



Minnesota Division

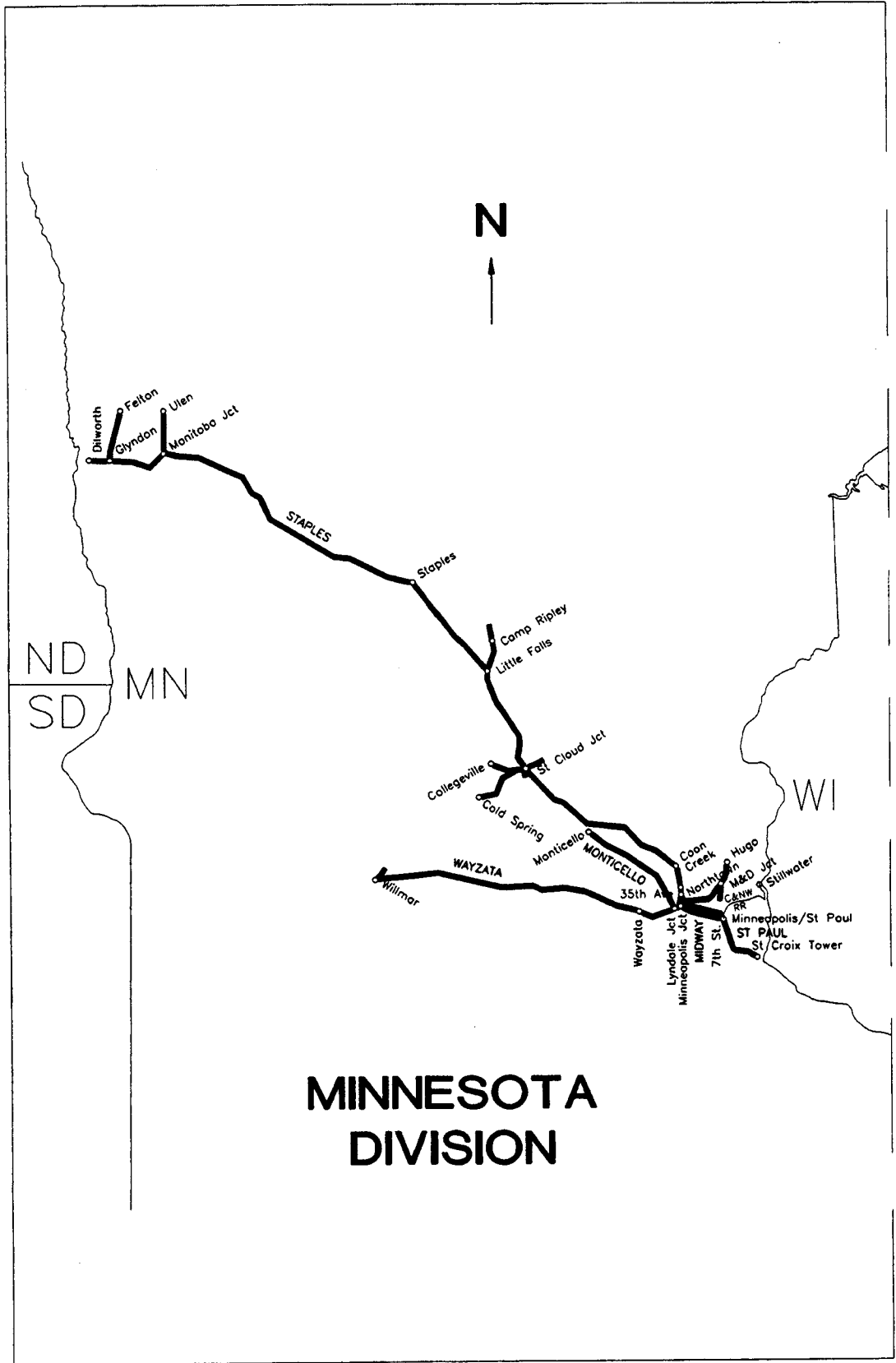
Timetable No. 1

**IN EFFECT AT 0001
Central Continental Time**

Sunday April 10, 1994

**Division Superintendent
M.H. STEELE
Minneapolis, MN
782-3421**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



MINNESOTA DIVISION

WESTWARD	Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	St Paul Subdiv MAIN LINE STATIONS		Distance from St. Croix	EASTWARD
					Trk	Rule 4.3 Oper		
		00409	3	410.5	ST CROIX	JX	0.0	
		00420		422.2	NEWPORT	X(2)	11.9	
					DUNN	Y	14.8	
		00424		426.7	OAKLAND	JX(2)Y	16.4	
					ST PAUL YARD	Y	17.2	
		00426		428.3	DAYTONS BLUFF	Y	17.7	CTC
					HOFFMAN AVENUE	JX(2)Y	18.6	
					DIVISION STREET	JXY	19.2	
					430.0			
		00429		0.0	SEVENTH ST	JXY	19.8	
		51202	25	1.3	MISSISSIPPI ST	X(2)Y	21.3	
		51204		2.3	SOO LINE JCT	JY	21.9	
		51209		6.7	UNION JCT	XY	26.3	ABS
		51210		7.9	PARK JUNCTION	AJXY	27.5	
		51211		9.8	EAST MINNEAPOLIS	JTY	29.4	
				11.7	UNIVERSITY	JX(2)Y	31.5	
		00439		12.5	35th AVE.	XY	32.3	CTC
		00441		13.9	NORTHTOWN	BKTY	33.7	

BN Radio Channel No. 2 In Service.

Train Dispatcher Calls— St. Croix—49.

Train Dispatchers Telephone Numbers—8-782-3410

1. Maximum Speeds Permitted —	Passenger	Freight
St Croix to Northtown	70 MPH.	60 MPH.
Loaded ore trains		35 MPH.
Loaded ore trains consisting entirely of coal car equipment ...		45 MPH.
Against the current of traffic on double track		49 MPH.
Loaded coal, ore, potash, grain, and ballast trains against current of traffic		30 MPH.
St. Croix to Northtown trains exceeding 100 tons O/B		35 MPH.
MP 410.2—Through crossovers		
At East St. Croix	12 MPH.	12 MPH.
MP 410.4		
Through crossover at West St. Croix	35 MPH.	35 MPH.
Soo Line Main track connection switch from Main 2 to St. Croix	35 MPH.	35 MPH.
MP 410.2 to MP 410.5	35 MPH.	35 MPH.
MP 410.5 to MP 418.2	45 MPH.	40 MPH.
MP 418.2 to MP 428.8	70 MPH.	50 MPH.
MP 422.2—Newport		
Through east crossover	25 MPH.	25 MPH.
Through west crossover	35 MPH.	35 MPH.
MP 426.7 through crossover between two main tracks	25 MPH.	25 MPH.
MP 428.8—429.7	30 MPH.	25 MPH.

Following speed restrictions are in effect on Soo Line tracks,

Main 1, St. Croix to Newport and Main 2, Newport to Division Street St. Croix to Division Street	70 MPH.	50 MPH.
Loaded unit coal trains		40 MPH.
Division Street – Oakland	30 MPH.	30 MPH.
MP 429.7 to MP 4.6		30 MPH.
MP 1.3–Mississippi St. through crossovers		30 MPH.
MP 4.6 to MP 11.7		45 MPH.
MP 11.7 to MP 13.9		35 MPH.
All Turnouts located between		
East and West University	12 MPH.	12 MPH.
except the 801,803,807 crossovers	35 MPH.	35 MPH.
All turnouts located between		
East and West 35th Ave	12 MPH.	12 MPH.
except the 705 turnout	35 MPH.	35 MPH.
Bridges 7,9 and 9.1 on M&D Jct line, cars heavier than 131.5 tons		10 MPH.
Head end speed restrictions for eastward freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Eastward absolute signal		
Begin CTC Mississippi St		25 MPH.
Signal 4.8 between Union and Soo Line Jct		35 MPH.
Signal 5.8 between Union and Soo Line Jct		40 MPH.
Signal 6.8 between Park Jct. and Union		40 MPH.
Signal 9.2 between Park Jct. and East Mpls		40 MPH.
Passing eastward absolute signal on Main 1 at MP 429.8–Division Street		25 MPH.
Head end speed restriction for westward freight trains:		
Signal 4.7 between Soo Line Jct. and Union		40 MPH.
Signal 5.7 between Soo Line Jct. and Union	35 MPH.	30 MPH.
Signal 6.7 between Union and East Mpls		40 MPH.
Westward Home signal Park Jct. Interlocking		40 MPH.
Signal 9.1 between Park Jct. and East Mpls		35 MPH.
Signal 10.1 between East Mpls. and University		40 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

St Croix to Northtown 143 tons
 East Minneapolis Jct to M&D Jct 134 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate only between St. Croix and Northtown

3. Type of Operation–

TWC Instructions–

At Northtown–All eastward trains destined east of St. Croix must obtain a track warrant at Northtown from the Ft. Worth dispatcher and a track warrant at Northtown from the Northtown Hump dispatcher.

Eastward Soo Line trains will obtain BN track warrant at St. Paul Yard.

Eastward NRPC trains will obtain BN track warrant at Midway Station.

Rule 6.13 Yard limits– in effect:

CTC Mississippi Street to CTC University. All train, engine and MW movements on main tracks will be authorized by Northtown Hump train dispatcher.

Yard limits in effect for all train movements through the St. Paul Union depot. Trains or engines entering the St. Paul Union depot on the east leg of the wye at the east end of the

St. Paul Union depot, must communicate with the Hump Tower train dispatcher Northtown who will obtain authority from the Soo Line.

East Mpls.– East Mpls. to Hugo is considered industrial trackage, Rule 6.28 applies. Maximum speed 10 MPH.

Two main tracks of the Soo Line and BN Railroad between St. Croix and Division St. are joint tracks. The two Main track CTC is controlled by BN East Hump Dispatcher at Northtown and all authority and CTC Instructions are issued by and over the signature of East Hump Dispatcher at Northtown.

Occupancy Control Systems –OCS–in effect:
Between Mississippi St. and University Ave.
See System Special Instructions, item 14.

4. General Code of Operating Rules Items–

Rule 6.19– Between St. Croix and Northtown, when flagging is required distance will be 1 mile.

St. Croix MP 404.40 to Mississippi St.–

Movements authorized by East Hump Dispatcher Northtown.

Mississippi St. to Northtown– Movements authorized by West Hump Dispatcher Northtown.

Rule 10.2 – The following switches are not equipped with electric locks:

- MP 415.68
- MP 421.30

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track– NONE

7. Special Conditions–

Speed Test Boards– Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Eastward trains between MP 403.0 to MP 402.0 on Main One.

Derailed Car Indicators–When a derailed car indicator displays a steady white light, train must be stopped immediately and inspected. Protection as required by Rule 6.23 must be provided against movements on adjacent tracks until determined safe for such movement to proceed. A flashing white light indicates train is safe for movement. When light is not displayed on approach of train or engine, indicator is out of service and train inspection not required.

Bi-directional car defect detector located as follows:

Soo Line MP 394.4 Main 1 Wayside.

The following speed signs are in effect on the Soo Line.

SPEED CONTROL SIGNS

5.5.1-5.5.2. NAME-SPEED SIGN

FIGURE 1

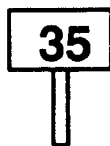


FIGURE 2



FIGURE 3



WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS.

FIGURE 4

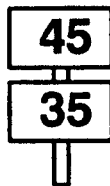
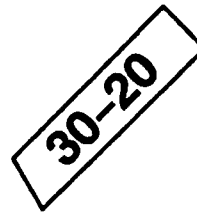


FIGURE 5



FIGURE 6



WHERE TWO SPEEDS ARE SHOWN, THE HIGHER SPEED APPLIES TO PASSENGER TRAINS.

SPEED CONTROL SIGN INDICATION

Speed Control sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track. Figures 1 and 4 — maximum speed begins at a point one mile from the sign. Figure 2, 3, and 6 — maximum speed begins at a point 3000 feet from the sign.

When Speed Control Sign indicates a higher speed, the higher speed is effective when entire train has passed the sign.

These signs will not apply to trains restricted to a slower speed by track bulletin, track warrant, general order, timetable or other instruction.

Speed control signs located beyond the clearance of the switch at junctions or crossovers and at the beginning of each subdivision will indicate the maximum speed permitted from that point.

Figure 7



SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED.

(Note: Figure 7 is used in conjunction with figures 1 and 4.)

NAME-RESUME SPEED SIGN.

Indicates where normal speed may be resumed when rear of train has passed resume speed sign.

Northtown— North receiver and north runner crossover switch must be lined for north runner and north receiver.

When approaching the Carmen's crossing at Interstate the engine whistle must be blown if there are cars on the west end of Receiver No.1.

Locomotives or cars are not to be left standing closer than one car length from the vehicular crossings in the 35th Avenue area.

Locomotives bells must be rung while operating in the area of these crossings, at 35th Ave. and Interstate.

All road and yard engines must ring bell continuously while operating over the north receiver track in the area of the diesel shop between the road crossing on the East, and the West end of the diesel shop. The purpose of this instruction is to provide warning for those diesel shop employees working on or around locomotives on diesel shop tracks adjacent to the North Receiver Track.

St. Paul Terminal Area— Enginemen on trains, transfers and switch engines observe city ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Minneapolis Terminal Area—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

Soo Line St. Paul Yard—

Crews delivering unit coal trains will stop opposite talk-back speaker located just east of Soo Line roundhouse on south side and contact Soo Line yardmaster before proceeding. Soo Line yardmaster will advise instructions for yarding train.

Between Interstate and 35th Ave.— All trains observing cars on south runner track must sound whistle signal Rule 5.8.2(II) approaching these cars.

Northtown—Road crossing located at the west end of receiving track No. 5 in the receiving yard is designated fire lane crossing. Inbound trains are not to block this crossing.

Power Operated Yard Switches – Northtown Yard

Power operated yard switches in Northtown Yard numbered: 99 – east end diesel shop

207 through 247 – near Interstate

303 through 307 – near FMC

401 through 453 – East End Receiving Yard

501 through 510 – Hump Underpass Area

601 through 681 – 34th and Bottleneck

817 through 823 – University and East End Transfer Tracks

are known as convenience switches which only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may be out to foul your movement.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member precedes movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

These switches will not be taken from power to hand without permission of the yardmaster, 35th Ave. switchtender, or hump dispatcher.

After movement is completed, the switch will be restored to power and the yardmaster, 35th Ave. switchtender, or hump dispatcher notified.

Caution—Should the switch points be other than full normal or full reverse, it shall be necessary to move the hand-throw lever slowly through its 180 degree arc until it is felt that the spring loaded latch rod has engaged for hand-throw operation.

Caution—The spring loaded latch rod may not be fully engaged. Assist latch rod engagement by pushing on the ring on the outside of the hand-throw lever, then move the hand-throw lever cautiously toward either of the horizontal positions. The spring loaded rod should move into full engagement.

To return the switch machine to power operation, the hand-throw lever must be in the horizontal position. Then pull on the ring and allow the hand-throw lever to drop down in the stand. Release the ring and the hand-throw lever will drop down to its lowest point in the stand.

Between Mississippi St. MP 1.3 and East Minneapolis MP 9.8— Trains with cars 11'1" to 12' 11" wide must not meet or pass trains with cars 11'1" wide or wider.

Trains with cars 13'0" wide or wider must not meet or pass any trains.

Conductors on westward trains with Hi-wide cars must notify the east hump dispatcher before passing St. Croix.

Conductors on eastward trains with Hi-wide cars must notify the west hump dispatcher before passing Northtown.

Bayport— "It shall be unlawful for an Engineer, Operator or driver of a Railroad Locomotive to ring the bell, blow the horn or sound the whistle on the locomotive within the corporate limits of the City of Bayport between the hours of 10:00 P.M. and 6:00 A.M. except:

- a. To warn of immediate and/or threatened danger to persons or property.
- b. When about to move the locomotive from a standing position."

Automatic interlockings not indicated at station—(line segment 214).

Soo Line crossings at Bald Eagle 14.6 miles west of east Minneapolis.

Northtown Terminal— is designated as a facility in which carmen will provide immediate brake inspection.

8. Other Line Segments—

Terminal Line Segments—Minneapolis

Line Segment		Limits
467	Northtown Yard	Mississippi St—University Ave
530	Grove Yard	Northtown Jct—27th Ave NE
531	Minneapolis Jct	University Ave—Main St NE—14 Ave NE
	YARD	
533	Lyndale Yard	3rd Ave S—1st St N—Highway 100
534	Union Yard	14 Ave SE—Raymond Ave
535	East Minneapolis	University Ave—Talmage Ave

Terminal Line Segments—St. Paul

Line Segment		Limits
	YARD	
540	Midway Yard	Raymond Ave—Lexington Ave
542	Dale St. Shop	Lexington Ave—Como Ave
546	Daytons Bluff Yard	Oakland Tower—Mississippi St
547	Stillwater (MN) Yd	Stillwater

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
218	E Minneapolis—M&D Jct	0.0 to 12.8
214	M&D Jct to Hugo	9.8 to 16.0

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
Main 2			
Curry	5.0 west of St Croix	4	West
Red Rock	13.0 west of St Croix	10	East
Main 1			
Chemolite	13.6 east of Division Street	23	Both
51011 M & D Jct.	12.6 east of East Mpis	105	Both
51012 White Bear Lake	13.5 east of East Mpis	103	Both
51017 Hugo	18.8 east of East Mpis	12	East

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Midway Subdiv MAIN LINE STATIONS			Distance from 7th Street	EASTWARD
					Trk	Rule 4.3 Oper			
		00429	22	0.5	2MT	SEVENTH STREET	JY CTC	0.0	
				1.4		WESTMINSTER ST	JX(2)Y	0.6	
				3.2		DALE STREET	XY	2.4	
		00433		5.1	DT	MIDWAY	BXY ABS	4.4	
				7.0					
		00435	216	7.0		ST ANTHONY	IJY	6.3	
		00436		8.4		UNION YARD	BX(2)Y	7.6	
		00437		9.5		MPLS JCT	IJTY	8.9	
				10.2		VAN BUREN ST	IJXY ABS	9.7	
				11.7	2MT	UNIVERSITY	JX(2)Y CTC	11.6	
				12.4		EAST 35TH AVE	JY	12.3	

BN Radio Chl No. 2 in service for road crews between Seventh St. and East 35th Ave.
Train Dispatchers Telephone Numbers—

St Anthony to 7th St—8-782-3410, St Anthony to East 35th Ave—8-782-3401

1. Maximum Speed Permitted —	Passenger	Freight
Seventh St to East 35th Ave	30 MPH.	30 MPH.
Seventh Street to MP 7.1		30 MPH.
MP 7.1 to MP 9.5		20 MPH.
MP 9.5 to MP 11.7		25 MPH.
All turnouts located between		
East and West University	12 MPH.	12 MPH.
except the 801, 803, 807 crossovers	35 MPH.	35 MPH.
All turnouts located between		
East and West 35th Avenue	12 MPH.	12 MPH.
except the 705 turnout	35 MPH.	35 MPH.
Park Jct. and St. Anthony on		
Minnesota Commercial connection over Kasota Ave. road crossing		11 MPH.
Through turnouts at following locations		30 MPH.
Seventh Street—end of double track		
Seventh Street dividing switch		
Seventh Street turnouts main		
tracks of St Paul Subdivision		
Minneapolis Jct. Wye tracks		10 MPH.
Bridge 0.6 cars heavier than 134 tons.		10 MPH.
Item 1A, All Subs., applies between St. Anthony and East 35th Ave.		

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

7th St to East 35th Ave 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate

3. Type of Operation—

Rule 6.13 Yard limits— in effect:

CTC Westminster St. to CTC University.

NRPC trains originating at Midway Station must obtain track warrants listing track bulletins in effect.

Occupancy Control Systems –OCS–in effect:

Between CTC Westminster St. and CTC University Ave.
See System Special Instructions, item 14.

4. General Code of Operating Rules Items–

Rule 6.19– When flagging is required, distance will be 1 mile.

Yard limits In effect between CTC Westminster St. and CTC University. All train and engine movements on main tracks will be authorized by the Hump Tower Train Dispatcher Northtown.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track– NONE**7. Special Conditions–**

St. Paul Terminal Area– Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Minneapolis Terminal Area– City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

Handling 80 Feet or Longer Cars–

(See All Subdivisions, Item 3A.)

Between Seventh Street and Westminster Street–

Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies westbound if helper of twelve (12) axle or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See item 3, System Special Instructions.)

Between Seventh Street and St. Anthony– when trains are stopped on the descending grade, they must remain at stop point until the train brake system is completely recharged.

8. Other Line Segments–**Terminal Line Segments–Minneapolis**

Line Segment		Limits
467	Northtown Yard	Mississippi St–University Ave
530	Grove Yard	Northtown Jct–27th Ave NE
531	Minneapolis Jct	University Ave–Main St NE–14 Ave NE
	YARD	
533	Lyndale Yard	3rd Ave S–1st St N–Highway 100
534	Union Yard	14 Ave SE–Raymond Ave
535	East Minneapolis	University Ave–Talmage Ave

Terminal Line Segments–St. Paul

Line Segment		Limits
	YARD	
540	Midway Yard	Raymond Ave–Lexington Ave
542	Dale St. Shop	Lexington Ave–Como Ave
546	Daytons Bluff Yard	Oakland Tower–Mississippi St
547	Stillwater (MN) Yd	Stillwater

Yard Line Segments–NONE**Other Road Line Segments–**

Line Segment	Limits	Mileposts
218	E Minneapolis–M&D Jct	0.0 to 12.8
214	M&D Jct to Hugo	9.8 to 16.0

9. Locations not Shown as Stations– NONE

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Staples Subdiv MAIN LINE STATIONS			Distance from North-town	EASTWARD
					Trk	Rule 4.3 Oper			
		00441	25	13.9		NORTHTOWN	YBKT		0.0
		00442		15.5	2MT	INTERSTATE	X(2)Y	CTC	1.8
		00448		21.1		COON CREEK	JX(2)		7.4
		00453		26.8	DT	ANOKA	X	TWC ABS	13.7
		00465		38.6		ELK RIVER	X		24.9
		00475		47.0		BIG LAKE			33.3
9,150		00482		57.5	2MT	BECKER		CTC	43.8
		00490		62.7		CLEAR LAKE			49.0
		00502		73.9		ST. CLOUD	TX(2)		60.3
E7,207		00506		78.4	DT	SARTELL	X	TWC ABS	64.7
		00516		88.7		RICE	X		74.6
		00531		103.3		GREGORY			89.3
10,725		00533		106.0		LITTLE FALLS	T		91.9
11,618		00538		110.8		DARLING			96.3
11,813		00544		116.6		RANDALL			102.1
11,878		00555		127.8		LINCOLN			113.1
		00561		134.0		PHILBROOK		CTC	119.3
				140.2	2MT		BJK		
		00567		148.0		STAPLES	TX(2)Y		125.6
		00578		159.0		VERDALE			136.6
		00585		165.6		WADENA	X		143.2
		00598		178.5		NEW YORK MILLS	X		156.0
		00608		189.3		PERHAM	X		166.8
		00629		210.1		DETROIT LAKES	AX		187.6
		00632		213.6	DT	RICHARDS SPUR	X	TWC ABS	191.0
		00636	217.2	AUDUBON			194.6		
		00642	222.0		LAKE PARK	X		200.3	
		00650	230.6		MANITOBA JCT	JTX		208.2	
		00653	234.4		HAWLEY	2X		211.9	
		00668	248.8		GLYNDON	JX		226.5	
		00670	250.2		EAST DILWORTH	IXY		227.9	

BN Radio Channel No. 1 in service for road crews.
BN Radio Channel No 2 in service for St. Cloud.

Train Dispatcher Calls—Elk River—26, St. Cloud—27, Staples—28, Perham—29, Hawley—30.

Train Dispatchers Telephone Numbers—
Staples West—Mon thru Fri 8-782-3465,
Staples East and all other times—8-782-3402

1. Maximum Speed Permitted –	Passenger	Freight
Northtown to East Dilworth	79 MPH.	60 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 21.0–Coon Creek through both crossovers	35 MPH.	35 MPH.
MP 13.9 to MP 15.5	60 MPH.	45 MPH.
 MP 15.5 thru turnout end of double track	35 MPH.	35 MPH.
MP 21.1 to MP 28.2	75 MPH.	
MP 28.2 to MP 37.3	79 MPH.	
MP 37.3 to MP 128.4	75 MPH.	
MP 128.4 to MP 139.7	79 MPH.	
MP 139.7 to MP 236.1	75 MPH.	
MP 236.1 to MP 248.1	79 MPH.	
MP 248.1 to MP 248.8	75 MPH.	
MP 248.8 to MP 250.2	75 MPH.	50 MPH.
MP 38.1 to MP 39.5	75 MPH.	50 MPH.
MP 46.9 to MP 47.1	50 MPH.	50 MPH.
MP 57.0 to MP 57.5	50 MPH.	50 MPH.
MP 73.0 to MP 73.5	60 MPH.	
MP 73.5 to MP 78.5	70 MPH.	60 MPH.
Becker–Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building		25 MPH.
From 1.6 miles beyond main line switch to leaving switch of loop track	12 MPH.	12 MPH.
Through No. 20 Turnouts at following locations	35 MPH.	35 MPH.
Becker–Main track switches to NSP Spur MP 66		
St. Cloud–Westpower Crossover MP 73.8	35 MPH.	35 MPH.
Gregory–End of Double Track		
Philbrook–Two Main Track CTC		
No. 20 turnout at MP 250.2	35 MPH.	35 MPH.
MP 105.3 to MP 106.3	30 MPH.	30 MPH.
MP 106.3 to MP 107.0	50 MPH.	50 MPH.
Little Falls siding–loaded Unit trains		10 MPH.
On controlled sidings and turnouts at Little Falls, Darling, Randall and Lincoln	25 MPH.	25 MPH.
MP 148.1 to MP 139.7 Eastbound	25 MPH.	25 MPH.
MP 139.7 to MP 148.1 Westbound	25 MPH.	25 MPH.
MP 187.4 to MP 187.2 Eastbound	55 MPH.	55 MPH.
MP 201.1 to MP 199.5 Eastbound	55 MPH.	55 MPH.
MP 208.4 to MP 208.0 Eastbound	55 MPH.	55 MPH.
MP 224.4 to MP 221.6 Eastbound	50 MPH.	50 MPH.
MP 229.7 to MP 228.1 Eastbound	60 MPH.	
MP 234.5 to MP 234.0 Eastbound	60 MPH.	
MP 187.2 to MP 187.4 Westbound	60 MPH.	
MP 199.5 to MP 201.1 Westbound	60 MPH.	
MP 208.0 to MP 208.4 Westbound	60 MPH.	
MP 221.6 to MP 224.4 Westbound	60 MPH.	
Detroit Lakes over Lake Street and Washington Avenue crossings	50 MPH.	50 MPH.
Detroit Lakes over Soo Line crossing at MP 210.9	40 MPH.	40 MPH.
Detroit Lakes–trains over 100 ton/OB over Soo Line crossing at MP 210.9	30 MPH.	30 MPH.
Detroit Lakes on Soo Line transfer	5 MPH.	5 MPH.
Richards Spur Industry Track MP 213.1		5 MPH.
Head end speed restrictions for eastward freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Eastward absolute signal		
Eastward approach signal 23.0 at Coon Creek	55 MPH.	
Eastward approach signal 41.2 at Elk River	55 MPH.	
Signal 104.8 between Little Falls and Gregory	55 MPH.	
Signal 106.0 East end Little Falls	40 MPH.	30 MPH.
Signal 120.4 between Lincoln and Randall	55 MPH.	
Eastward Signal at MP 140.2 on Main 2 at Staples	15 MPH.	10 MPH.

Head end speed restriction for**westward freight trains:**

Signal 104.7 between Gregory and Little Falls	40 MPH.	30 MPH.
Signal 125.1 between Randall and Lincoln	50 MPH.	
Signal 132.5 between Lincoln and Philbrook	55 MPH.	
Signal 248.9 to 250.2 between Glyndon and East Dilworth ...	50 MPH.	40 MPH.

Item 1A, All Subdivisions, applies between Little Falls and Philbrook on CTC sidings at Little Falls, Darling, Randall and Lincoln.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions--**Maximum Gross Weight of Car:**

Northtown to East Dilworth	143 tons
St Cloud to Collegeville	134 tons
St Cloud to Cold Springs	134 tons
Manitoba Jct to Ulen	143 tons
Glyndon to Felton	134 tons
Little Falls to Camp Ripley	131.5 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate only between Northtown and East Dilworth

Six axle locomotives not permitted on following tracks:**Anoka**--all Spur Tracks**Big Lake**--all Spur Tracks**Clear Lake**--all Spur Tracks**Rice**--all Spur Tracks**St. Cloud**--six axle locomotives in excess of 330,000 pounds restricted all tracks except:

Transfers 1 and 2

West Pass East and West legs of main line wye

Mainline and tracks 1, 2, 3, 4, 6, 13, 14, 15 and 16

North and South service tracks.

Royalton--all Spur Tracks**Little Falls**--All spur tracks**Verndale**--South Spur**Wadena**--North Track, House Track, Oil Spur & Cenex Spur**New York Mills**--South Elevator Track**Perham**--Perco Track, West Industry Lead (old westward siding)**Detroit Lakes**--2, 3 and 4 Tracks, City spur.**Lake Park**--Runaround Track & Elevator Tracks**Manitoba Jct**--Jct. Wye Tracks**Hawley**--Elevator Track & House Track**Glyndon**--Elevator Track, Nachurs Spur & Fertilizer Spur**Belle Prairie**--Storage Track**Camp Ripley**--Storage Track including the wye

Six axle locomotives in excess of 330,000 lbs not permitted between Little Falls and Camp Ripley Jct.

3. Type of Operation--**CTC**--in effect: MP 13.9 to MP 21.1, MP 47.0 to MP 73.9 and MP 103.3 to MP 140.2**TWC**--in effect: MP 21.1 to MP 47.0, MP 73.9 to MP 103.3 and MP 140.2 to MP 250.2**At Coon Creek**

Westward Staples Subdivision trains originating at Northtown will receive track bulletins and track warrants at Northtown crew office.

Westward Amtrak trains will call operator at Northtown crew office who will fax (telephone 642-0072) track bulletins and track warrants to Amtrak (Midway) station.

Staples Subdivision trains must show time by Coon Creek on delay report.

Rule 6.13 Yard Limits— in effect:

Staples end CTC to MP 151
East Dilworth MP 250.1

4. General Code of Operating Rules Items—

Rule 6.19— Between Northtown and East Dilworth, when flagging is required distance will be 2.5 miles.

Rule 10.2 — The following switches are not equipped with electric locks:

MP 20.3 Main 1	MP 58.3 Main 2
MP 20.7 Main 1	MP 62.7
MP 46.9 Westbound	MP 62.8 Main 1
MP 47.3	

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Anoka	MP 34.7 Both Tracks
Clear Lake	MP 60.4 Both Tracks
Rice	MP 90.7 Both Tracks
Little Falls	MP 108.5
Randall	MP 122.8
Staples	MP 151.6 Both Tracks
Bluffton	MP 174.1 Both Tracks
Frazer	MP 203.1 Both Tracks
Lake Park	MP 225.0 Both Tracks

6. FRA Excepted Track— NONE

7. Special Conditions—

Dimensional Shipment— Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Ave. operator of such cars and their placement in train. Operator 43rd Ave. will in turn notify train dispatcher. Notification of 43rd Ave. operator by conductor will serve to fulfill requirements of Rule 6.27 that refers to notification of train dispatcher.

Speed Test Boards— Engineers shall test speed of their trains passing following points as compared with speed table:

Westward trains between MP 28.0 to MP 29.0
Eastward trains between MP 122.0 to MP 121.0
Eastward trains between MP 219.0 to MP 218.0

Sidings— Trains over 100 Tons/OB will not use sidings except may use sidings in CTC territory.

St. Cloud — St. Cloud to Cold Spring and St. Cloud to Collegeville is industrial trackage, Rule 6.28 applies. Maximum speed 25 MPH.

Little Falls— Engineers of eastward trains making pickup will stop their trains a sufficient distance from roadway crossing to insure crossing will not be blocked when cars are added to the train.

Trains being met or passed at Little Falls will stay clear of Broadway crossing, stopping if necessary until all vehicular traffic held by preceding train has been allowed to clear the crossing.

Track No. 2 will be used for run around track.

Little Falls to Camp Ripley Jct. is industrial trackage. Rule 6.28 applies. Maximum speed 10 MPH.

Staples— Eastward and westward trains will stop a sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Trains being met or passed at Staples will stay clear of Sixth Street crossing and Seventh Street crossing, stopping if necessary, until all vehicular traffic held by preceding train has been allowed to clear crossing.

Wadena—When using industry track serving Mason Brothers, crew member must be on ground at the crossing to warn traffic at County Road 4 and State Highway 10 crossings.

Richards Spur – Trains or engines crossing over from eastward track to westward track must wait ten (10) minutes instead of five (5) minutes as provided by Rule 9.17.

Lake Park— Trains or engines crossing over from westward track to eastward track must wait ten (10) minutes instead of five (5) minutes as provided by Rule 9.17.

Manitoba Jct— Trains entering the main track at Manitoba Jct. must obtain verbal permission from the train dispatcher before occupying the main track.

Manitoba Jct to Ulen is industrial trackage, Rule 6.28 applies. Maximum speed 25 MPH.

Glyndon— Trains moving from Staples Subdivision must stop within 50 feet of State Highway 10 crossing north of Glyndon to activate highway protection.

Trains entering the Staples Subdivision, after obtaining verbal authority will line the switches for eastward movement with the current of traffic as follows—

1st—Line the west crossover switch to establish block signal protection.

2nd—Line the east switch of crossover.

3rd—Five minutes after first crossover switch was lined, line the switch to the Staples Subdivision and proceed.

Glyndon to Felton is industrial trackage. Rule 6.28 applies. Maximum speed is 25 MPH.

Between Glyndon and East Dilworth—Prior to arrival at MP 250.2 between Glyndon and Dilworth all trains will switch radio over to Channel 2 for movement instructions from Dilworth Yardmaster and Dilworth Control.

Eastward trains leaving Dilworth will return to Channel 1 east of MP 250.2.

Dilworth Terminal—

(A) Defined Terminal—Shall be all yard tracks and mainlines between:

KO Sub— Eastbound Main from MP 12.9 (West Fargo) to MP 250.2 at East Dilworth.

Westbound Main from MP 12.7 (West Fargo) to MP 250.2 at East Dilworth.

Hillsboro Sub— From MP 27.9 West of Dakota Jct to MP 24.2 at Fargo Yard office on Dakota Main.

Prosper Sub— From MP 38.5 East of South Moorhead to MP 5.4 West of JY Jct. Also includes JY connecting track and the Dakota connecting track.

P-Line Sub— From Moorhead to Moorhead Jct to MP 2.6 East of Kragnes.

(B) Track Movements and Occupancy—

(1) Yardmaster Permission:

Trains and Switch Engines:

All movements, occupancy or fouling of Main tracks within the defined limits of the Dilworth Terminal must receive permission from the yardmaster at Dilworth.

All other employees:

When necessary to occupy or foul Main track(s) employee in charge must obtain permission and route from yardmaster.

When requesting Main track permission, give your name location, engine number, type of work equipment and specify track or tracks to be used. When permission is granted to employee in charge the instructions must be repeated to the yardmaster who will make a record in log book. When work is completed and men and equipment clear the main track or tracks, employee in charge must report clear to yardmaster. When permission has been issued to employee in charge of maintenance employees and or work equipment, the yardmaster must not permit a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster permission does not dispense with the use of track flags as required by Maintenance of Way Rules 5.4.3 and 5.4.7, for impassable track or to provide protection for on-track or off-track equipment fouling main track(s).

(2) Control Operator Authority:

Dilworth control must be advised of the route and/or type of work which has been permitted by the yardmaster on Main track(s). All locations governed by absolute signals are under the Dilworth Control Operators authorization. All forms of on-track equipment approaching an unfavorable absolute signal must communicate with the control operator for further instructions.

(C) Radio-

When using 97 channel radio, the following channels are in service:

Yard Channel- 36

Road Channel #1-66

Road Channel #2-70

All switch engines, trians and MOW movements within the Dilworth Terminal are under the direction of the Dilworth yardmaster.

When working, approaching or traveling on main tracks all employees will utilize Road Channel 2 (70)

All other movements or work other than Main track will utilize Yard Channel 36.

(D) Train Inspection:

Dilworth/Fargo- Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

(E) Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct MP 4.9 on Prosper Subdivision, JY Connecting is considered signaled industrial track, maximum speed 25 MPH.

Between MP 2.0 Prosper Subdivision and Dakota Jct, Hillsboro Subdivision , Dakota Connecting track Rule 6.28 applies

Becker- The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for movements which indicates lunar when switch is properly lined for movement on tangent track and red when switch is not properly lined for movement on tangent track.

Width of the coal dumper at NSP power plant, Becker, is 11 feet 6 inches. Locomotive units with bay windows or other accessories that combine to make the unit wider than 11 feet 6 inches, must not go through the dumper building.

Rollby Inspections- Are required by train crews at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH, except at Staples where rollby will be made at track speed.

At Staples - Upon arrival at Staples conductor on caboosless trains not yarding at Staples will arrange to give outbound train a roll-by inspection and advise outbound crew the condition of the train and rear end device via radio. Caboosless trains yarding at Staples to do switching, or trains otherwise delayed in yard, outbound crew will arrange for their own roll-by inspection.

8. Other Line Segments--

Yard Line Segments--

Line Segment	Limits
550	Waite Industrial Park
551	St Cloud Yards
553	Staples

Other Road Line Segments--

Line Segment	Limits	Mileposts
203	St Cloud - Cold Springs	0.0 to 17.0
204	St Cloud to Collageville	75.3 to 85.0
207	Little Falls - Camp Ripley Jct	105.5 to 113.4

Ballast Pits--

Line Segment	Limits
581	St Cloud

9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
On Westward Track			
NSP Co. Spur	6.5 west of Northtown	10	West
Kinas Spur	7.1 west of Northtown	14	West
Minnesota Sawdust Spur	3.8 west of Anoka	5	East
Remmele Engineering	0.8 East of Big Lake	10	West
52503 Crestliner, Inc	1.9 west of Little Falls	8	
52504 Hennepin Paper Spur	3.3 west of Little Falls	25	East
52506 Belle Prairie	5.6 west of Little Falls	5	East
52509 Camp Ripley	7.8 west of Little Falls	105	Both
00523 Royaltan	7.0 west of Rice	55	West
00636 Audubon	4.1 west of Richards Spur	50	West
00641 LaBelle	1.2 east of Lake Park	5	East
55005 Hitterdal	5.0 west of Manitoba Jct	23	Both
55012 Ulen	11.9 west of Manitoba Jct	47	Both
09229 Averil	6.9 west of Glyndon	30	Both
09237 Feiton	7.8 west of Averill	31	Both
Offutt & Son Potato Spur	0.4 west of Glyndon	19	West
On Eastward Track			
00632 Richards Spur	3.5 west of Detroit Lakes	100	West
NSP Spur	5.5 east of Clear Lake	Yard	East
00485 Edling Spur	4.3 east of Clear Lake		
00464 REA Spur	0.8 east of Elk River	30	East
00459 Pyrofax Gas Corp Spur	5.8 east of Elk River	3	East
00456 L H Bolduc Co Inc	8.8 east of Elk River	15	East
00502 St Cloud	1.4 west of St Cloud	Yard	Both
09070 St Joseph	8.3 west of St Cloud	50	Both
09072 Collegeville	11.0 west of St Cloud	8	West
07385 Liberty Spur	4.5 west of St Cloud	82	East
07383 Cold Spring Granite Spur	7.1 west of St Cloud	10	East
07374 Cold Spring Granite Spur	10.4 west of St Cloud	23	Both
Cold Spring Granite Spur	15.1 west of St Cloud	6	West
Cold Spring Granite Spur	15.1 west of St Cloud	12	West
Cold Spring Granite Spur	15.2 west of St Cloud	42	West
Cold Spring Elevator Track	15.4 west of St Cloud	23	West
Cold Spring Siding	15.6 west of St Cloud	31	Both

WESTWARD	Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Wayzata Subdiv		Distance from Mpls. Jct.	EASTWARD
					Trk	STATIONS		
		00437	217	9.5	MPLS JCT	IJTY	0.0	
				9.7	HARRISON ST	JTY	0.5	
				10.8	To Van Buren St 1.6			
		03002	22	10.8	1ST ST NORTH	Y	2.1	ABS
		03004		12.4	LYNDALE JCT	JY	3.1	
				13.0	CEDAR LAKE JCT	JY	3.7	
10,722	03014			24.3	WAYZATA	Y	14.8	
	03022			31.6	MAPLE PLAIN		22.3	
10,291	03029			38.6	DELANO		29.3	
15,614	03043			53.0	HOWARD LAKE		43.7	
7,277	03050			59.4	COKATO		50.0	
8,547	03056			65.2	DASSEL		55.8	
	03061			70.3	DARWIN		60.9	
8,713	03067		76.4	LITCHFIELD		67.1		
	03074		84.1	GROVE CITY		74.8		
10,452	03080		89.2	ATWATER		79.9	CTC	
	03087		96.6	KANDIYOHI		87.3		
	03092		102.3	2MT	WILLMAR BJKT(2)	93.1		

BN Radio Channel No. 2 in service for road crews between Mpls. Jct. and Wayzata.

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service for Willmar Area between Atwater and Willmar.

Train Dispatcher Calls—Delano—50, Grove City—46, Dassel—51, Willmar—52.

Train Dispatchers Telephone Numbers—8-782-3403

1. Maximum Speed Permitted—	Freight
Wayzata and Willmar	40 MPH.
Mpls. Jct. to Wayzata	40 MPH.
MP 9.7 to MP 13.4	25 MPH.
MP 23.6 to MP 24.9	30 MPH.
1st St. North and Mpls. Jct handling cars 134 tons. or heavier	10 MPH.
Bridge A1.3 Minneapolis, cars over 134 tons	10 MPH.

Maximum Speed Permitted—	Up to 100 tons/OB	Over 100 tons/OB
Item 1A, All Subdivisions, applies between Mpls. Jct. and Willmar		
Through No. 20 turnouts at following locations:	35 MPH.	35 MPH.
End of two main tracks at		
MP 98.0 to MP 105.0		
Crossover at MP 100.8		
Sidings at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	10 MPH.
Cokato	10 MPH.	not permitted

Dassel	10 MPH.	not permitted
Litchfield	25 MPH.	10 MPH.
West turnout MP 76.1	12 MPH.	10 MPH.
Atwater	10 MPH.	10 MPH.
Willmar scale lead	10 MPH.	10 MPH.
Willmar East Rip Track Switch	10 MPH.	10 MPH.
Crossover at Sioux Line Jct. between North and South leads & No. 1 and No. 2 Main Track	10 MPH.	10 MPH.
Willmar-north roundhouse lead between rip track switch and 400 feet east of switch	3 MPH.	3 MPH.

See item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions--

Maximum Gross Weight of Car:

Mpls Jct to Willmar 143 tons
 1st St North to Northtown 143 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may
 operate only between Mpls Jct and Willmar

Six axle locomotives not permitted on following tracks:

Howard Lake-- Littfin Lumber Spur
Cokato--Switching on Green Giant spur restricted to one unit.

3. Type of Operation--

Rule 6.13 Yard limits --in effect:

Mpls. Jct MP 9.5 to MP 24.3

Dakota Rail Wayzata to Hutchinson--

There are no Bridge and Equipment Weight restrictions on Dakota Rail's tracks. General Code of Operating Rule 6.13 yard limits are in effect Wayzata to Hutchinson. BN Trains are authorized to operate as per Rule 6.13 Wayzata west as far as necessary to accomplish set out and/or pick up of interchanged cars at Wayzata.

Yard limits in effect between CTC Wayzata and Mpls. Jct. including Harrison St. to Van Buren St. All train, engine and MW movements on main tracks will be authorized by the Hump Tower Train Dispatcher Northtown.

Occupancy Control Systems --OCS--in effect:

Between CTC Wayzata and Mpls Jct including Harrison St. to Van Buren St.
 See System Special Instructions, item 14.

4. General Code of Operating Rules Items--

Between Harrison Street MP 9.2 and the block signal at MP 11.3, the first paragraph of Rule 9.9 (A) and (B), Delayed Within a Block, of the General Code of Operating Rules is changed to read as follows:

"A train having entered a block on a proceed indication, other than one requiring movement at restricted speed, and is stopped or speed is reduced below 10 MPH, must proceed at restricted speed until it can be seen that the next signal indicates proceed and track is clear to that signal."

Rule 6.19-- When flagging is required, distances will be 1.5 miles.

Rule 10.2 -- The following switches are not equipped with electric locks:

MP 31.4
 MP 70.2
 MP 88.5

5. Trackside Failed Equipment Detectors (FED)--

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Howard Lake MP 51.2
 Grove City MP 82.3

6. FRA Excepted Track-- NONE

7. Special Conditions-

Speed Test Boards- Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward trains between MP 18.7 to MP 19.7 five miles east of Wayzata.
 Eastward trains between MP 89.0 to MP 88.0 at Atwater.

CTC- Signal 44.5 is a left hand signal.

MP 76.1-West leave siding switch is a left hand signal.
 Two main tracks between MP 98.0 to MP 105.0.

Detour Movements- Conductors of trains operating on detour route with double stack, automobile or Hi-wide equipment must notify dispatcher prior to departure on detour route. Dispatcher will determine if clearance problems exist.

Minneapolis Terminal Area- City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

The following crossings must be protected by flagman-

Litchfield-House track over Holcombe MP 76.2, Sibley MP 76.4 and Swift MP 76.6 Avenues.

Cokato-Green Giant Spur.

Wayzata- When trains meet at Wayzata the Eastbound trains will be held at MP 25.0 to eliminate noise and complaints from residents along our right of way.

Cokato- Derail placed on both ends of controlled siding.

Dimensional Shipments- Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Avenue operator and west hump dispatcher of such cars and their placement in train. Operator at 43rd Avenue will in turn notify train dispatcher. Notification of 43rd Avenue operator by conductor will serve to fulfill requirements of Rule 6.27 that refers to notification of train dispatcher.

Between 1st Street North and Lyndale Jct-Conductors of trains must advise yardmaster at 35th Ave. if their train contains high or wide loads that may restrict their movement, and be governed by yardmaster's instructions.

Multi-Level Loads Autos- Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street. (Autos exceeding 19 feet 0 inches ATR must be accompanied by a clearance message from Clearance Bureau, to prevent mis-routing.)

Rollby Inspection- Are required by train crews at initial terminals.

A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

8. Other Line Segments-

Yard Line Segments-

Line Segment	Limits
552	Willmar

Other Road Line Segments-NONE

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
03018 Long Lake	3.1 west of Wayzata	16	West
03036 Montrose	6.7 west of Delano	5	East

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Monticello Subdiv BRANCH LINE		Distance from Lyndale Jct.	EASTWARD
					Trk	Rule 4.3 Oper		
		03004	202	0.0	LYNDALE JCT	JY	0.0	
		09001		1.7	MWJCT	JY	1.8	
		09005		5.1	ROBBINSDALE		5.0	
4,730		09011		11.6	OSSEO		11.5	TWC
		09020		20.6	ROGERS		20.5	
		09027		26.9	ALBERTVILLE		26.7	
		09035		35.5	MONTICELLO		35.2	

BN Radio Channel No. 2 In service on this Subdivision.

Train Dispatchers Telephone Numbers—8-782-3401

- 1. Maximum Speed Permitted**
- | | | |
|--|---------|---------|
| Lyndale Jct. to Albertville | Freight | 25 MPH. |
| Albertville to Monticello | | 10 MPH. |
| Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct | | 12 MPH. |
| Between absolute signals of interlocking located 1.3 miles west of Robbinsdale | | 20 MPH. |
| On Georgia Pacific Spur between MP 10.0 to MP 11.0 between Robbinsdale & Osseo | | 5 MPH. |
| Cars over :134 tons: | | |
| Bridge 14.3 Osseo | | 10 MPH. |
| Bridge 23.3 Rogers | | 10 MPH. |
- Item No. 1A—All subdivisions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

- 2. Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Lyndale Jct to Monticello 143 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
 Six axle locomotives not permitted.
- 3. Type of Operation—**
TWC Instructions—
 Maintenance of Way— Track Warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.
Rule 6.13— Yard limits in effect between Lyndale Jct. and M.W. Jct.
Occupancy Control Systems —OCS—in effect:
 Between Lyndale Jct and M W Jct
 See System Special Instructions, item 14.
- 4. General Code of Operating Rules Items—**
Rule 6.19— When required to flag, distance will be 1 mile.
- 5. Trackside Failed Equipment Detectors (FED)—**
 A. Protecting bridges, tunnels or other structures: NONE
 B. Other FED locations: NONE
- 6. FRA Excepted Track—** NONE
- 7. Special Conditions—**
Automatic Interlockings not Indicated at Station—
 Soo crossing 0.9 miles west of Lyndale Jct.
 Soo crossing 1.3 miles west of Robbinsdale.

OCS—Between Lyndale Jct. and M. W. Jct.— Authority to occupy the main track must be obtained from Northtown West Hump Dispatcher.

Between Monticello and Northern States Power Company Spur—

Track is considered industrial track. Rule 6.28 applies. Maximum speed 10 MPH.

Between Osseo and Monticello— Between MP 12.0 to MP 36.0 when approaching crossings protected by gates or signals, it must be known by crews of trains and/or engines that signals are activated before proceeding over crossing. Flashing amber lights at these locations indicate signals or gates are activated.

Osseo—On Barton Lead Track—Flag protection must be provided while switching over 89th Avenue crossing.

Minneapolis Terminal Area— City ordinance of Minneapolis prohibits unnecessary use of the engine whistle.

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
09009 Bell Cold Storage	2.5 east of Osseo	11	East
09010 Osseo Concrete Co Spur	1.5 east of Osseo	10	West
09011 Knox Lumber	2.6 east of Osseo	5	East
09011 Navarre	2.7 east of Osseo	5	West
09013 North Star Concrete Co Spur	0.9 west of Osseo	14	West
09018 Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
09020 Ultra Pack	0.8 west of Rogers	2	East
09021 K&K Mfg Co Spur	0.1 west of Rogers	7	West
09022 Rogers Hdwe & Lbr Co	0.3 west of Rogers	7	East
09038 Northern States Power Co Spur	3.0 west of Monticello	20	East

Division Operating Officers

T.J. GODSIL	Terminal Supt.	Northtown	782-3422
J. PERDEW	Terminal Manager	Northtown	
J.L. HAUBRICK	Trainmaster	Minneapolis GOB	782-3325
W.J. THOMPSON	Trainmaster	Staples	894-5255
R.E. JACKMAN	Terminal Trainmaster	Northtown	782-3307
R.E. DUNCUM	Terminal Trainmaster	Northtown	782-3307
J.D. CROWLEY	Terminal Trainmaster	Northtown	782-3307
G.P. JAEB	Terminal Trainmaster	Northtown	782-3307
R.R. ROBY	Terminal Trainmaster	Northtown	782-3307
B.J. KLINE	Terminal Trainmaster	Northtown	782-3307
M.S. WACKER	Terminal Trainmaster	Northtown	782-3307
M.E. BLACK	Terminal Trainmaster	Northtown	782-3307
B.B. ANDERSON	Asst Term Trainmaster	Northtown	782-3307
W.A. MORRIS	Roadmaster	Northtown	782-3235
F.L. PROUDFOOT	Roadmaster	Northtown	782-3236
R. ROMAND	Roadmaster	Staples	894-5235
R. RADIKA	Roadmaster	St. Cloud	259-3235
G. WILSON	Safety Manager	Northtown GOB	782-3324
M.G. JUNGCK	Manager Rules	Fargo	280-7279