

Rules and Instructions For Train Handling and Operations

RHINELANDER DIVISION TIMETABLE No. 12

**EFFECTIVE
MONDAY, December 11, 2011
AT 0200 HOURS
PL&S STANDARD TIME**

P.A. Wussow
President
And
General Manager

RHINELANDER DIVISION TIMETABLE

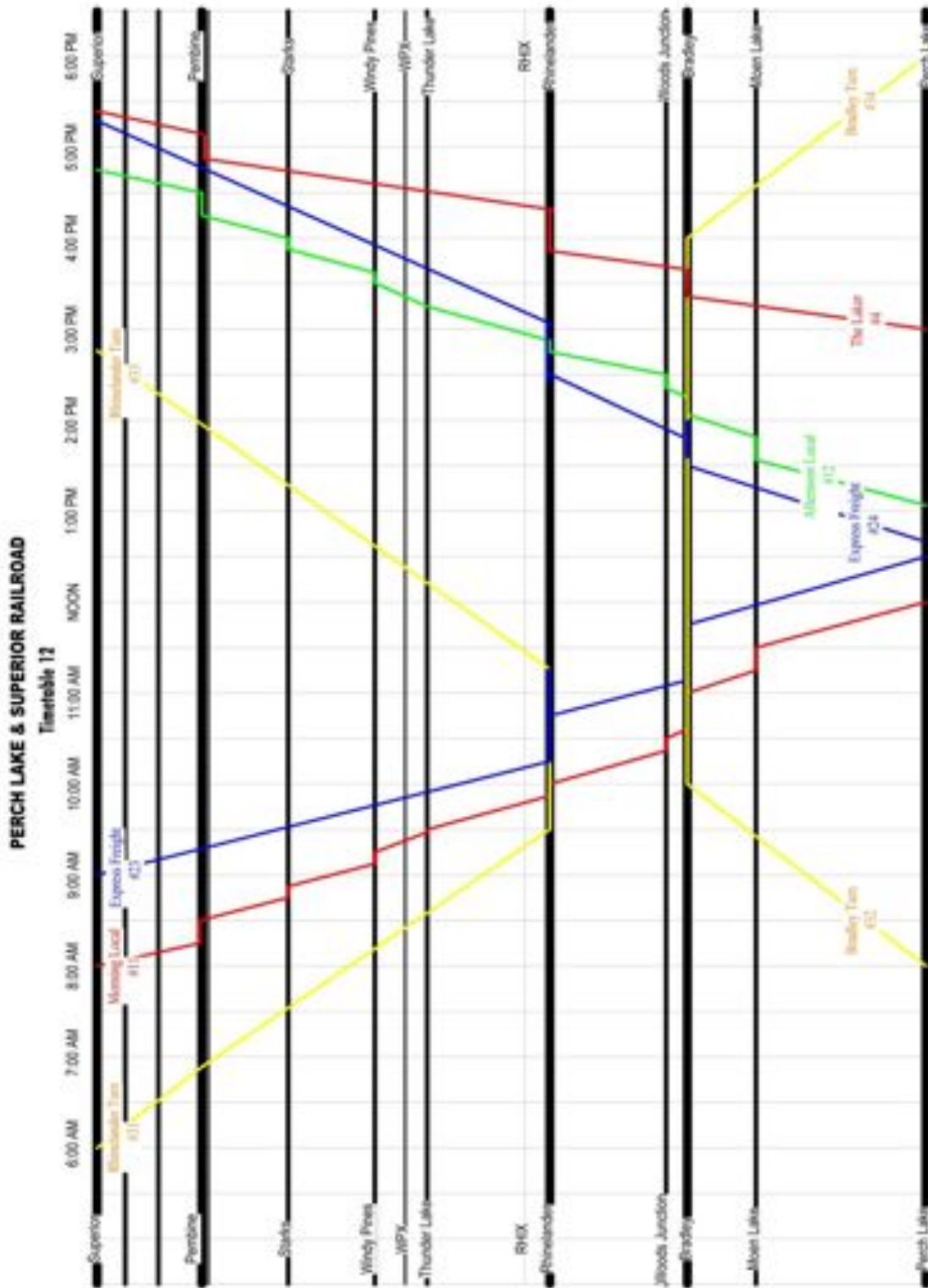
TABLE OF CONTENTS

Cover	1
Table of Contents	2
Station Listing	3
Diagram	4
Operating Train Chart	5
Timetable Southbound	6
Timetable Northbound	7
Interchange	8
Operating Rules	9
Miscellaneous Instructions	13

Station Listing

Smiles	Station	Elevation	Markings
0	Superior	883'	SPR
3.4	Long Lake	883'	LL
5.2	SOO Line Phone	1058'	SP
8.9	Pembine	1145'	PMB
9.5	CMStP&P Switch	1145'	MR
16.3	Starks	1449'	STK
23.7	Windy Pines	1623'	WDP
26.3	Windy Pines Junction	1645'	WJ
28.2	Thunder Lake	1645'	TLK
36.5	RHI Junction	1623'	RJ
38.6	Rhinelander	1623'	RHI
48.5	Woods Junction	1406'	WDJ
50.4	Bradley	1145'	BDJ
56.2	Moen Lake	883'	ML
70.7	Perch Lake	883'	PLK

Operating Train Chart



Timetable Southbound

SOUTHBOUND Read Down				Time Table No. 12 In effect Dec 11, 2011 Stations
31	11	23	12 to 1	
Rhinelanders	Morning	Southbound		
Turn S	Local	Freight	Smiles	
6:00 AM	8:00 AM	9:00 AM	2.38	Superior
			3.37	Long Lake
6:30 AM			5.21	SOO Line Phone
6:45 AM	8:30 AM	9:15 AM	8.91	Pembine
7:00 AM			9.50	CMStP&P Switch
7:30 AM	8:45 AM	9:30 AM	16.30	Starks
8:15 AM	9:15 AM	9:45 AM	23.70	Windy Pines
8:25 AM			26.30	Windy Pines Junction
8:35 AM	9:30 AM	9:50 AM	28.15	Thunder Lake
8:45 AM			36.50	RHI Junction
9:30 AM	10:00 AM	10:45 AM	38.61	Rhinelanders
33				
Bradley	10:30 AM	11:10 AM	48.55	Woods Junction
Turn S				
4:00 PM	11:00 AM	11:45 AM	50.36	Bradley
4:40 PM	11:30 AM	12:00 PM	56.24	Moen Lake
6:00 PM	12:00 PM	12:30 PM	70.73	Perch Lake

Timetable Northbound

Time Table No. 12 In effect Dec 11, 2011 Stations	NORTHBOUND D Read UP			
	34	24	12	4
	Rhinelande r Turn N	Northbound Freight	Afternoon Local	Laker Express
Superior	2:45 PM	5:15 PM	4:45 PM	5:20 PM
Long Lake				
SOO Line Phone	2:15 PM			
Pembine	2:00 PM	4:45 PM	4:30 PM	5:10 PM
CMStP&P Switch				
Starks	1:15 PM	4:20 PM	4:00 PM	
Windy Pines	12:40 PM	3:50 PM	3:40 PM	
Windy Pines Junction				
Thunder Lake	12:15 PM	3:40 PM	3:15 PM	
RHI Junction	11:30 AM			
Rhinelande	11:15 AM	3:10 PM	2:45 PM	4:20 PM
Woods Junction	32 Bradley Turn N		2:25 PM	
Bradley	9:00 AM	1:45 PM	2:15 PM	3:40 PM
Moen Lake	8:25 AM		1:30 PM	
Perch Lake	7:00 AM	12:40 PM	1:10 PM	3:00 PM

Interchange

Interchange Locations by Railroad

Superior WI

SOO Line Interchange at Superior

Contact yard master at Superior WI for Instructions

CNW Ore Line Interchange at Superior

Contact yard master at Superior WI for Instructions

Rhineland WI

CNW Thomasville Division Interchange at Rhineland

Interchange traffic on the common track at Rhineland

Bradley WI

Milwaukee Road Valley Line Interchange at Bradley

Interchange traffic on Bradley Junction yard track 5

Perch Lake WI

Wisconsin and Southern Interchange at Perch Lake

Contact yard master at Perch Lake WI for Instructions

CNW Chicago Division /UP West Interchange at Perch Lake

Contact yard master at Perch Lake WI for Instructions

Operating Rules

SAFETY IS RULE 1

All operations must hold the safety of the crew, public and equipment ahead of everything else

Method of operations

The Railroad operates North and South

Even numbered trains run north

Odd numbered trains run south

Turns operate as two trains numbered as above

Extras using locomotive number do not indicate direction

Car Cards and Waybills are normally used on all movements

To aid in operation switch lists are part of the operating orders for trains

Types of trains:

First-class Passenger	First Class	Limited stops at PLK, BDJ, RHI, PEM, and SPR
Local Passenger	Second class	All Timetable stations and flag stops
Express freight	Second class	Non Stop from PL to SPR
Unit trains	Second class	Non Stop from PL to SPR
General Freight	Third Class	Limited stops at PLK, BDJ, RHI, PEM, and SPR Set outs and Pickups from Yard Master
Turns	Fourth Class	Out and Back operations as Way Freights Provide switching of local industries
Way Freights	Fourth Class	Local Switch jobs
Yard Switcher		Operates within yard limits
Extras		Additional trains as needed class assigned by the Dispatcher

Authority for movement

The Rhinelander Division is under the control of Dispatcher North.

All mainline operations are controlled by the PL&S Dispatcher North.

Operations inside Yards are under the control of the Yardmaster via the Tower Operator.

Trains approaching a Yard or Tower must contact the operator for instructions

Dispatcher North must authorize all reverse movements between yards or Interlockings.

Dispatcher North must grant permission in advance before you may move any switch on the main line or passing sidings.

Priority for Movement

Priority will be given to the superior class train.

Northbound trains are superior to southbound trains of the same class.

Classes of trains

First Class Trains include Express passenger service and will carry single digit numbers.

Second Class Trains include local and commuter service and carry numbers 10 to 19.

Third Class Trains are express freights and carry numbers 20 to 29.

Fourth Class Trains are other scheduled Freight trains and carry numbers 30 to 39.

Extras are inferior to all other trains and carry the lead locomotive number.

Under Timetable operations a train may not leave the station before there scheduled departure.

Movement against the current of traffic

Trains may operate against the current under the authority of the Dispatcher North.

Highway and Street Crossings

All trains will sound horn for crossing after passing the whistle post and before the crossing.

Trains and Engines will stop and crew members will provide protection for vehicular traffic before performing switching movements over unprotected crossings.

Switches

Hand operated switches must be returned to their normal position after use.

Passing Sidings should be cleared and switches set to normal when equipment in the clear

Switches with pot signals in the Bradley yard are interlocked and will cut power to a locomotive passing such a signal.

Within yard limits contact the tower operator for switch movements.

Speeds

First Class Trains may travel on the main line at up to 65 MPH.

Second class trains may travel on the main at up to 45 MPH.

Third Class Trains may travel on the main at up to 45 MPH.

Fourth Class Trains are restricted to 30 MPH.

Extras will be given speed restrictions by the dispatcher depending on their type and class.

Operations on sidings and across #6 or less switches are restricted to 20 MPH.

Audible Warning Signal Rules

Rules governing operation of the whistle, horn and bell on locomotives:

Whistle / horn

Sound 1 long blast ---

When stopped, apply brakes.

Sound 2 long blasts, 1 short blast, 1 long blast --- --- 0 ---

Approaching a road crossing.

Approaching locations where maintenance personnel are working.

Approaching and passing standing trains.

NOTE: At a road crossing, hold the last long blast until the locomotive is on the crossing.

Sound 1 long blast, 1 short blast --- 0

Approaching passenger stations.

Sound 2 short blasts 0 0

When standing, warning that train will start to move in a forward direction.

Acknowledgement of hand signal from a train crew or other employee.

Sound 3 short blasts 0 0 0

When standing, warning that train will start to move in a reverse direction.

Bell

Sound

1. When passing over bridges and in tunnels.
2. When approaching and passing over road crossings.
3. When passing standing trains or cars on adjacent tracks.
4. While passing maintenance personnel.

General Rules

All trains must have a caboose on the rear of the train on main or siding tracks.

Before a train occupies any track that is controlled by a Yard Master or Dispatcher North, you must receive permission from the Yard Master or Dispatcher North to occupy that track.

Contact the Yard Master or Dispatcher North before leaving any cars on the main line track while switching.

Train crews are responsible for keeping waybills in proper order. After receiving an assignment to crew a train, you must obtain your train's paperwork, the Train Order Sheet (switch list) and the car card pack. You always should have a current company timetable.

Keep the train's paperwork, including all train car cards, with the train until you reach your destination.

When operating under the train order- switch list system follow the Pickup and Set out instruction on the switch List.

Under Way Bill operation use the white way bill instructions. Empty cars will not have a way bill but the car card has instructions in the "When Empty Return" section.

When you set out cars, leave those car's cards in the appropriate set out box at that location.

When you pick up cars, obtain those car's cards from the pickup box at that location and insert them into the train's car card packet in the proper order, that is, insert them within the packet in the position corresponding to the picked up cars positions within the train, with the card for the front car on top of the car card stack.

Upon reaching destination, place the Train Order Sheet (switch list) and the car cards in proper order, on the documentation table.

You must obtain permission to depart from the Dispatcher in advance departing staging areas.

Before entering a staging area, obtain the termination track number from the Dispatcher.

Position restricted cars in a freight train so that they are spaced by at least one non restricted car between the restricted car and both the locomotive and caboose.

Miscellaneous Instructions

Questions

If you have a question, ask it.

When running Timetable Operations each train operator is equipped with a general timetable, a set of car cards with waybills, a Train Order form which serves as a switch list, or a deck of Itinerary cards.

All Trains, no matter which system is used, must follow the current timetable.

Train Order (switch list) abbreviations:

PU	Pickup	Collect the car from the location indicated
SO	Set out	Place the car on the siding as indicated
LP	Local Pickup	Collect the car from the location indicated for local Set out
LO	Local Setout	Place the car as indicated from a local pickup

Train Order (switch list) color codes:

Red is Southbound

Green is Northbound

Blue is Local for in town or yard use

Light Blue in a destination field is a set out

Itinerary Card Operations

Locomotive Cards are light blue and contain:

- Description and photo of the Locomotive
- Manufacture, DCC information, and Storage location
- Home Yard and routes of use (train numbers)

Car Cards are white and contain:

- Description and photo of the car
- Type, AAR code, Car Identification (road and Number)
- Color and / or easy to spot name
- Manufacture and Storage location
- Locations of travel on the layout ending in the Car Shops

Caboose Cards are pink and contain:

- Description and photo of the caboose
- Identification (road and Number)
- Manufacture and Storage location
- Home Yard and routes of use (train numbers)

Using Itinerary Card:

- An Engineer is assigned a train and receives a deck of itinerary cards for his train.
- Locomotive card identifies his train by the placement of the pointer along the left side
- Car cards are in the order of the cars in the train one for each car
- Caboose card at the end of the train deck

When spotting Cars the engineer or conductor will move the pointer to the next line and put the card in the box for the spotted location as the first card for that location

The Engineer or conductor will then take the last card in that location and pick up that car

While moving on the main the cards must remain in order

Returning to the yard the deck is returned in order to the yard master.

The final location on car cards is the shops accessed by Interchange at Bradley Junction
The final location on Locomotive and caboose is the home yard shops