

## HIAWATHA SUBDIVISION (0304)

| Mile Post | Rule 6.3   | CP #'s | Radio Display:<br>Hiawatha to Upland Jct. - 2020 -*58 |           | Sta. #'s | Siding Feet |
|-----------|------------|--------|---|-----------|----------|-------------|
|           |            |        | WEST<br>▼ STATIONS                                    | EAST<br>▲ |          |             |
| 43.1      | TWC<br>ACS | Z371   | HIAWATHA JCT.<br>(10.8)                               |           |          |             |
| 53.9      |            |        | MORRILL<br>(6.8)                                      |           | KJ059    | 1805        |
| 60.7      |            |        | SABETHA<br>(16.5)                                     |           | KJ053    | 4694        |
| 77.2      |            |        | SENECA<br>(7.0)                                       |           | KJ036    | 1420        |
| 84.2      |            |        | BAILEYVILLE<br>(5.0)                                  |           | KJ029    | 1262        |
| 89.2      |            |        | AXTELL<br>(10.1)                                      |           | KJ024    | 2014        |
| 99.3      |            |        | BEATTIE<br>(8.5)                                      |           | KJ014    | 1838        |
| 107.8     |            |        | Z143  | UPLAND    |          | KX143       |

(64.7)

**SI-01 MAIN TRACK AUTHORITY**

**TWC/ACS between** MP 43.1 and MP 107.8.

**ABS between** MP 43.1 and MP 107.8.

**SI-02 MAXIMUM SPEED TABLE**

**Maximum Speed** **MPH**

**Between Mileposts**

**43.1 and 107.8**

|                                |           |
|--------------------------------|-----------|
| <b>(Except as Below)</b> ..... | <b>60</b> |
| 43.1 and 44.1 .....            | 50        |
| 44.1 and 44.7 .....            | 40        |
| 44.7 and 51.0 .....            | 45        |
| 51.0 and 51.4 .....            | 40        |
| 51.4 and 54.0 .....            | 50        |
| 54.0 and 55.7 .....            | 40        |
| 55.7 and 58.5 .....            | 45        |
| 62.1 and 62.5 .....            | 55        |
| 66.5 and 67.2 .....            | 45        |
| 67.2 and 68.3 .....            | 50        |
| 72.2 and 73.5 .....            | 50        |
| 73.5 and 75.9 .....            | 45        |
| 75.9 and 76.9 .....            | 50        |
| 82.1 and 82.4 .....            | 45        |
| 82.4 and 86.1 .....            | 50        |
| 86.1 and 86.3 .....            | 40        |
| 86.3 and 88.0 .....            | 50        |
| 88.0 and 99.5 .....            | 55        |
| 99.5 and 101.9 .....           | 40        |
| 101.9 and 107.8 .....          | 50        |

**SI-03 OTHER SPEED RESTRICTIONS**

**Maximum Speed** **MPH**

1. **Thru Sidings & Turnouts**  
All Sidings..... 10
2. **Dual Control Switch Turnouts**  
CP Z143..... 40
3. **Misc. Speed Restrictions**

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILEPOST EQUATIONS**

MP 43.1 = MP 370.8 on Falls City Sub.

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

(#) 64.2

(#) 88.3

**SI-08 RULES ITEMS**

**Rule 6.23** Exception to SSI-Item 10-A Rule 6.23 (3): Applies to empty unit coal train operating where there are no heat restriction bulletins in effect.

**Rule 13.1 ACS Test Loops:** In service at milepost 369.8 on the Falls City Subdivision when switch is lined for the Hiawatha Subdivision at Hiawatha Jct.

**Rule changes in effect in TWC-ABS/ACS Territory:**

**Glossary Terms: Aspect Change Point (AC \_\_\_\_):**  
A fixed location at the entrance of a block where the cab signal governs trains entering and using that block. These locations will be designated with signs attached to each side of applicable signal bungalows or a post.  
Example: An aspect change point located near MP 84.2 would read "AC 842" on both sides of the respective signal bungalow or post.

**Block:** A length of track:  
- Between consecutive block signals/aspect change points.  
- Between a block signal/aspect change point and the end of block system limits.  
or  
- In ATC/ACS limits, the use of which is governed by cab signals and/or block signals.

**Rule 13.2.1** Change the second paragraph to read: When a cab signal changes from a Restricting to a more favorable indication, where a block or interlocking signal or an aspect change point is not located, train speed must not increase until the train moves a distance equal to its length or reaches the next governing block signal or aspect change point, whichever occurs first.

**Rule 13.3.4** (Movement with an Inoperative Cab Signal Device in Territory Without Block Signals): When it is determined the cab signal device is inoperative in territory without continuous fixed block signals the train may proceed at restricted speed. The failure must be reported to the train dispatcher.  
The train dispatcher will:  
- Instruct the crew to cut out the cab signal device.  
- Establish an absolute block in advance of the train.

The train dispatcher must not establish an absolute block in advance of movement until it is determined that no trains or engines:  
- Occupy the limits ahead of the train being given the absolute block in advance of movement.  
- Will occupy the limits ahead of the train being given the absolute block in advance of movement.

After an absolute block is established in advance of a train:  
- Passenger trains: proceed not exceeding 59 MPH  
- Freight trains: proceed not exceeding 49 MPH.

**Rule 9.3.2 Approach** Proceed prepared to stop at next signal or to pass next aspect change point at Restricted Speed. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH.

**Rule 9.3.3 Advance Approach** Proceed prepared to stop at second signal or to pass second aspect change point at Restricted Speed. Trains exceeding 40 MPH must immediately reduce to 40 MPH. When there is a combination of block signals and aspect change points train must be prepared to stop before entering second block.

**SI-09 FRA EXCEPTED TRACKS - None.**

**SI-10 BUSINESS TRACKS**

| Track Name    | MP    | STA. #/S |
|---------------|-------|----------|
| Hamlin .....  | 50.1  | KJ063    |
| Oneida E..... | 68.8  | KJ045    |
| Summit E..... | 94.1  | KJ019    |
| Home .....    | 105.2 | KJ008    |

**SI-11 INDUSTRIAL LEADS - None.**

**SI-12 TONNAGE RESTRICTIONS - None.**

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISC. INSTRUCTIONS**

**PRIMARY OR EMERGENCY CROSSINGS:** Trains must avoid blocking the following primary or emergency road crossings per Rule 6.32.6:

|                    |                               |
|--------------------|-------------------------------|
| MP 43.1            | Hiawatha                      |
| MP 50.0            | First Street - Hamlin         |
| MP 52.9            | Falcon Road - Morrill         |
| MP 53.8            | Route 246 - Morrill           |
| MP 53.9            | Fanning Road - Morrill        |
| MP 59.0 to MP 61.0 | Numerous crossings            |
| MP 68.8            | Highway 236 - Oneida          |
| MP 75.9 to MP 77.6 | Numerous crossings            |
| MP 80.4            | Highway 187 - West Seneca     |
| MP 82.7            | School crossing - Baileyville |
| MP 83.9            | First Street - Baileyville    |
| MP 88.3 to MP 90.0 | Numerous crossings            |
| MP 92.0            | School crossing - Summit      |
| MP 94.2            | Highway 99 - Summit           |
| MP 96.3            | School crossing - Beattie     |
| MP 98.2 to MP 99.0 | Highway 99 - Beattie          |
| MP 103.0           | 18th Road - Home              |
| MP 105.0           | Highway 36 - Home             |

If in an emergency your train blocks one of these crossings immediately notify train dispatcher.

**Aspect Change Points:**

|         |                          |
|---------|--------------------------|
| AC 451  | MP 45.1 (westward only)  |
| AC 466  | MP 46.6                  |
| AC 480  | MP 48.0                  |
| AC 494  | MP 49.4                  |
| AC 507  | MP 50.7                  |
| AC 524  | MP 52.4                  |
| AC 539  | MP 53.9                  |
| AC 557  | MP 55.7                  |
| AC 573  | MP 57.3                  |
| AC 589  | MP 58.9                  |
| AC 610  | MP 61.0                  |
| AC 630  | MP 63.0                  |
| AC 649  | MP 64.9                  |
| AC 665  | MP 66.5                  |
| AC 685  | MP 68.5                  |
| AC 698  | MP 69.8                  |
| AC 711  | MP 71.1                  |
| AC 726  | MP 72.6                  |
| AC 738  | MP 73.8                  |
| AC 753  | MP 75.3                  |
| AC 770  | MP 77.0                  |
| AC 788  | MP 78.8                  |
| AC 804  | MP 80.4                  |
| AC 825  | MP 82.5                  |
| AC 842  | MP 84.2                  |
| AC 859  | MP 85.9                  |
| AC 874  | MP 87.4                  |
| AC 888  | MP 88.8                  |
| AC 900  | MP 90.0                  |
| AC 915  | MP 91.5                  |
| AC 927  | MP 92.7                  |
| AC 943  | MP 94.3                  |
| AC 957  | MP 95.7                  |
| AC 974  | MP 97.4                  |
| AC 989  | MP 98.9                  |
| AC 1005 | MP 100.5                 |
| AC 1022 | MP 102.2                 |
| AC 1036 | MP 103.6                 |
| AC 1050 | MP 105.0                 |
| AC 1065 | MP 106.5 (eastward only) |