

BNSF

Burlington Northern Santa Fe

Minnesota Division

Timetable No. 1

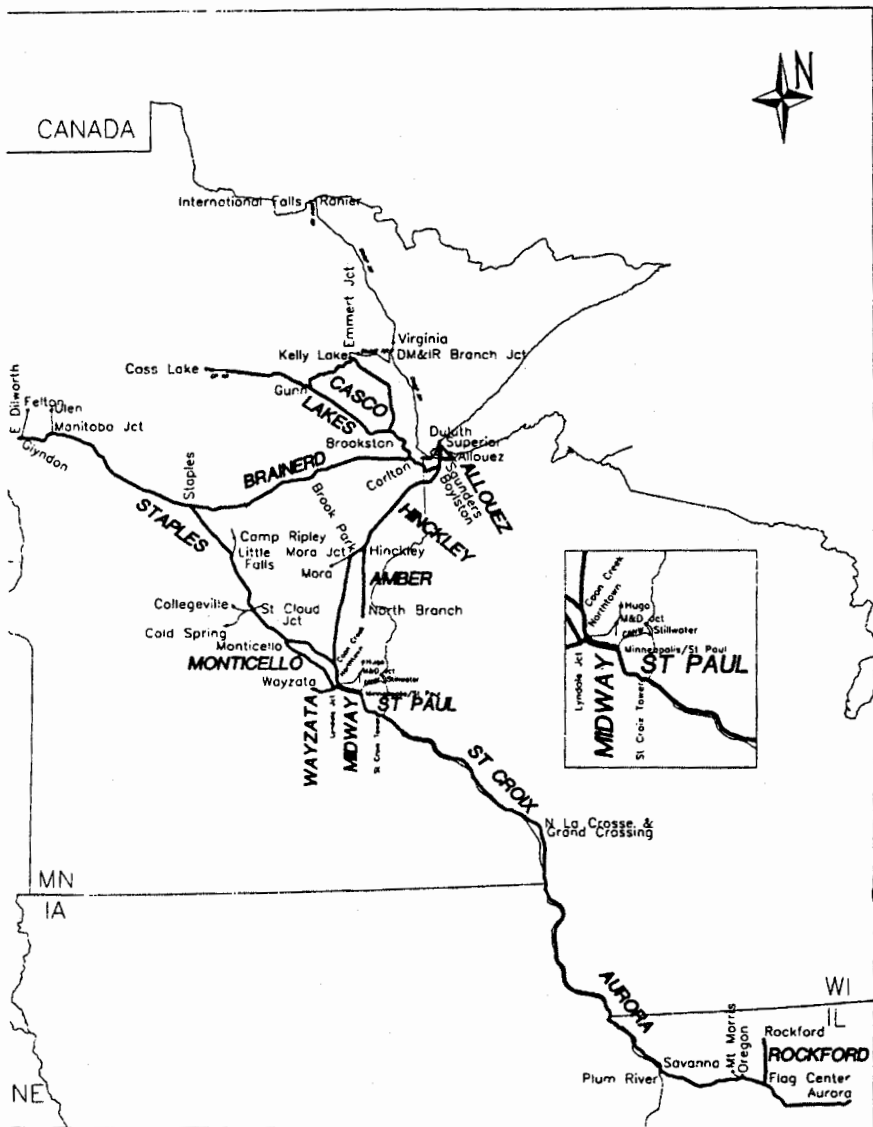
**IN EFFECT AT 0001
Central Continental Time**

Thursday August 1, 1996

**Division Superintendent
M.C. Bruce
Minneapolis, MN
(612) 782-3460**

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

Burlington Northern Santa Fe Minnesota Division



WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	St Paul Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		00409	410.5	ST CROIX	JX	2MT CTC		
				11.9				
		00420	422.2	NEWPORT	X(2)			
				2.9				
				DUNN	Y			
				1.6				
		00424	426.7	OAKLAND	JX(2)Y			
				0.6				
				ST PAUL YARD	Y			
				0.5				
		00426	428.3	DAYTONS BLUFF	Y			
				0.9				
			429.1	HOFFMAN AVE	JX(2)Y			
			429.7	DIVISION STREET	JXY			
			430.0					
		00429	0.0	SEVENTH ST	JXY	DT ABS OCS		
				1.5				
		51202	1.3	MISSISSIPPI ST	X(2)Y			
				0.6				
		51204	2.3	SOO LINE JCT	JY			
				4.4				
		51209	6.7	UNION JCT	XY			
				1.2				
		51210	7.9	PARK JCT	AJXY			
				1.9				
		51211	9.8	EAST MINNEAPOLIS	JTY	2MT CTC		
				2.1				
			11.7	UNIVERSITY	JX(2)Y			
				0.8				
		00439	12.5	35th AVE	XY			
				1.4				
		00441	13.9	NORTHTOWN	BTY	CTC		

BN Radio Channel No. 2 (AAR 70) in Service.
BN Radio Channel AAR 76 Authority Channel.

Dispatcher Radio Call-in:

St. Croix-49

Train Dispatchers Telephone Numbers-8-234-6417

1. Speed Regulations

1(A). Speed - Maximum

	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.
St. Croix to Northtown trains exceeding 100 tons O/B		35 MPH.

1(B). Speed - Permanent Restrictions

At East St Croix	12 MPH.	12 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 428.8-429.7	30 MPH.	25 MPH.
Following speed restrictions are in effect on Soo/CP tracks, Main 1, St Croix to Newport, and Main 2, Newport to Hoffman	70 MPH.	50 MPH.
Loaded unit coal trains		40 MPH.
Following speed restrictions are in effect on BNSF main tracks, Main 1- Division Street to Newport Main 2-Newport to St. Croix		
MP 429.7 to MP 4.6		30 MPH.
MP 4.6 to MP 7.8		45 MPH.
MP 7.8 to MP 7.9 over Park Jct crossing diamond		25 MPH.

MP 7.9 to MP 13.9		45 MPH.
1(C). Speed – Switches and Turnouts		
MP 410.2—Through crossovers		
MP 410.4 Through crossover at West St Croix	25 MPH.	25 MPH.
Soo Line Main track connection switch from Main 2 to St Croix .	25 MPH.	25 MPH.
MP 422.2—Newport		
Through east crossover	25 MPH.	25 MPH.
Through west crossover	25 MPH.	25 MPH.
MP 1.3—Mississippi St. through crossovers		30 MPH.
All Turnouts located between		
East and West University	12 MPH.	12 MPH.
except the 05, 07 crossovers	25 MPH.	25 MPH.
MP 426.7 through crossover between two main tracks	25 MPH.	25 MPH.
All turnouts located between		
East and West 35th Ave	12 MPH.	12 MPH.
except the 04 turnout	25 MPH.	25 MPH.
1(D). Speed – Other		
Division Street – Hoffman	30 MPH.	25 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		35 MPH.
Signal 6.8 between Park Jct. and Union		35 MPH.
Signal 9.2 between Park Jct. and East Mpls		35 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		35 MPH.
Signal 5.7 between Soo Line Jct. and Union	35 MPH.	30 MPH.
Signal 6.7 between Union and East Mpls		35 MPH.
Signal 9.1 between Park Jct. and East Mpls		35 MPH.
Signal 10.1 between East Mpls. and University		35 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. Method 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 Hump dispatchers.

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

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

Yard Limits—in effect: CTC Mississippi St to CTC University. All train, engine and MW movements on main tracks will be authorized by Ft. Worth West 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 East Hump train dispatcher Ft. Worth who will obtain authority from the Soo/CP.

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

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.

Prescott MP 404.40 to Mississippi St.—Movements authorized by East Hump Dispatcher Ft. Worth.

Mississippi St. to Northtown— Movements authorized by West Hump Dispatcher Ft. Worth.

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

MP 415.68—Curry Switch

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures—None

B. Other FED locations: MP 424.4 Main Track One Only

6. FRA Exempted 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

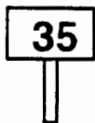


FIGURE 2



FIGURE 3



WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS.

FIGURE 4

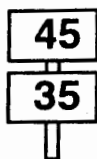


FIGURE 5



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
INT—ST 01 thru 03	— near Interstate
FMC01	— near FMC
401 through 453	— East End Receiving Yard
501 through 510	— Hump Underpass Area
601 through 681 and 35th 01 thru 04	— 34th and Bottleneck
Univ 01 through 12	— 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:

- To warn of immediate and/or threatened danger to persons or property.
- 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.

Train and engine crews handling Canadian National Trains out of Pokegama, receiving train consist with special handling code CTC R—32791 restricted special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for these cars and normal track speed is authorized.

8. 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 YARD	University Ave-Main St NE-14 Ave NE
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

Road Line Segments-

Line Segment	Limits
218	E Minneapolis-M&D Jct
214	M&D Jct to Hugo
3	St. Croix to Seventh St.
25	Seventh St. to Northtown

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	6.3 East of Newport	23	Both
Name	Miles-Location	Capacity Cars	Switch Opens
51011 M & D Jct.	12.6 east of East Mpis	15	Both
51012 White Bear Lake	13.5 east of East Mpis	13	Both
51017 Hugo	18.8 east of East Mpis	12	East

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Midway Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		00429	0.5	SEVENTH ST	JY	2MT CTC		
			1.4	WESTMINSTER ST	JX(2)Y			
			3.2	DALE ST	XY	DT		
		00433	5.1	MIDWAY	BXY	ABS		
						OCS		
		00435	7.0	ST ANTHONY	MJY			
		00436	8.4	UNION YARD	BX(2)Y	OCS		
		00437	9.5	MPLS JCT	MJTXY			
			10.2	VAN BUREN ST	MJXY	ABS OCS		
			11.7	UNIVERSITY	JX(2)Y	2MT CTC		
			12.4	EAST 35TH AVE	JY	CTC		

BN Radio Channel 2 (AAR 70) in service for road crews between Seventh St. and East 35th Ave.

**AAR Channel 15 Authority channel West Hump Dispatcher
AAR Channel 76 Authority channel East Hump Dispatcher**

Train Dispatchers Telephone Numbers-

St Anthony to 7th St-8-234-6417, St Anthony to East 35th Ave-8-234-6401

1. Speed Regulations

1(A). Speed - Maximum	Passenger	Freight
Seventh St to East 35th Ave	30 MPH.	30 MPH.
Seventh St to MP 7.1		30 MPH.
1(B). Speed - Permanent Restrictions		
MP 7.1 to MP 9.5		20 MPH.
MP 9.5 to East 35th Ave.		25 MPH.
Between East University & Van Buren St. on Yard Track (referred to as old main 2)		20 MPH.
Park Jct. and St. Anthony on Minnesota Commercial connection over Kasota Ave. road crossing		11 MPH.
1(C). Speed - Switches and Turnouts		
All turnouts at St. Anthony		12 MPH.
All turnouts located between East and West University	12 MPH.	12 MPH.
except the 05, 02 crossovers	25 MPH.	25 MPH.
All turnouts located between East and West 35th Avenue	12 MPH.	12 MPH.
except the 04 turnout	25 MPH.	25 MPH.
Through turnouts at following locations		
Seventh St-end of double track		
Seventh St dividing switch		
Seventh St turnouts main tracks of St Paul Subdivision		30 MPH.
1(D). Speed - Other		
Minneapolis Jct Wye tracks		10 MPH.
Item 1A, All Subs., applies between East University and VanBuren St. on Yard Track (referred to as Old Main 2)		

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. Method of Operation—**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 West Hump Train Dispatcher Ft. Worth.

5. Trackside Failed Equipment Detectors (FED)—None**6. FRA Exempted 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.**OCS—**Between Minneapolis Jct. and Van Buren—Authority to occupy Manual Interlockings must be obtained from Northtown West Hump Dispatcher.**Handling 80 Feet or Longer Cars—**(See All Subdivisions, Item 3A.)

Between Seventh St and Westminster St—

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 St 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.

Train and engine crews handling Canadian National Trains out of Pokegama, receiving train consist with special handling code CTC R–32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for these cars and normal track speed is authorized.

8. 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

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
22	Seventh St. to St. Anthony	
216	St. Anthony to East 35th Ave.	

9. Locations not Shown as Stations— None

WESTWARD	Length of Siding in Feet	Station No.	Mile Post Location	Staples Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		00441	13.9	NORTHTOWN	YBT	CTC		
		00442	15.5	1.8 INTERSTATE	X(2)Y	2MT CTC		
		00448	21.1	5.7 COON CREEK	JX(2)	CTC		
		00453	26.8	5.7 ANOKA	X	DT		
		00465	38.6	11.8 ELK RIVER	X	TWC ABS		
		00475	47.0	8.4 BIG LAKE		CTC		
9,150		00482	57.5	10.5 BECKER				
		00490	62.7	5.2 CLEAR LAKE		2MT		
			66.0	3.3 MP 66	X(2)	CTC		
		00502	73.9	7.9 ST CLOUD	JTX(2)			
E7,207		00506	78.4	4.4 SARTELL	X	DT TWC ABS		
		00516	88.7	9.9 RICE	X			
		00531	103.3	14.7 GREGORY				
10,725		00533	106.0	2.8 LITTLE FALLS	T			
11,618		00538	110.8	4.4 DARLING		CTC		
11,813		00544	116.6	5.8 RANDALL				
11,878		00555	127.8	11.0 LINCOLN				
		00561	134.0	6.2 PHILBROOK				
			140.0	6.3				
		00567	148.0	2.1 STAPLES	BJTX(2)	2MT CTC		
			150.1	8.9 WEST STAPLES	X(2)			
		00578	159.0	6.7 VERNDALE				
		00585	165.6	12.9 WADENA	X(2)			
		00598	178.5	10.8 NEW YORK MILLS	X	DT		
		00608	189.3	20.8 PERHAM	X	TWC ABS		
		00629	210.1	3.4 DETROIT LAKES	AX			
		00632	213.6	3.6 RICHARD'S SPUR	X(2)			
		00636	217.2	5.6 AUDUBON				
		00642	222.0	7.8 LAKE PARK	X	2MT CTC		
		00650	230.6	3.8 MANITOBA JCT	JTX			
		00653	234.4	14.5 HAWLEY	MX(2)			
		00668	248.8	1.4 GLYNDON	JX			
		00670	250.3		MX	ABS OCS		

BN Radio Channel No. 1 (AAR 87) in service for road crews Staples to East Dilworth
 BN Radio Channel 85 (AAR 85) in service for road crews Coon Creek to Staples
 BN Radio Channel No 2 (AAR 70) in service for St Cloud.

Dispatcher Radio Call-in:		
Elk River-26	St Cloud-27	Staples-24
Perham-29	Hawley-30	

**Train Dispatchers Telephone Numbers—
Staples West—Mon thru Fri 8-234-6422, 0800-1600
Staples East and all other times—8-234-6402**

1. Speed Regulations

1(A). Speed – Maximum	Passenger	Freight
Northtown to East Dilworth	79 MPH.	60 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
1(B). Speed – Permanent Restrictions		
MP 13.9 to MP 15.5	60 MPH.	45 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 228.1	75 MPH.	
MP 228.1 to MP 229.7	70 MPH.	
MP 239.7 to MP 236.1	75 MPH.	
MP 236.1 to MP 248.1	79 MPH.	
MP 248.1 to MP 250.3	75 MPH.	
At MP 250.3	75 MPH.	
MP 38.1 to MP 39.5	75 MPH.	50 MPH.
MP 46.9 to MP 47.1	40 MPH.	40 MPH.
MP 57.0 to MP 57.5	40 MPH.	40 MPH.
MP 73.0 to MP 73.5	60 MPH.	
MP 73.5 to MP 78.5	70 MPH.	60 MPH.
Becker—From NSP main line switch to dumper building and from dumper building to main line switch	12 MPH.	12 MPH.
MP 105.3 to MP 106.3	30 MPH.	30 MPH.
MP 106.3 to MP 107.0	50 MPH.	50 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 228.1 to MP 229.7 Westbound	70 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 213.6		10 MPH.
Through No. 20 crossover at the following locations:		
Staples MP 150.1	35 MPH.	35 MPH.
Wadena MP 165.3	35 MPH.	35 MPH.
Richard's Spur MP 213.5	35 MPH.	35 MPH.
Hawley MP 233.8	35 MPH.	35 MPH.
1(C). Speed – Switches and Turnouts		
MP 21.0—Coon Creek through both crossovers	35 MPH.	35 MPH.
MP 15.5 thru turnout end of double track	35 MPH.	35 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.
Little Falls siding—loaded Unit trains		10 MPH.

On controlled sidings and turnouts at Little Falls, Darling,
Randall and Lincoln 25 MPH. 25 MPH.

1(D). **Speed – Other**

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.	

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.	

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	143 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 147 tons restricted all tracks except:

Transfers 1 and 2
West Pass East and West legs of main line wye
Main and Osseo Main to Meridian
West lead—East lead
Tracks 1, 2, 3, 4, 5, 6, 10, 11, 12
North and South service tracks.

Note: Track 7 & 8 for car storage only.

Six axle locomotives in excess of 147 tons and six axle derricks not permitted between Little Falls and Camp Ripley Jct.

Belle Prairie—Storage Track

Camp Ripley—Storage Track including the wye

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

3. **Method 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 165.4
MP 213.6 to MP 250.3

OCS-Occupancy Control System-in effect between:

East Dilworth MP 250.3 and West Fargo MP 13.0, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions Item 13.)

TWC-in effect: MP 21.1 to MP 47.0, MP 73.9 to MP 103.3 and MP 165.4 to MP 213.6

TWC Instructions-Track Warrant Control in effect at Dilworth-Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surry Jct switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillboro Subdivisions will copy track warrant and track bulletins.

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.

Yard Limits-in effect: East Dilworth MP 250.3

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 248.7 Main 2
MP 20.7 Main 1	MP 62.7 Main 2	
MP 46.9 Westbound	MP 62.8 Main 1	
MP 47.3	MP 158.74 Main 2	

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
Hawley	MP 240.5 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. clerk of such cars and their placement in train. Clerk 43rd Ave. will in turn notify train dispatcher. Notification of 43rd Ave. clerk 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 preceeding 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.

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.

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.

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 250.3 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 250.3.

Dilworth Terminal—

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

- | | |
|----------------|--|
| KO Sub— | Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
Westbound Main from MP 13.0 (West Fargo) to MP 250.3 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 41.3 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 MP 2.6 East of Kragnes. |

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

(B) Track Movements and Occupancy—

In the Dilworth/Fargo Terminal, System Special Instructions, General Code of Operating Rule 17.0 Occupancy Control System (OCS), General Code of Operating Rule 17.0 OCS for trains and engines and Maintenance of Way Operating Rule 16.0 Occupancy Control System (OCS) will be in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct (MP 3.9) on the Prosper Subdivision, and JY Jct (MP 3.9) and West Fargo on the Prosper Subdivision.

OCS will not be in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth Control Operator. All yard track movements (other than main track) in the Dilworth/Fargo terminal will be controlled by the Dilworth Yardmaster.

Before occupying the main track, trains or engines must receive on of the following permissions from the train dispatcher or control operator:

—Signal indication of a controlled signal.

—Verbal permission from the train dispatcher or control operator.

OR

—Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct

Trains and engines must get verbal permission from the Dilworth Control Operator to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., West Fargo, JY Jct, and Fargo Yard Office) they must get separate OCS that specifically authorizes them to occupy the main track within the limits of that interlocking.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator when they are clear of the OCS limits and include the following information:

- OCS number
- Name of employee or engine number of train
- Limits that were permitted
- Time OCS reported clear.

(C) Radio-

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

- Yard Channel- 20
- Road Channel #1-87
- Road Channel #2-70

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 20.

(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 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, 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.

Roll-by Inspections-Are required by train crews at initial terminals. A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected.

At Sartell-Eastward trains approaching MP 81.0 will notify train 35807 their impending arrival at Sartell between 900 and 1300 daily.

Anoka—Trains delayed entering Northtown Yard must hold west of Ferry Street in Anoka, or if already east of Ferry Street and are being held, arrangement must be made to cut crossings affected.

Coon Creek & Interstate—All trains must verify verbally with West Hump Dispatcher the latest Twin Cities Terminal track bulletin(s) in effect before operating between Coon Creek (MP 21.1) and Interstate (MP 15.5)

If any discrepancy exists, any restrictions that affect trains movement must be issued in writing by one of the following methods:

Track Bulletin
Track Warrant
OCS

8. Line Segments—

Yard Line Segments—

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

Road Line Segments—

Line Segment	Limits
203	St Cloud —Cold Springs
204	St Cloud to Collegeville
207	Little Falls—Camp Ripley Jct
25	Northtown to East Dilworth

Ballast Pits—

Line Segment	Limits
581	St Cloud

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
On Westward Track			
Vincent Metals	6.2 west of Northtown	15	East
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 Royaltown	7.0 west of Rice	55	West
00636 Audubon	4.1 west of Richards Spur	50	West
55005 Hitterdal	5.0 north of Manitoba Jct	23	Both
55012 Ulen	11.9 west of Manitoba Jct	47	Both
09229 Averill	6.9 west of Glyndon	30	Both
09237 Felton	16.7 west of Glyndon	31	Both
On Eastward Track			
00632 Richards Spur	3.7 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
00641 LaBelle	1.2 east of Lake Park	5	East
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

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Monticello Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		03004	0.0	LYNDALE JCT	JY	OCS
				1.6			
		09001	1.7	M W JCT	JY	TWC	
				3.4			
		09005	5.1	ROBBINSDALE		TWC	
				6.5			
4,730		09011	11.6	OSSEO		TWC	
				9.0			
		09020	20.6	ROGERS		TWC	
				6.2			
		09027	26.9	ALBERTVILLE		TWC	
				8.5			
		09035	35.5	MONTICELLO		TWC	

BN Radio Channel No. 2 (AAR 70) in service on this Subdivision.

AAR Channel 15 Authority channel West Hub

Train Dispatchers Telephone Numbers—8-234-6401

1. Speed Regulations

1(A). Speed – Maximum

	Freight
Lyndale Jct to Albertville	25 MPH.
Albertville to Monticello	10 MPH.

1(B). Speed – Permanent Restrictions—None

1(C). Speed – Switches and Turnouts—None

1(D). Speed – Other

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	10 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—System Special Instructions 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. Method 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.

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)—None

6. FRA Excepted Track— None

7. Special Conditions—

Automatic Interlockings not Indicated at Station—
 Soo/CP crossing 0.9 miles west of Lyndale Jct
 Soo/CP 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. Line Segments—

Road Line Segments—

Line Segment	Limits
202	Lyndale Jct. to Monticello

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

WESTWARD	Length of Siding in Feet	Station Nos.	Siding Switch Milepost Location	Mile Post Location	Lakes Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		05004		5.4	SUPERIOR	BT	Rule 6.28		
				7.6	2.1 54th St	M			
		05008		8.8	CENTRAL AVE	MJX			
					To Rices Point Yard on Coal Track 10.1		2MT		
				9.4	0.6 M&J JCT	MJ			
		05010		10.3	1.4 SAUNDERS	JX(2)	2MT CTC		
		05013		12.6	2.4 BOYLSTON	JTX			
				15.9	3.3 MP 15.9		DT TWC ABS		
9,700		05033	33.0 34.9	34.0	15.8 CHUB LAKE				
				35.0	1.0 CARLTON JCT	J			
		05039		41.1	6.1 CLOQUET				
7,869			49.2 50.9	50.0	8.9 DRACO		CTC		
10,480	05055		55.9 58.0	57.7	7.6 BROOKSTON	J			
9,785	05073		73.0 75.0	75.6	17.8 FLOODWOOD				
9,216	05079		82.1 83.9	82.2	6.6 ISLAND				
9,893	05090		90.3 92.4	92.1	9.9 SWAN RIVER				
9,917	05099		100.0 102.0	101.0	9.0 PHILBIN				
7,036	05106		106.9 108.4	108.4	7.5 GUNN	JT			
		05109		112.1	3.0 GRAND RAPIDS	B	TWC ABS		
4,942	05115		116.7 117.7	116.5	5.0 COHASSET	T			
6,950	05124		125.6 127.0	125.7	8.8 DEER RIVER				
		05131		132.8	7.1 BALL CLUB		TWC		
6,228	05151		152.7 153.9	152.9	20.5 SCHLEY				
		05163		164.9	11.5 CASS LAKE	BTR			

AAR Channel 66—Superior to Boylston, AAR Channel 85—CTC Boylston to Cass Lake.
AAR Channel 76 Superior Terminal.

Dispatcher Radio Call-in:		
Chub Lake-79	Floodwood-94	Grand Rapids-92
Schley-93	Bemidji-72	
Brookston-97	DM&IR Dispatcher-Steelton-96	

Train Dispatchers Telephone Numbers—8-234-6409
Emergency Train Dispatcher call-911

1. Speed Regulations

1(A). Speed - Maximum

Freight

54th St to Cass Lake 50 MPH.

1(B). Speed - Permanent Restrictions

54th St to MP 57.7 40 MPH.

MP 21.0 to MP 34.0 35 MPH.

MP 39.6 to MP 41.3 (HE only) 30 MPH.

MP 46.6 to MP 47.4 35 MPH.

MP 63.3 to MP 63.6 40 MPH.

MP 108.5 to MP 111.2	25 MPH.
MP 111.2 to MP 112.3	12 MPH.
MP 112.3 to MP 115.8	25 MPH.
MP 115.8 to Cass Lake	49 MPH.
Cass Lake—On all tracks head end of train over foot walk crossing located at MP 164.5	10 MPH.

1(C). Speed – Switches and Turnouts

Trains or engines on siding or through No. 20 turnouts at following locations:	35 MPH.
West Crossovers Saunders Boylston (Dual Controlled Crossover) MP 15.9	
East and West Switch Chub Lake and siding Chub Lake	
Trains or engines on sidings and through turnouts at following locations: ...	25 MPH.
Draco	Brookston
Floodwood	Island
Swan River	Philbin
Trains and engines through turnouts at following locations:	25 MPH.
Central Avenue crossover.	

1(D). Speed – Other

Deer River—Head end over city crossings between MP 125.5 to MP 125.9 . 25 MPH.
Item 1A, System Special Instructions, applies MP 108 to MP 116

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

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

Superior to Cass Lake 143 tons
At Cass Lake—No. 4 yard track locomotives heavier than 137.5 tons not permitted.

3. Method of Operation—

Manual Interlocking—54th St. to Saunders

CTC—in effect: Saunders to Boylston MP 10.0 to MP 12.50
Carlton Jct to Gunn MP 35.0 to MP 108.5

TWC—ABS—in effect:
Boylston to Carlton Jct MP 12.5 to MP 35.0
Gunn to Grand Rapids MP 108.5 to MP 115.8

TWC—in effect:
Grand Rapids to Cass Lake MP 115.8 to MP 162.0

Restricted Limits—in effect:
MP 162.0 to MP 164.9
MP 104.0 Grand Forks Subdivision

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 2.5 miles.
Rule 10.2—The following switches are not equipped with electric locks:

MP 13.1	MP 13.2	MP 22.8	MP 31.2	MP 35.1	MP 39.7
MP 58.5	MP 75.2	MP 75.6			

5. Trackside Failed Equipment Detectors (FED)—

- A. Protecting bridges, tunnels or other structures:**
 - State Line (WWD) MP 25.4 (DED Only)
 - Carlton (EWD) MP 31.5
- B. Other FED locations:**
 - State Line (EWD) MP 25.4 (DED Only)
 - Carlton (WWD) MP 31.5
 - Brookston MP 53.4
 - Island MP 78.0
 - Gunn MP 105.0
 - Ball Club MP 129.9 (DED Only)

6. **FRA Excepted Track**– None

7. **Special Conditions**–

Sidings–Trains exceeding 100 tons/OB not permitted on sidings between Grand Rapids and Cass Lake.

Taconite Cars– Freight trains with over 6000 trailing tons and handling empty taconite cars, empty taconite cars must be placed at rear of train.

Between Central Avenue and Duluth–

Coal Runner between Central Avenue

MP 8.8 and 28th Street MP 6.1–(HE only) 20 MPH.

Between 28th Street MP 6.1 and Duluth connecting track switch

MP 3.5 (HE only) 12 MPH.

Eastward and Westward Runner Tracks between

54th Street and Superior (28th Street) 20 MPH.

Between MP 3.3 and Grassy Point Draw Bridge and between No Name Creek MP 71.2 and Rices Point Yard MP 1.6 will be two running tracks and will be called East and West running tracks. These switches will be left lined for either the East or West running track.

Normal position of switches at 63rd Avenue west is for through movement of DM&IR trains to and from D.T. Ry. running track and Fond Du Lac branch.

Midwest Energy–When a red signal is displayed, train must not enter shed. When a green signal is displayed, train can enter shed.

Unless otherwise instructed, crews dumping loaded coal cars at Midwest energy will do the following:

- | | |
|---|----------------------------------|
| 1. Spot first car. | After first car has been dumped, |
| 2. Engineer will make 20 PSI reduction. | 5. Re–attach engine to train |
| 3. Brakeman will close angle cock on car. | 6. Release air. |
| 4. Detach engine from train. | |

After going through steps to nullify the alertness device, leave the throttle in idle position. If the throttle is moved out of idle position after the alertness device has been nullified, the air will set up on the train.

Engineers on coal empties out of Midwest Energy should not restore the alertness device to normal operation on the engine until the conductor advises the train has been released by Midwest Energy.

After train has been released to Midwest Energy for unloading, do not disembark while train is being moved by indexer. Wait until train has stopped moving before disembarking.

Between Central Avenue and Superior East End–The Manual Interlocking located at Soo Line crossing is controlled by control operator at Stinson Yard. When necessary to get signal for route call control operator from phone located near Crossing.

Between Central Avenue and Soo Line crossing, on days school is in session, between the hours of 0815 and 0900; 1125 and 1300; and 1525 and 1600 all trains must stop and flag over grade crossing at John Avenue and 60th Street and pedestrian crossing located about 100 feet west of grade crossing.

Between 54th Street and CTC Saunders–Track and Time will be issued to Maintenance of Way employees on main tracks and to trains when joint with Maintenance of Way employees.

Saunders–Trains arriving and departing will report by radio, loads, empties, tons and time to control operator. **THIS WILL BE DONE ON ROAD CHANNELS ONLY.**

Automatic Switches are located at:

MP 15.9

Chub Lake Siding – east switch

Cloquet–MP 39.7, Diamond Match Spur, live flag protection must be provided before moving cars or engines over Highway 45 crossing on Diamond Match Spur. Switch key controller on signal case may be used to manually operate flashing lights. Condition account rusty rail.

Gunn–Permission must be obtained from dispatcher before operating electric lock switch at West Gunn to enter or leave siding.

Seyton–Normal position of east switch to Potlatch spur, will be lined for Potlatch spur.

MP&L Plant, Cohasset—Normal position for inside switch of MP&L wye will be for west leg of wye.

Gates installed on spur just south of MP&L access road crossing manually operated by MP&L Security Department at gate house.

Hard hats are required at MP&L and can be picked up at gate house. Return hard hats to gate house prior to departing.

Cass Lake—Whistle signal Rule 5.8.2(II) must be sounded by all trains over pedestrian footwalk, located 1600 feet east of Highway 371.

Crossing must be cut immediately. When this crossing is blocked by coupling train, Trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.

Speed Test Boards—Engineers must test speed of their train at following locations.

Both directions between MP 87 to MP 86, between Island and Swan River.

Both directions between MP 18 to MP 17 between Chub Lake to MP 15.9.

Both directions MP 139 and MP 140 between Ball Club and Schley

Train and engine crews handling Canadian National Trains out of Pokedema, receiving train consist with special handling code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for these cars and normal track speed is authorized.

8. Line Segments—

Terminal Line Segments—

Line Segment	Duluth	Limits
214	Double Track	21st Ave W.—46th Ave W.
235	Riverside Jct	72nd Ave West—Riverside Jct
500	5th Ave Yard	E 5th Ave—5th Ave W
501	Bridge Yard	5th Ave W—Garfield Ave
502	Commerce Tracks	5th Ave W—15th Ave W
503	Birch St Yard	Garfield Ave—Birch St. Yard
504	Rice's Point Yard	
505	Boston Yard	39th—48th Ave W
508	Mike's Yard	Main St—72nd Ave W
Line Segment	Superior	Limits
509	Belknap Yard	Amzoi
510	17th St Yard	Elevator Station—28th St
511	28th St Yard	28th St—Central Ave
513	Saunders Yard	Saunders Tower —Yard Board
514	East End Yard	15th Ave E—31st Ave E
516	Allouez Yard	
517	Allouez Tac Yard	New Loop
518	Hill Ave Yard	31st Ave E—Central Ave

Yard Line Segments—

Line Segment	Limits
519	Cloquet
527	Cass Lake Yard

Road Line Segments—

Line Segment	Limits
27	Central Ave—Superior
28	Central Ave —Winters St.
233	Central Ave—Allouez
234	Berwind Jct—LST&T Jct
235	W Duluth —New Duluth
505	Rice's Point—Berwind Jct
28	Superior to Boylston
30	Boylston to Cass Lake

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
05001 Duluth	7.8 east of Superior		Both
Rices Point	6.8 east of Superior	Yard	Both
Stateline - stub track	9.1 east of Chub Lake	5	East
05029 Alford	3.8 east of Chub Lake	10	East
Brookston Gravel Pit	0.1 west of Brookston	45	Both
05113 Seyton	3.2 west of Grand Rapids	40	Both
05116 Minn Power and Light Spur	0.4 west of Cohasset	121	Both
05144 Bena	12.9 west of Bali Club	23	West
05273 International Falls via DWP	172.1 west of Superior	Yard	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Allouez Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		52004	6.0	ALLOUEZ	BTX	Rule 6.28		
			7.9	KOPPERS SPUR				
			8.8	CRAWFORD CREEK	M			
		05010	10.3	SAUNDERS	MJX CTC			

AAR Channel 76 Saunders to Allouez.**Train Dispatchers Telephone Numbers—8-234-6409****Emergency Train Dispatcher call-911****1. Speed Regulations****1(A). Speed – Maximum**

Crawford Creek to Saunders	25 MPH.	Freight
Bardon Ave to Crawford Creek (EWD & WWD)	25 MPH.	

1(B). Speed – Permanent Restrictions—None**1(C). Speed – Switches and Turnouts**

Through turnouts at following locations:

Crawford Creek	25 MPH.
Saunders	25 MPH.

1(D). Speed – Other

MP 8.9 head end speed restriction for westward trains on either track approaching westward absolute signal Crawford Creek	20 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

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

Allouez to Saunders 143 tons

3. Method of Operation—**Crawford Creek to Saunders—Manual Interlocking.** Track and time may be issued to employees on main track.**4. General Code of Operating Rules Items—**

Rule 6.19—Not required.

5. Trackside Failed Equipment Detectors (FED)—None**6. FRA Excepted Track—None****7. Special Conditions—**

Allouez—At both the old and new taconite unloading sheds, commonly known as the Index Plant, a red and yellow light has been installed on both ends of these buildings. If all the movable parts of the unloading mechanism are clear so that the train can move through the shed without interference, the signal will display a permissive yellow color. If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the shed and trains inside shed must not move. If red signal is displayed no train, engine, or on-track equipment may enter building. **Trains and engines moving through the new and old unloading sheds must not exceed 5 MPH.**

Between Allouez and Crawford Creek—Between the (west new loop track switch) and (Crawford Creek) maximum speed is 25 MPH.

Unless otherwise instructed by Yardmaster, road Crews handling loaded Taconite trains into the new and old car dump for unloading, will do the following:

1. Engineer will release brakes.
2. Brakeman will set sufficient hand brakes on head end.

3. Brakeman will close angle cock on the head car.
4. Take all units to the tie up track.

When shoving or pulling out of the new loop track onto main tracks activating crossing gates County Road "A", a member of crew must key the gates if movement over crossing is not completed.

8. **Line Segments-**

Road Line Segments-

Line Segment	Limits
29	Allouez to Saunders

9. **Locations not Shown as Stations-None**

S O U T H W A R D	Length of Siding in Feet	Station Nos.	Siding Switch Milepost Location	Mile Post Location	Hinckley Subdiv MAIN LINE STATIONS			Track Diagram	N O R T H W A R D
		05013		11.8	BOYLSTON	JT	CTC		
	6,118	06112	23.4 24.7	24.5	12.7 FOXBORO				
	7,129	06100	35.9 37.3	36.6	12.0 NICKERSON				
	5,690	06088	48.4 49.5	48.9	12.2 BRUNO				
	6,957	06080	56.5 57.9	57.2	8.4 ASKOV				
	7,685	06074	62.5 63.9	63.1	5.9 SANDSTONE				
	7,417	06065	72.3 73.8	72.3	9.1 HINCKLEY	BJ	TWC ABS		
	8,553	06057	78.7 80.5	80.1	7.9 BROOK PARK				
				80.5	0.4 MORA JCT	J			
	9,000	06046	90.0 91.7	91.3	11.1 GRASSTON				
	8,800	06029	108.0 109.8	107.4	16.1 CAMBRIDGE				
	4,958	06018	118.6 119.6	119.0	11.7 BETHEL				
	9,000	06006	129.7 131.5	131.0	11.9 ANDOVER				
		00448		136.9	5.9 COON CREEK	J	CTC		

AAR Channel 66—Boylston to Coon Creek

Dispatcher Radio Call-in:		
Nickerson-85	Hinckley-86	Cambridge-87
DMIR-96	Elk River-80	Carlton-84

**Train Dispatchers Telephone Numbers-8-234-6408
Emergency Train Dispatcher Call-911**

1. **Speed Regulations**
 - 1(A). **Speed - Maximum** **Freight**
Boylston to Coon Creek 50 MPH.
 - 1(B). **Speed - Permanent Restrictions**
Boylston to South end of Bridge 15.5 35 MPH.
South end of bridge MP 15.5 to MP 24.5 40 MPH.
Hinckley MP 72.0 to MP 72.3 40 MPH.
 - 1(C). **Speed - Switches and Turnouts**
Through turnout at Coon Creek 25 MPH.
Through turnout at Boylston 35 MPH.
 - 1(D). **Speed - Other**
Through all sidings 10 MPH.

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

2. **Bridge and Equipment Weight Restrictions-
Maximum Gross Weight of Car:**
Boylston to Coon Creek 143 tons
Six axle locomotives not permitted between Mora Jct and Mora.
3. **Method of Operation-**
TWC -in effect: Boylston to Coon Creek

4. **General Code of Operating Rules Items—**

At Coon Creek—Foreign line trains via Hinckley Subdivision will receive track bulletins and track warrants at their originating stations.

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

Rule 6.19—When flagging is required, distance will be 2.5 miles.

5. **Trackside Failed Equipment Detectors (FED)—**

A. Protecting bridges, tunnels or other structures:

Foxboro (NWD) MP 20.8 (DED Only)

Sandstone (SWD) MP 60.5 (DED Only)

Sandstone (NWD) MP 66.5

B. Other FED locations:

Foxboro (SWD) MP 20.8 (DED Only)

Nickerson MP 39.3

Sandstone (NWD) MP 60.5 (DED Only)

Sandstone (SWD) MP 66.5

Braham MP 96.3

Andover MP 126.5

6. **FRA Excepted Track—**

Between Mora Jct and Mora

7. **Special Conditions—**

Rule 6.28—Track between Mora Jct and Mora is Industrial Track. Maximum speed 10 MPH.

Speed Test Boards—Engineer must test speed of train at following locations.

Northward and southward trains between MP 76 to MP 77 between Hinckley and Brook Park.

Sidings—Trains over 100 Ton/O.B. must not occupy sidings at Sandstone and Bruno. At Bruno, only northbound trains may occupy siding.

Automatic Switches are located at:

Foxboro Siding — north and south switch

Hinckley Siding — north and south switch

Brook Park—south end only

Grasston Siding —north and south switch

Cambridge siding— north and south switch

Andover Siding — north and south switch

Train and engine crews handling Canadian National Trains out of Pokegema, receiving train consist with special handling code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for these cars and normal track speed is authorized.

8. **Line Segments—**

Road Line Segments—

Line Segment	Limits
219	Mora—Mora Jct
2108	Boylston
28	Boylston to Coon Creek

9. **Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
06012 Cedar	5.7 north of Andover MP 125.2	8	South
06024 Isanti	5.7 south of Cambridge MP 113.0	54	Both
06040 Braham	5.3 south of Grasston MP 96.7	25	South
07438 Mora	11.0 west of Mora Jct	5	Both

SOUTHWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Amber Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ NORTHWARD
		06065	75.4	HINCKLEY	BJR			
		51063	62.6	13.1 PINE CITY		TWC		
		51053	52.7	9.8 RUSH CITY		6.28		
		51041	40.7	12.0 NORTH BRANCH		TWC 6.28		

AAR Channel 66—Hinckley to North Branch

Dispatcher Radio Call-in:	
Hinckley-86	Elk River-80

**Train Dispatchers Telephone Numbers—8-234-6408
Emergency Train Dispatcher Call-911**

1. **Speed Regulations**
 - 1(A). **Speed – Maximum** **Freight**
Hinckley to North Branch **25 MPH.**
 - 1(B). **Speed – Permanent Restrictions**
Pine City MP 62.7 to MP 62.8 **10 MPH.**
 - 1(C). **Speed – Switches and Turnouts**
None
 - 1(D). **Speed – Other**
Rush City— Head end over public crossings from MP 52.8 to MP 52.3 **10 MPH.**
Harris— Head end over public Crossings from MP 46.0 to MP 45.5 **10 MPH.**
Items 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:**
Hinckley to North Branch **143 tons**
3. **Method of Operation—
TWC—in effect:**
Hinckley to MP 52.0
MP 54.0 to MP 40.68
Restricted Limits—in effect:
Hinckley MP 73.5 to MP 75.4
4. **General Code of Operating Rules Items—
Rule 6.19—When flagging is required, distance will be 1.0 miles.
Rule 6.28—in effect:**
Rush City MP 52.0 to MP 54.0
North Branch MP 40.68 to MP 42.0
5. **Trackside Failed Equipment Detectors (FED)—None**
6. **FRA Excepted Track— None**

7. Special Conditions-

Between Rush City and North Branch, MP 45.8 to MP 40.7, when approaching crossings protected by signals or gates, it must be known by crews of trains and/or engines that signals or gates are activated before proceeding over crossings. If signals or gates are not activated, a crew member must proceed the movement and give signal from crossing if safe to proceed.

8. Line Segments-

Road Line Segments-

Line Segment	Limits
214	Hinckley to North Branch

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
51064 Gorham Spur	1.0 north of Pine City	5	South
51041 Chinook Spur	1.0 north of North Branch	8	South

WESTWARD	Length of Siding in Feet	Station Nos.	Siding Switch Milepost Location	Mile Post Location	Brainerd Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
				28.4	CARLTON JCT	J	CTC		
	6,386	05033	28.2 29.5	28.5	0.1 CARLTON				
	6,387	52138	43.7 45.0	44.0	15.5 CORONA				
	9,000	52147	52.6 54.4	53.8	9.3 WOODBURY				
	5,994	52165	71.1 72.5	72.0	17.6 McGREGOR				
	8,000	52173	78.3 79.9	79.6	8.7 KIMBERLY		TWC		
	8,948	52205	110.1 111.8	111.5	31.8 LOERCH				
	6,840	52212	116.5 117.7	117.0	7.2 BRainerd	XBT			
	6,310	52226	131.9 132.2	132.1	13.4 PILLAGER				
	6,404	52235	140.9	141.0	8.7 MOTLEY				
		00567	142.1	147.8	7.3 STAPLES	BJTXY	CTC		

AAR Channel 70— in service on this Subdivision.
 AAR Channel 85—Staples Subdivision Dispatcher.

Dispatcher Radio Call—in:	
Carlton—84	McGregor—89
Deerwood—90	Brainerd—83

Train Dispatchers Telephone Numbers— 8-234-6408
 Emergency Train Dispatcher Call—911

1. Speed Regulations

1(A). Speed — Maximum

Carlton Jct to Staples	Freight	49 MPH.
Carlton Jct to Brainerd trains over 100 tons/OB		40 MPH.
Brainerd to Staples trains over 100 tons/OB		45 MPH.

1(B). Speed — Permanent Restrictions

MP 93.6 to MP 95.5	35 MPH.
MP 97.4 to MP 98.7	35 MPH.
Brainerd MP 118.1 to MP 119.4 (HE only)	25 MPH.

1(C). Speed — Switches and Turnouts

Through turnout at Carlton Jct	25 MPH.
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1(D). Speed — Other

Through all sidings	10 MPH.
Item 1A, System Special Instructions, applies.	

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

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

Carlton to Staples	143 tons
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3. Method of Operation—

TWC—in effect: Carlton Jct to Staples

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 2.5 miles.

5. **Trackside Failed Equipment Detectors (FED)–**

A. Protecting bridges, tunnels or other structures:

Baxter MP 122.1 (DED Only)

B. Other FED locations:

Woodbury MP 51.2
 Aitkin MP 88.1
 Deerwood MP 108.0 (DED Only)

6. **FRA Excepted Track– None**

7. **Special Conditions–**

Sidings–Trains of 25 cars or more exceeding 100 tons O/B are NOT permitted to use any sidings except Corona, Woodbury, Kimberly and Loerch.

Automatic Switcher are located at:

Woodbury Siding–east and west switch
 Kimberly Siding–east and west switch
 Loerch Siding–east and west switch
 Motley Siding–east and west switch

Aitkin–Woodland Container Company and Land O'Lakes Processing Plant are using wheel stops and blue flags to protect cars loading at their dock.

More than one 4–Axle Truck Locomotive or Locomotives with 6–Axle Trucks are prohibited on Burns Box Factory Spur and Hole Track.
 6–axle locomotives not permitted on industry track.

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 crossings.

Westward trains arriving Staples will take train to west end of yard for crew change.

Brainerd–Derails installed and blue flags will be placed on following tracks, when cars spotted at Potlatch Corp. plant (Northwest Paper Co., Inc.):

Loading dock tracks 1, 3, and 4.

Pulp tracks 1 and 2.

North Coating tracks 1 and 2.

8. **Line Segments–**

Yard Line Segments–

Line Segment	Limits
523	Brainerd Shop
525	Brainerd
27	Carlton Jct. to Staples

Road Line Segments–

Line Segment	Limits
27	Carlton Jct to Staples

9. **Locations not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
52132 Sawyer	9.7 west of Carlton	5	East
52143 Cromwell Industrial	3.8 east of Woodbury	25	Both
52150 Wright	16.4 east of McGregor	21	West
52185 Aitkin	11.9 west of Kimberly	95	Both
52195 Deerwood	9.6 east of Loerch	3	West
52200 MacMillen Blodell Spur	5.1 west of Deerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	25	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Siding Switch Milepost Location	Mile Post Location	Casco Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		05055		58.0	BROOKSTON	J			
	7,686	52311	68.3 69.8	69.2	11.4 BADEN		CTC		
	7,664	52325	81.9 83.4	82.7	13.6 FERMOY				
				107.5	25.3 KELLY LAKE				
		52401		0.0		BJTY	TWC		
	19,572	52354	2.3 4.8	3.8	6.7 KEEWATIN		ABS		
		52362		9.4	9.6 NASHWAUK				
		52376		21.4	12.0 BRAXTON JCT		TWC		
	5,402	52382		25.8	4.6 CANISTEO				
		05106	24.7 25.8	31.3	5.2 GUNN	JT	CTC		

AAR Channel 85 in service on this Subdivision.

Dispatcher Radio Call-in:		
Floodwood-94	Grand Rapids-92	Kelly Lake-98
Brookston-97	DM & IR Dispatcher-Iron Jct-95	

Train Dispatchers Telephone Numbers-8-234-6409
Emergency Train Dispatcher call-911

1. Speed Regulations

1(A). Speed - Maximum

Brookston to Kelly Lake	Freight	40 MPH.
Kelly Lake and Gunn		35 MPH.

1(B). Speed - Permanent Restrictions

MP 58.0 to MP 59.1	25 MPH.
MP 59.1 to MP 59.3	12 MPH.
Over Holman Bridge A-49A between MP 20.0 and MP21.0	20 MPH.
MP 107.0 to MP 0.2 (K.D. leg of wye)	10 MPH.
MP 107.3 to MP 0.2 (K.Y. leg of wye)	10 MPH.

1(C). Speed - Switches and Turnouts

Trains or engines entering or leaving siding on clear signal and through turnouts at following locations:	25 MPH.
Baden	10 MPH.
Fermoy	25 MPH.
Gunn (Casco main to Lakes main)	25 MPH.

1(D). Speed - Other

Item 1A, System Special Instructions, applies between Kelly Lake and Gunn.

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

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

Brookston to Gunn 143 tons

3. Method of Operation-

- CTC-in effect: MP 58.0 to MP 107.3
- TWC-in effect: MP 0.2 to MP 31.2
- ABS-in effect: MP 0.2 to MP 4.9

Yard Limits—in effect:

Kelly Lake — MP 107.3 to MP 0.2, KY leg of the Wye

MP 107.0 to MP 0.2, KD leg of the Wye

4. General Code of Operating Rules Items—**Rule 6.19**—When flagging is required, distance will be 2.5 miles.**Rule 6.28**—Trackage between Kelly Lake and Emmert is considered industrial track Rule 6.28 will apply. Maximum speed is 20 MPH.

At Hibbing— Hibbing taconite spur is industrial track and maximum speed is 20 MPH. Loaded taconite trains from 1.2 miles north of Hibbing Taconite Jct switch to the Hibbing Taconite Jct. switch speed is 12 MPH.

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

MP 62.93

MP 95.57

MP 88.17

MP 106.60

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Baden (EWD) MP 67.0 (DED Only)

B. Other FED locations:

Baden (WWD) MP 67.0 (DED Only)

Spring Switches—A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 8.9.1.**Spring Switch Locations—**

MP 0.15—Not equipped with facing point lock—normal position is for west leg of wye.

MP 4.80—Equipped with facing point lock.

6. FRA Excepted Track— None**7. Special Conditions—****Taconite Cars**—Freight trains with over 6000 trailing tons and handling empty taconite cars, empty taconite cars must be placed at rear of train.**Spring Switches**—Kelly Lake, West wye switch, normal position is for West Leg Wye.

Between Calumet and Canisteo between MP 19.8 to MP 24.5 main track will be used jointly by BNSF and DM&IR and authority for train movements is controlled by BNSF and BNSF Rules and Timetable will govern.

Kelly Lake—The dual control switch at MP 106.1 governing entry to the east end of the yard as approached from Brookston is the "Casco Main Switch", the dual control switch at MP 107.0 governing movement from the east via Kelly Lake toward Gunn is the "K.D. Jct." switch and the dual control switch at MP 107.3 governing movement from the west to Gunn is the "K.Y. Jct." switch.

At Kelly Lake trains exceeding 100 tons O/B are not allowed on tracks one, two and three.

Trackage between Emmert, Keenan and Virginia will be governed by DM&IR RR current Timetable and Special Instructions. These will be available at Kelly Lake Depot.

At the National Taconite Loading Facility— A red and yellow light has been installed on both ends. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, then signal will display a permissive yellow color aspect.

Hibbing Taconite Plant— At the Hibtac loading facility, a red and yellow light has been installed on both ends of the load out pocket. If all of the movable parts of the loading mechanism are clear so that the train can move through the facility without interference, the signal will display a permissive yellow color aspect.

Do not exceed 3 MPH over scale when weighing cars.

Clay Track—Building constructed with close clearance at both ends, Lights installed—

Red—Do Not Enter

Yellow—Proceed with Caution

8. Line Segments-

Road Line Segments-

Line Segment	Limits
238	Kelly Lake -Emmert Jct
257	Hibbing Taconite Line
260	National Taconite
236	Brookston to Kelly Lake
237	Kelly Lake to Gunn

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
52306 Arlberg	5.4 west of Brookston	15	East
52331 Casco	5.8 west of Fermoy	16	East
52338 Old Onega Spur	1.2 east of Onega	6	East
52456 Hib Tac Jct	0.5 east of Kelly Lake		East
Oil Track	1.4 east of Hibbing	17	Both
52408 Hibbing	3.7 east of Kelly Lake		East
52412 Emmert	6.7 east of Kelly Lake		
52440 Virginia	25.1 east of Emmert		East

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Aurora Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
	5,035	00037	38.4	AURORA	JX			
	5,700	00045	44.7	SUGAR GROVE				
	7,300	00050	50.2	BIG ROCK				
		00055	55.1	HINCKLEY		CTC		
	8,900	00058	58.0	MORED				
		00062	62.1	WATERMAN				
			64.9	(UP) BX Xing	M			
	10,825	00067	67.1	SHABBONA				
		00077	77.3	STEWARD				
		00083	83.2	ROCHELLE	BX(2)	2MT CTC		
			83.7	(UP) NX Xing	A			
		00086	86.3	FLAG CENTER	JT			
	7,045	00092	92.4	CHANA				
	3,235	00098	98.4	OREGON				
	7,260	00107	107.4	STRATFORD				
	6,720	00114	116.0	CARTER		CTC		
	6,980	00122	122.5	MILLEGEVILLE				
	7,035	00129	129.4	CHADWICK				
	6,950	00138	138.5	BURKE				
			142.3	PLUM RIVER	JX	2MT CTC		
		00143	143.7	SAVANNA	X			
			144.8	CPRR Xing	A	DT ABS TWC		
		00156	156.9	ROBINSON SPUR	X			
	C5,670	00170	171.6	GALENA		CTC		
		00171	172.2	PORTAGE	JX(2)			
			177.2	MENOMINEE				
			180.3	BUDD	X(2)	2MT CTC		
			183.2	MURPHY				
			184.6	EAST CABIN	JX			
	C6,435	00184	185.2	EAST DUBUQUE	MX			
		00198	200.0	POTOSI	X	DT ABS TWC		
		00212	213.0	CASSVILLE	X(2)			
		00222	222.8	GLEN HAVEN	X			
		00227	228.4	BAGLEY	X			
		00231	232.0	WYALUSING				
		00235	235.6	PORTS		CTC		
		00236	237.0	CRAWFORD	M	2MT CTC		
		00239	239.7	PRAIRIE du CHIEN				
						14.7		

WESTWARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Aurora Subdiv MAIN LINE STATIONS		Method of Oper.	EASTWARD
		00254	254.4	LYNXVILLE	X	DT ABS TWC	
				7.8			
		00261	262.2	FERRYVILLE	X(2)		
				7.9			
		00269	270.1	DE SOTO	X		
				10.6			
		00280	280.7	GENOA	X		
				6.0			
		00286	286.7	STODDARD			
				9.6			
		00285	296.3	GRAF		CTC	
				3.6			
			299.9	GRAND CROSSING	MY	
				0.3			
		00299	300.2	NORTH LA CROSSE	BY	ABS	

AAR Channel No. 66 in service from Savanna to LaCrosse

Dispatcher Radio Call-In:		
Savanna-41	Galena-40	Cassville-42
Prairie du Chien-43	Desoto-44	Genoa-48
Hinckley-32	Rochelle-31	Carter-30
Savanna-34		

AAR Channel No. 70 in service Aurora to Savanna

AAR Channel No. 51 in service at Rochelle Yard.

Dispatchers Phone Numbers:

LaCrosse Dispatcher 2200 – 0600 Daily:

Savanna to Precott (817) 234-6021, FAX (817) 234-6057

LaCrosse Dispatcher 0600 to 2200 Monday-Friday:

Savanna to Grand Crossing (817) 234-6021, FAX (817) 234-6057

C&I Dispatcher:

Aurora to Savanna (817) 234-6022, Fax (817) 234-6058

1. Speed Regulations

1(A). Speed – Maximum

Aurora to North LaCrosse	60 MPH.
Against current of traffic on double track	49 MPH.

1(B). Speed – Permanent Restrictions

MP 38.44, Jct. switch, Aurora	35 MPH.
MP 38.44 to MP 40.0	40 MPH.
MP 64.9 to MP 65.0	40 MPH.
MP 77.4 to MP 77.9	40 MPH.
MP 82.2 to MP 83.7	45 MPH.
MP 83.7 to MP 83.9	35 MPH.
MP 83.9 to MP 84.4	45 MPH.
MP 95.8 to MP 102.3	45 MPH.
MP 95.8 to MP 102.3	45 MPH.
MP 142.0 to MP 144.5	35 MPH.
MP 144.5 to MP 145.6	25 MPH.
MP 171.4 to MP 172.2	35 MPH.
MP 175.5 to MP 175.8 Main track 1	40 MPH.
MP 180.7 to MP 181.1 Main track 1	40 MPH.
MP 184.2 to MP 184.9 both tracks	25 MPH.
MP 184.9 to MP 185.5	30 MPH.
MP 185.5 to MP 186.9	55 MPH.
MP 235.6 to MP 236.9	40 MPH.

Freight

MP 236.9 to MP 240.0	50 MPH.
MP 296.2 to MP 299.8	45 MPH.
MP 299.8 to MP 299.9	20 MPH.
MP 300.1 to MP 301.8 (HE only)	25 MPH.
MP 301.8 to MP 303.3	35 MPH.

1(C). **Speed – Switches and Turnouts**

MP 77.9 Through turnout	35 MPH.
MP 86.3 Flag Center –Through turnout	35 MPH.
MP 143.3–Through turnout	35 MPH.
Portage–through crossovers and turnouts	35 MPH.
Budd–Through crossovers and turnouts	35 MPH.
MP 184.7 through turnout Main track 1	25 MPH.
East Cabin–Through crossover	25 MPH.
East Dubuque–Through crossover	30 MPH.
MP 303.1 Through crossovers	35 MPH.
Through turnouts located at:	
MP 235.5	35 MPH.
MP 237.0	35 MPH.
MP 296.3	35 MPH.

1(D). **Speed – Other**

All loaded unit trains (except Intermodal) through sidings	10 MPH.
Controlled sidings between Aurora and Savanna except Mored	25 MPH.
Mored–though sidings and turnouts	35 MPH.
Oregon All loaded ore cars except series BN 99000–BN 99949	
over bridge 98.2	20 MPH.
Oregon–on siding	10 MPH.
Menominee Phoenix Lead	5 MPH.
East Cabin–on CCP center siding	10 MPH.
Bananna track and Interchange track	5 MPH.
Lacrosse Running Track	20 MPH.

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

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

Aurora to North LaCrosse	143 tons
Oregon to Mt Morris	131.5 tons
Aurora Industry Track from controlled siding	131.5 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate only between Aurora and North LaCrosse.

Oregon to Mt. Morris–Six axle locomotives and six axle derricks not permitted.

Savanna–Six axle locomotives and six axle derricks not permitted on yard tracks, except track 1 and 10. Trains with 6 axle locomotives must hold on to cars to work on restricted tracks.

East Cabin–Six axle locomotives and six axle derricks not permitted on Bananna Track or on Interchange track.

3. **Type of Operations–****Rule 6.13 Yard Limits**–in effect:

CTC Grand Crossing MP 299.9 to Sullivan MP 303.8

CTC– in effect:

MP 38.4 to MP 143.3 Aurora to Savanna
MP 171.5 to MP 185.3 Galena to East Dubuque
MP 235.4 to MP 239.8 Ports to Prairie du Chien
MP 296.3 to MP 299.8 Graf to Grand Crossing

ABS–in effect:

MP143.3 to MP 171.5 Savanna to Galena
MP185.3 to MP 235.4 East Dubuque to Ports
MP239.8 to MP 296.3 Prairie Du Chien to Graf
MP 300.1 to MP 302.9 No. LaCrosse to Sullivan

TWC—in effect:

MP 143.3 CTC Savanna to MP 171.5 CTC Galena
 MP 185.3 East Dubuque to MP 235.4 CTC Ports
 MP 239.8 Prairie du Chien to MP 296.3 CTC Graff

Multiple Main Tracks—

MP 77.9 to MP 86.2 Steward to Flag Center
 MP 142.5 to MP 143.3 Plum River to Savanna
 MP 172.3 to MP 185.3 Portage to East Dubuque
 MP 236.9 to MP 239.8 Crawford to Prairie Du Chien

Double Track—

MP 143.3 to MP 171.5 Savanna to Galena
 MP 185.3 to MP 235.4 East Dubuque to Ports
 MP 239.8 to MP 296.3 Prairie Du Chien to Graf

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—Industrial Track

Crawford FS Plant 1.9 miles.

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

MP 54.1 Hinckley
 MP 71.8 Lee
 MP 121.1 Near Milledgeville
 MP 177.4 Menominee
 MP 181.8 Main 1 near Budd
 MP 182.2 Main 2 near Murphy
 MP 184.9 East Dubuque Main 2

5. Trackside Failed Equipment Detectors (FED)—**A.** Protecting bridges, tunnels or other structures:

Sugar Grove (EWD) MP 41.8 (DED Only)

B. Other FED locations:

Lee MP 71.3
 Stratford MP 111.3
 Savanna MP 148.0 Both Tracks
 Galena MP 169.1 Both Tracks
 Potosi MP 197.5 Both Tracks
 Glen Haven MP 222.9 Both Tracks
 Charme MP 244.1 Both Tracks
 Desoto MP 267.1 Both Tracks
 Stoddard MP 289.2 Both Tracks

6. FRA Excepted Track—See GCOR Rule 6.12.

Oregon to Mt. Morris

7. Special Conditions—

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Regarding stations with crossovers indicated in station column—

Robinson Spur and Bagley—facing point only.
 Cassville and Ferryville—facing and trailing point.
 All other stations—trailing point only.

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

Westward trains between MP 52.0 and MP 53.0.
 Westward trains between MP 73.0 and MP 74.0.
 Westward trains between MP 158.0 and MP 159.0.
 Westward trains between MP 192.0 and MP 193.0.
 Westward trains between MP 287.0 and MP 288.0.
 Eastward trains between MP 288.0 and MP 287.0.
 Eastward trains between MP 245.0 and MP 244.0.
 Eastward trains between MP 193.0 and MP 192.0.
 Eastward trains between MP 106.0 and MP 105.0.

Rochelle—Signals governing movements over UP crossing also govern the block. Rule 9.12.3 must be complied with.

Movement through UP interlocking must be made completely through plant before reverse move is made. Under no conditions should equipment be left standing or unattended in plant.

CN Trains—All lists waybills and any accompanying paperwork that originates at DWP Pokegama yard or BRC clearing yard, must be hand delivered or left in a conspicuous place on the lead locomotive at crew change points. It will be the outbound conductors responsibility to insure proper paper work is in his possession before departure.

Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars and normal track speed is authorized.

Between Savanna and Robinson Spur—When eastward signal at MP 146.4 displays STOP indication, member of crew will communicate immediately with dispatcher. Movement from this signal must not be made without favorable signal indication or permission from the dispatcher.

Prairie du Chien—When using side tracks, crew member must protect movement over Frederick Street until gates are down.

Member of crew must protect movement over Marquette Road (Highway 35), Washington Street and Ohio Street before occupying road crossings, while using city track.

At Prairie Du Chien between Fredric Street, MP 240.7 and Lapoint Street MP 237.74, do not sound whistle signal as prescribed by Rule 5.8.2(II) between 2200 and 0600 hours unless emergency requires or when passing or meeting or about to pass or meet a train at or in the immediate vicinity of grade crossing under such circumstances that the second train will obscure in whole or part the view of the first mentioned train to persons who may be about to use the crossing. Engine bell will be rung where gates are not installed.

LaCrosse—Permission must be obtained from LaCrosse yardmaster or operator before occupying the main or running track.

Between MP 292 and MP 299.5, do not sound crossing whistle signal as prescribed by Rule 5.8.2(II) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing. Restriction does not apply on City tracks.

Upon arrival at LaCrosse, it is the conductors responsibility to contact the train dispatcher in Ft Worth, TX via radio to give up the authority given to his train—track warrant, track and time etc. If conductor cannot reach the dispatcher via radio, he must contact the dispatcher via dispatcher console or telephone in yard office before going off duty. If this should involve hours of service violation, conductor must file the FRA Hours of Service Report—BNSF Form 15623—E.

Eastbound trains that are departing LaCrosse yard, ensure that you do not block private crossing located at MP 300.1, in front of yard office, until signal to proceed is received through Grand Crossing interlocking.

Westbound trains that are notified by the dispatcher, yardmaster or CX operator that conditions exist to prevent prompt arrival into LaCrosse yard, do not pull past Goose Island crossing, located at MP 291.7, until information is received that will allow your train to move continuously into LaCrosse yard.

Manual Interlocking Not Controlled by BNSF—

Grand Crossing —controlled by CP Rail

Train and engine crews handling Canadian National Trains out of Pokegama, receiving train consist with special handling code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for these cars and normal track speed is authorized.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
810	Savanna
811	North La Crosse
820	Oregon
821	Rochelle
827	Dubuque

Road Line Segments-

Line Segment	Limits
66	Oregon to Mt. Morris
72	East Dubuque
3	Aurora to North La Crosse

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
71307 Mt. Morris	6.8 from Oregon	Yard	Both
00111 Polo	4.5 west of Stratford	56	West
00117 Hazelhurst	1.9 west of Carter	10	West
00163 Blanding	6.9 west of Robinson Spur	12	West
71402 Dubuque	1.0 from East Dubuque	Yard	Both
00205 McCartney	5.5 west of Potosi	4	West
00246 Chame	7.7 west of Prairie du Chien	4	West

W E S T W A R D L	Length of Siding in Feet	Station Nos.	Mile Post Location	St Croix Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	T E A S T W A R D
		00299	300.2	NORTH LA CROSSE	BY	ABS TWC		
		00301	303.1	SULLIVAN	Y	CTC		
		00315	317.4	TREMPEALEAU	X	DT ABS TWC		
10,145		00324	325.7	EAST WINONA		CTC		
		00326	328.2	WINONA JCT				
		00332	333.9	FOUNTAIN CITY	X			
		00341	343.1	COCHRANE	X	DT ABS TWC		
		00349	351.3	ALMA	X(2)			
		00356	358.7	NELSON				
		00360	362.1	TREVINO		CTC		
		00361	362.9	MEARS				
		00364	366.2	PEPIN	X			
		00377	378.7	MAIDEN ROCK				
		00384	386.3	BAY CITY	X(2)	DT ABS TWC		
		00389	391.0	HAGER				
		00394	396.3	DIAMOND BLUFF	X			
		00405	407.6	PRESCOTT				
		00407	407.8	BURNS		CTC		
Soo Line M/P Loc. 392.1		00409	410.5	ST CROIX	JX (2)	2MT CTC		

AAR Channel No. 39 in service this Subdivision.

Dispatcher Radio Call-in:	
LaCrosse -45	Nelson -46
Bay City -47	St. Croix -49

Dispatchers Phone Numbers:

LaCrosse Dispatcher, 2200-0600 Daily :

Savanna to Prescott (817) 234-6021, FAX (817) 234-6057

St Croix Dispatcher, 0600 to 2200 Monday-Friday:

Sullivan to Prescott (817) 234-6018, FAX (817) 234-6065

1. Speed Regulations

1(A). Speed - Maximum

Freight

North La Crosse to St. Croix 60 MPH.

1(B). Speed - Permanent Restrictions

MP 300.1 to MP 301.8 (HE only) 25 MPH.

MP 301.8 to MP 303.3 35 MPH.

MP 314.0 to MP 310.0 eastward track all trains except trains
consisting entirely of TOFC/COFC, Auto Rack or Business Cars 50 MPH.

MP 327.9 to MP 328.0 35 MPH.

MP 364.5 to MP 366.1 40 MPH.

MP 407.4 to MP 408.1 25 MPH.

MP 410.2-MP 410.5 35 MPH.

MP 410.4-CP Rail Main track connection switch from Main 2 to St. Croix ... 35 MPH.

1(C). Speed – Switches and Turnouts

MP 303.1 Through crossovers	35 MPH.
East Winona – Through turnouts of controlled sidings	20 MPH.
Except through turnout leaving east end of controlled siding after engine passes signal authorizing movement	35 MPH.
Through turnouts at following locations:	
MP 323.6	35 MPH.
MP 362.1	35 MPH.
MP 362.9	35 MPH.
MP 410.2–Through hand throw crossovers at East St. Croix	12 MPH.
MP 410.4–Through crossover at West St. Croix	35 MPH.

1(D). Speed – Other

All loaded unit trains (except Intermodal) through sidings	10 MPH.
Against the current of traffic on double track	49 MPH.
LaCrosse running track	20 MPH.

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

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

North LaCrosse to St Croix 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate.

Six axle locomotives and six axle derricks are not permitted on Old Main between South Avenue and West Avenue at LaCrosse

3. Method of Operation–

Yard Limits– in effect:

MP 299.9 Grand Crossing to MP 303.8 Sullivan

CTC–in effect:

MP 302.8 to MP 303.3 Sullivan

MP 323.6 to MP 328.2 Winona Control Points

MP 361.9 to MP 363.1 Trevino to Mears

MP 407.5 to MP 410.5 Prescott to St. Croix

ABS–in effect:

MP 300.1 to MP 302.8 North LaCrosse

MP 303.3 to MP 323.6 Sullivan to MP 323.6

MP 328.2 to MP 361.9 Winona Jct. to Trevino

MP 363.1 to MP 407.5 Mears to Prescott

TWC–in effect:

MP 303.3 Sullivan to MP 323.6

MP 328.2 CTC Winona Jct to MP 361.9 Trevino

MP 363.1 CTC Mears to MP 407.5 CTC Prescott

Multiple Main Tracks–

MP 407.8 to MP 410.5

Burns to St. Croix

Double Track–

MP 303.3 to MP 323.6

Sullivan to MP 323.6

MP 328.2 to MP 361.9

Winona Jct. to Trevino

MP 363.1 to MP 407.5

Mears to Prescott

4. General Code of Operating Rules Items–

Rule 6.19– Between North LaCrosse and St. Croix, when flagging is required distance will be 1.5 miles.

Rule 10.2– Main track switches not equipped with electric locks:

MP 410.2– Main 2– Kings Cove

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations:

Brice Prairie	MP 307.2 Both Tracks
Winona Jct	MP 327.5
Trevino	MP 362.5
Hager	MP 392.3 Both Tracks
Prescott	MP 405.0 Both Tracks

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:

- Westward trains between MP 315.0 to MP 316.0.
- Westward trains between MP 339.0 to MP 340.0.
- Eastward trains between MP 381.0 to MP 380.0.
- Eastward trains between MP 403.0 to MP 402.0.

Regarding stations with crossovers indicated in station column—

- Diamond Bluff—facing point only.
- Alma and Bay City—facing and trailing point.
- All other stations—trailing point only.

North LaCrosse—Westward trains operating West of St. Croix will obtain a Track Warrant from the East Hump Dispatcher, and a Track Warrant from the LaCrosse to St. Croix Dispatcher, Ft. Worth.

Permission must be obtained from the LaCrosse yardmaster or operator before occupying the main or running track.

Upon arrival at LaCrosse, it is the conductors responsibility to contact the train dispatcher in Ft Worth, TX via radio to give up the authority given to his train—track warrant, track and time etc. If conductor cannot reach the dispatcher via radio, he must contact the dispatcher via dispatcher console or telephone in yard office before going off duty. If this should involve hours of service violation, conductor must file the FRA Hours of Service Report—BNSF Form 15623—E.

Alma—At Dairyland Power, all trains must contact Dairyland Power personnel on BNSF Radio Channel 39 before entering plant. No BNSF personnel will enter the dumper without first notifying the train dumping crew.

St. Croix—All trains must give Fort Worth Dispatcher arrival and departure times at Prescott and St Croix by radio.

Northtown—When it is necessary to operate with CNW power, a clipboard is available upon your request which can be checked in and out from the operator at Northtown.

Whenever you handle a coal train to the Alma coal facility the conductor must fill out a Unit Coal Train Loading/Unloading Report, Form No. 15831 12—78. This report is to be turned in with your train delay and timeslip. The forms are available at LaCrosse and Northtown.

CN Trains—All lists waybills and any accompanying paperwork that originates at DWP Pokegema yard or BRC clearing yard, must be hand delivered or left in a conspicuous place on the lead locomotive at crew change points. It will be the outbound conductors responsibility to insure proper paper work is in his possession before departure.

Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R—32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars and normal track speed is authorized.

Trains Blocking Crossings—Eastbound trains that are departing LaCrosse yard, ensure that you do not block private crossing located at MP 300.1, in front of yard office, until signal to proceed is received through Grand Crossing interlocking.

Train and engine crews handling Canadian National Trains out of Pokegema, receiving train consist with special handling code CTC R—32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for these cars and normal track speed is authorized.

8. **Line Segments—**

Yard Line Segments—

Line Segment	Limits
811	North La Crosse
826	Winona

Road Line Segments-

Line Segments Limits

3

North La Crosse to St. Croix

9. Locations not Shown as Stations-

	Name	Miles-Location	Capacity Cars	Switch Opens
00310	Lytle (Eastward)	6.2 east of Trempealeau	4	East
00310	Lytle (Westward)	6.2 east of Trempealeau	4	West
71502	Winona	1.5 from East Winona	Yard	Both

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Rockford Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		00086	0.2	FLAG CENTER	JTR			
	2,950	71205	4.8	4.2 KINGS		TWC		
		71211	11.7	7.6 DAVIS JCT	A		
		71223	23.5	11.7 ROCKFORD	MR		

AAR Channel No. 70 in service on this Subdivision.

Dispatcher Radio Call-in:

Flag Center-31

Dispatchers Phone Numbers—C&I Aurora to Galena
Phone—(817) 234-6022, FAX (817) 234-6058

1. Speed Regulations

- 1(A). Speed – Maximum Freight
Flag Center to Rockford 25 MPH.
- 1(B). Speed – Permanent Restrictions
MP 2.0 to MP 12.0 25 MPH.
MP 12.0 to MP 13.0 10 MPH.
MP 13.0 to MP 17.0 25 MPH.
- 1(C). Speed – Switches and Turnouts—None
- 1(D). Speed – Other
Wye track at Flag Center 10 MPH.
MP 11.8 Davis Jct. —Locomotive or leading car of train crossing Highway 72 10 MPH.
Main Street (MP 23.50) 5 MPH.
Bridge 23.37 cars greater than 131.5 tons 10 MPH.
Item 1(A) of System Special Instructions apply.

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

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

Flag Center to Rockford 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
Six axle locomotives and six axle derricks not permitted.

3. Method of Operation—

Restricted Limits—in effect:

Flag Center MP 0.0 to MP 2.0
Rockford MP 17.0 to MP 23.8

TWC—in effect:

MP 2.0 to MP 17.0.

4. General Code of Operating Rules Items—

Rule 5.4.4—In effect on this Subdivision.

Rule 6.19—When flagging is required, distance will be .75 miles.

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track—None

7. **Special Conditions-**

Between Camp Grant and CCP crossing-Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movement approaching and passing over electric locked switches at MP 21.9. These signals are not part of an automatic block, CTC or interlocking system.

When signal at MP 21.8 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 22.0. When signal at MP 22.0 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 21.8. When green aspect is displayed by signal 21.8 or MP 22.0 train or engine may proceed.

When signals at MP 21.4 and 22.5 display a yellow aspect trains or engines may proceed prepared to stop before any part of train or engine passes next signal.

Rockford-When movement is made over Winnebago Street on the CNW, a crew member must be in position on ground at crossing to warn traffic until the crossing is occupied by train, engine or cars.

Rockford-CCP Interlocking-CCP manual interlocking is controlled by the CCP dispatcher. If signal fails to clear, contact CCP dispatcher or the BNSF C&I dispatcher. In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Item 1(A) of System Special Instructions applies.

Manual Interlocking Not Controlled by BNSF-

Rockford-controlled by CP Rail

8. **Line Segments-**

Yard Line Segments-

Line Segment	Limits
816	Rockford

Road Line Segments-

Line Segment	Limits
63	Flag Center to Rockford

9. **Locations not Shown as Stations-**

Name	Miles-Location	Capacity Cars	Switch Opens
71219 Camp Grant	18.9 from Flag Center	72	Both

Twin Cities Area Operating Officers

G.S. PLOEGER	Supt. Operations	Minneapolis	782-3481
G.A. WHITE	Terminal Supt.	Northtown	782-3421
J.T. PERDEW	Terminal Manager	Northtown	782-3423
J.L. HAUBRICK	Trainmaster	Northtown GOB	782-3325
M.L. COLEMAN	Road Foreman	Northtown GOB	782-3239
S.L. WINGAD	Trainmaster	Dilworth	280-7259
J.E. RUBY	Terminal Trainmaster	Northtown	782-3307
T.J. WAGNER	Terminal Trainmaster	Northtown	782-3307
J.T. LOWE	Terminal Trainmaster	Northtown	782-3307
G.P. JAEB	Terminal Trainmaster	Northtown	782-3307
R.R. ROBY	Terminal Trainmaster	Northtown	782-3307
T.J. GEORGE	Terminal Trainmaster	Northtown	782-3307
W.C. O'DONNELL	Terminal Trainmaster	Northtown	782-3307
B.B. ANDERSON	Terminal Trainmaster	Northtown	782-3307
R.J. BURN	Terminal Trainmaster	Northtown	782-3307
J.A. HOVLAND	General Roadmaster	Northtown GOB	782-3479
W.A. MORRIS	Roadmaster	Northtown	782-3235
F.L. PROUDFOOT	Roadmaster	Northtown	782-3236
R. C. ROMANO	Roadmaster	Staples	894-5235
R.T. RADIKA	Roadmaster	St. Cloud	259-3235
D.C. GOODMUNDSON	Mgr. Safety & Rules	Northtown GOB	782-3294

Superior Area Operating Officers

F.J. RUTT	Terminal Superintendent	Superior	394-1226
F.J. BENNETT	Road Foreman	Superior	394-1255
D.J. RICHTER	Terminal Trainmaster	Superior	394-1257
G.A. ANDERSON	Terminal Trainmaster	Superior	394-1257
A.D. BENGSTON	Terminal Trainmaster	Superior	394-1257
D.A. BERCHILD	Terminal Trainmaster	Superior	394-1257
R.L. GRIFFIN	Trainmaster	Superior	394-1256
G.M. BOUTIN	Trainmaster	Superior	394-1299
M.F. SANFORD	Roadmaster	Superior	394-1235
S.L. FLUCK	Roadmaster	Superior	394-1236
J.D. JOHNSON	Roadmaster	Carlton	228-4027
J.L. EMPTING	Roadmaster	Grand Rapids	(218) 326-9472

LaCrosse Area Operating Officers

J.S. LUNAK	Supt. Operations	LaCrosse	781-7400
T.W. OUDEANS	Road Foreman	LaCrosse	781-7435
E.S. SCHOENFEILD	Trainmaster	LaCrosse	781-7417
C.W. SMITH	Trainmaster	LaCrosse	781-7413
R.L. ROSKILLY	Roadmaster	Rochelle	345-6212
W.J. BARBEE	Roadmaster	LaCrosse	781-7438
M.V. VEITZ	Roadmaster	LaCrosse	781-7437
G.D. REAMER	Signal Supervisor	LaCrosse	781-7430
A.J. SCHUURMANS	Trainmaster	Rochelle	345-6534

DIVISION SAFETY CO-CHAIRMAN-	Voice Mail	394-1312
TRANSPORTATION SAFETY CHAIRMAN	Voice Mail	394-1318
MAINTENANCE OF WAY SAFETY CHAIRMAN	Voice Mail	394-1313
MECHANICAL SAFETY CHAIRMAN	Voice Mail	394-1315
TACONITE SAFETY CHAIRMAN	Voice Mail	394-1317