	}	KIMBERLY PY	KY	18	
	129.5		APPLETON FLATS JPY	FA		
	121.5		APPLETON BCFJKQRYZ (Continuous)	AJ		

Register Stations (Rule 83(a)):

Calumet Yard – ALL trains register.

Forest Jct – only trains originating or terminating register.

Appleton – ALL trains register.

Clearance Requirements (Rule 83(b)):

At Rosemere – All originating trains obtain clearance at Calumet Yard.

At Forest Jct – All originating trains obtain clearance.

At Appleton – All originating trains and yard engines obtain clearance.

Special Instructions

At Rosemere:

Normal position of junction switch with the Shore Line Subdivision is for the Shore Line Subdivision.

At Appleton Flats:

Rule 83(b) does not apply to CMStP&P trains entering Kimberly Subdivision.

Normal position of junction switch with CMStP&P is for the Kimberly Subdivision.

At Appleton:

Terminating trains on Kimberly Subdivision stop clear of road crossing near yard office.

Normal position of junction switch with Valley Subdivision is for the Valley Subdivision.

Rule 99: Minimum flagging distance 2500 feet.

Maximum Wt: 263,000 lbs.

Speed Restrictions (in MPH)

Maximum 25

Yard Limits (Rule 93):

Rosemere – M.P. 153.2

Forest Jct – M.P. 147.0 – M.P. 143.5

Appleton – M.P. 138.0

CMStP&P operates over C&NW trackage between Appleton Flats and Combined Locks.

BFJR operates over C&NW trackage between Forest Jct and Reedsville.

ADDITIONAL TRAIN AND SPEED RESTRICTIONS

Speeds may be increased or decreased by Train Order.

Unless otherwise provided, a train or engine must not exceed 10 mph on any track other than a main track.

SCALE TEST CARS are not restricted as to speed but must be placed immediately ahead of way car unless otherwise instructed.

HANDLING HAZARDOUS MATERIALS

Hazardous Materials (Hazmat) cars are identified by placards on sides of car. These instructions apply when handling loaded cars.

Except when switching, DO NOT couple:

- Hazmat placarded cars next to locomotive
- Hazmat placarded cars next to way car
- Hazmat placarded cars next to open flat car with a shiftable load (no bulkhead protection)
- Hazmat placarded cars next to mechanically refrigerated cars
- Flat cars with shiftable load next to locomotive
- Flat cars with shiftable load next to way car
- Flat cars with shiftable load next to mechanically refrigerated cars
- Mechanically refrigerated cars next to locomotive
- Mechanically refrigerated cars next to way car

CONSOLIDATED CODE OF OPERATING RULES (1980 edition) (Revisions, Additions, and Deletions)

Rule 6(A) (Application)

The following letters placed in the columns provided in the timetable indicate:

- A: Automatic Interlocking
- B: Bulletins/General Orders
- C: Continuous Office
- F: Fuel
- I: Manual Interlocking
- J: Junction
- K: Standard Clock
- M: RR Crossing protected by signals or gates
- O: Agent or Operator
- P: Dispatcher's Telephone
- Q: Radio Installation
- R: Train Register
- T: Turntable or Wye
- U: RR Crossing not protected by signals or gates
- W: Water
- X: Crossover
- Y: Yard Limits
- Z: Track Scales

Rule S-83 (Application)

Below are listed various means by which a train may determine whether a superior train due, has arrived or left:

- By visual observation of the arrival or departure of the superior train.
- By checking the train register when restricted for a regular train, or when authorized by Form W train order to use the train register to check against an extra train.
- By receipt of a Form V train order stating that superior trains have arrived or left.

Extra trains shall indicate the number of their running order in the "Order No." column of the train register. Trains authorized to check against the register for an extra train may refer to the running order entered.

Yard Limits - Rule 93 (Modification)

Yard limits will be designated by timetable and be indicated by yard limit signs.

- All trains and engines may use the main track(s), clearing the time of first class trains when due to leave the last station where time is shown;
- Movements will not exceed 20 mph and be prepared to stop within half the range of vision, except that:
 - First class trains may move at normal authorized speed;
 - Movements may be made at normal speed when protected by an automatic block signal indicating proceed (clear).
- Protection against second and third class trains, and other extra trains or engines is not required.

Flag Protection - Rule 99 (Revision)

When a train stops on a main track and flag protection against following or opposing trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory.

Flag protection against following trains on the same track is not required when:

- Rear of train is protected by Automatic Block Signal (ABS) territory.
- When a train order or bulletin provides that flag protection is not required.

Automatic Block System Rules (Revision)

Rule 505

Automatic Block System (ABS) is in use on portions of the railroad specified in the timetable or special instructions.

ABS does not supersede the superiority of trains except where timetable specifies Rule 251 or Rule 261 is in effect.

Rule 509

When stopped by a Stop indication and such indication does not change promptly to a more favorable indication, a member of the crew must communicate with the dispatcher.

Rule 511

When block signal rules require movement at restricted speed, this speed must not be increased until head end of train has passed the next signal.

Rule 513

Before a train or engine enters on or fouls a main track at any switch operated by hand, it must wait five minutes after any switch has been operated to establish block signal protection. (Exceptions: (1) when switch is opened immediately after an opposing train has passed; and (2) when block is occupied by standing train or cars.)

Rule 514

A train or engine entering a block between signals must proceed at restricted speed to the next signal.

Rule 515

A train or engine having passed beyond the limits of a block must not re-enter that block unless flag protection is provided.

Rule 516

A train or engine which is to enter a siding or yard track may pass an automatic block signal displaying Stop-and-Proceed indication at restricted speed without stopping, provided the track is seen to be clear and the switch is lined for movement.

